

Design Traffic Technical Memorandum

Appendices

US 301/SR 41 (Gall Blvd.) from SR 39 to South of CR 54

Work Program Item Segment No.: 256422-2

Project Development & Environment Study Update



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

November 2012 (Cover Update)

Draft Design Traffic Technical Memorandum

Appendices

US 301/SR 41 (Gall Boulevard)

**From SR 39 to South of CR 54 (Eiland
Boulevard)
Pasco County, Florida**

Work Program Item No.: 256422-2

Prepared For:



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

December 2010



Draft Design Traffic Technical Memorandum

Appendices

US 301/SR 41 (Gall Boulevard)

**From SR 39 to South of CR 54 (Eiland Boulevard)
Pasco County, Florida**

Work Program Item No.: 256422-2

Prepared For:

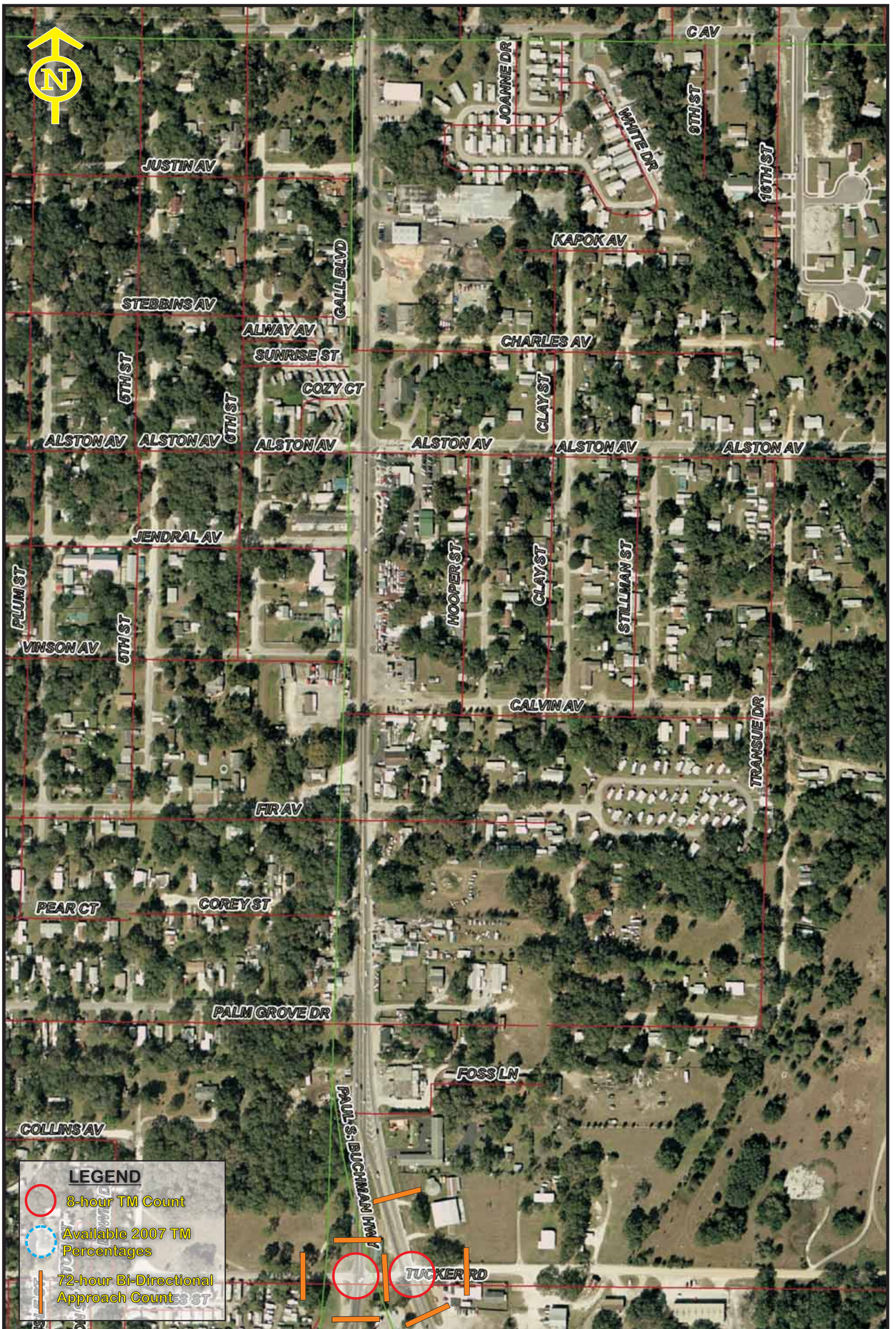


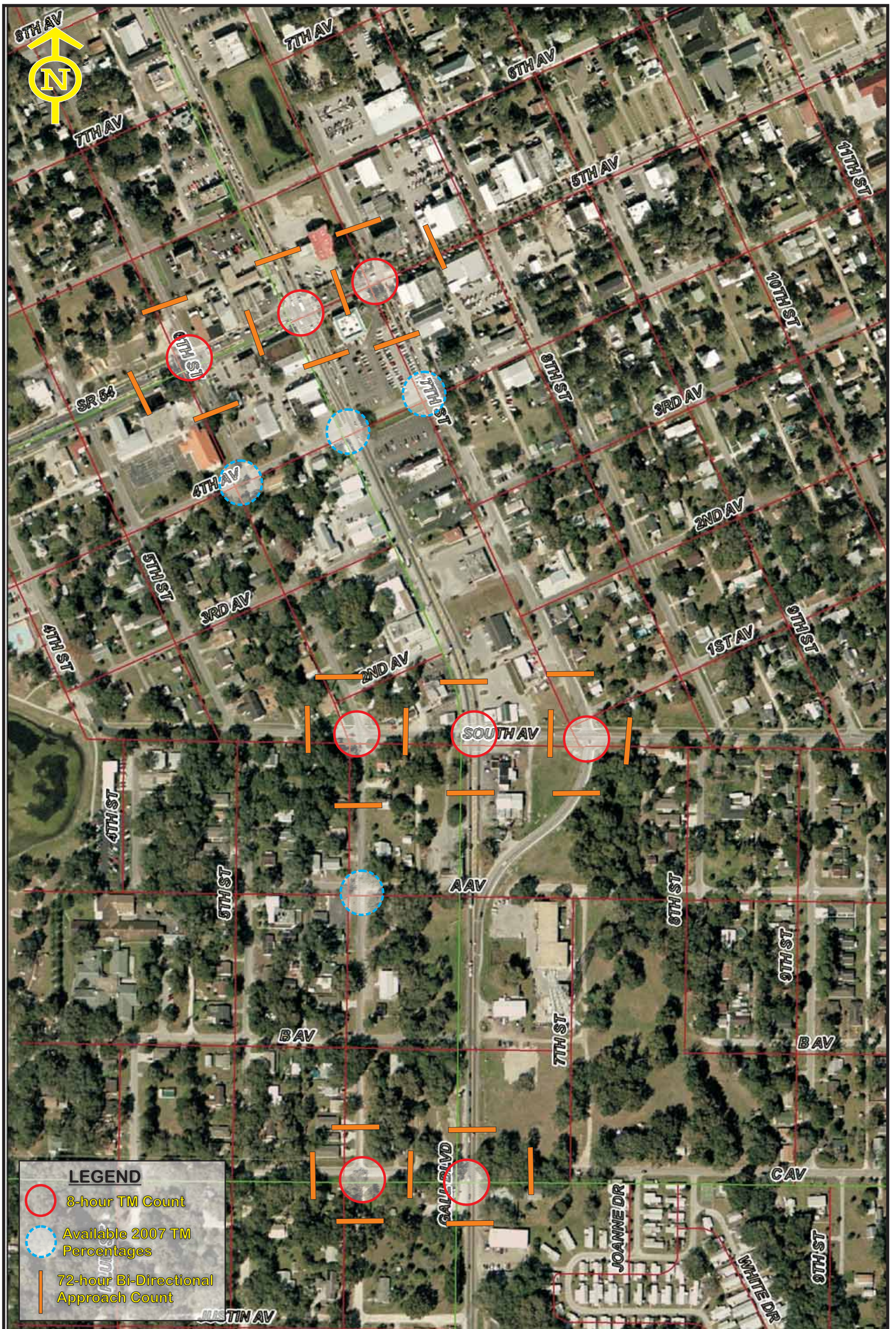
Florida Department of Transportation

Prepared By:

HDR Engineering, Inc.
5426 Bay Center Drive, Suite 400
Tampa, FL 33609

Appendix A1
US 301 Count Location Maps





LEGEND

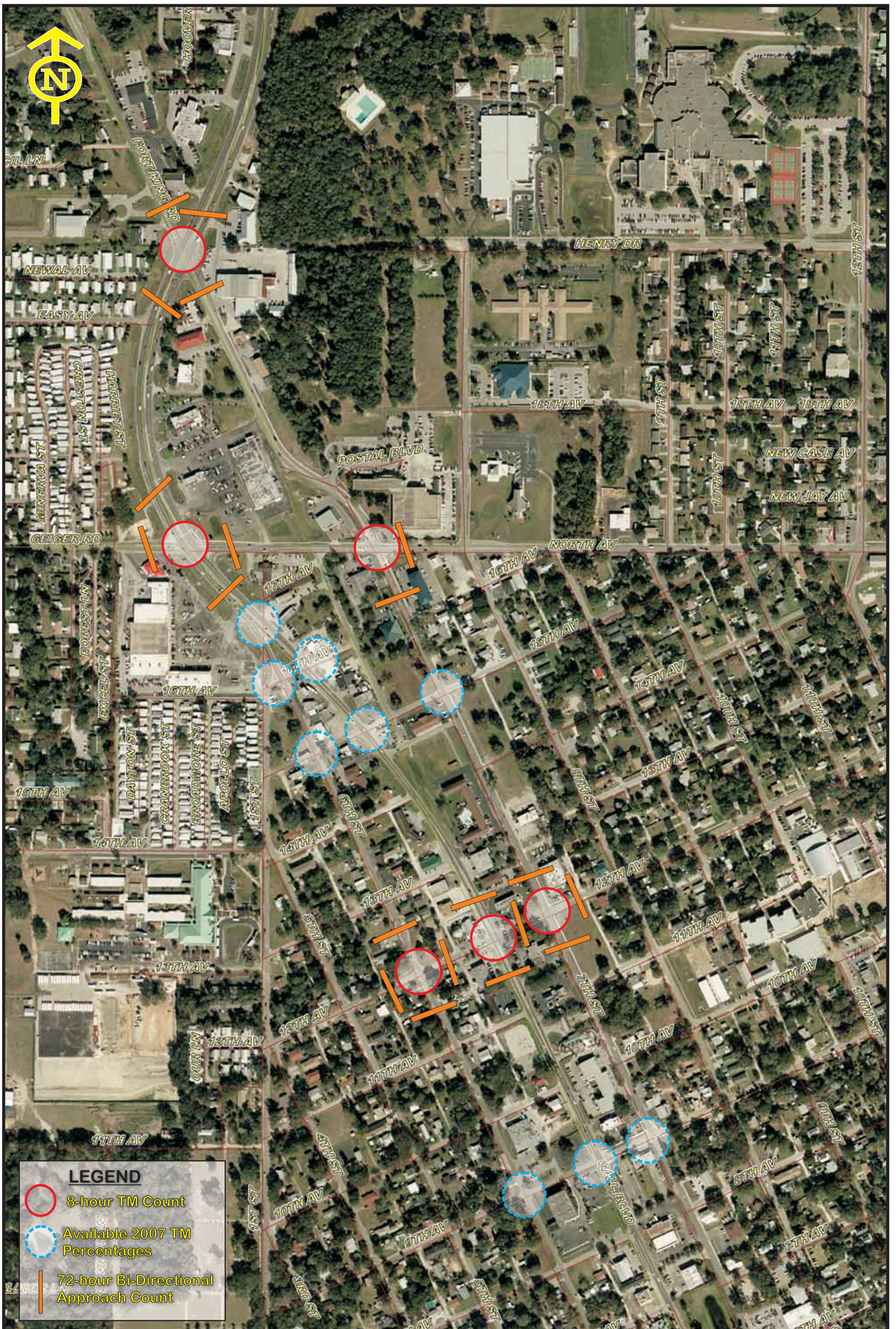
- 8-hour TM Count
- Available 2007 TM Percentages
- | 72-hour Bi-Directional Approach Count



US 301 Pre-Design Study from SR 39 to CR 54

TRAFFIC COUNT MAP (2 of 3)

EXHIBIT 2



Appendix A2
Turning Movement Counts

Adams Traffic, Inc.

P.O. Box 997

Plant City, FL 33564

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

Project No.: 06104.02

Turning Movement Count Field Data Sheet

Date: 5/26/10

Count Times: 7-9am; 10am-2pm, 4-6pm

Major Street: US 301

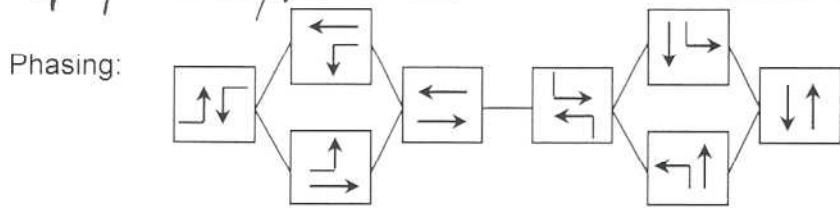
Direction: N-S Speed Limit: 45 mph

Minor Street: Tucker Road

Direction: E-W Speed Limit: 30 mph

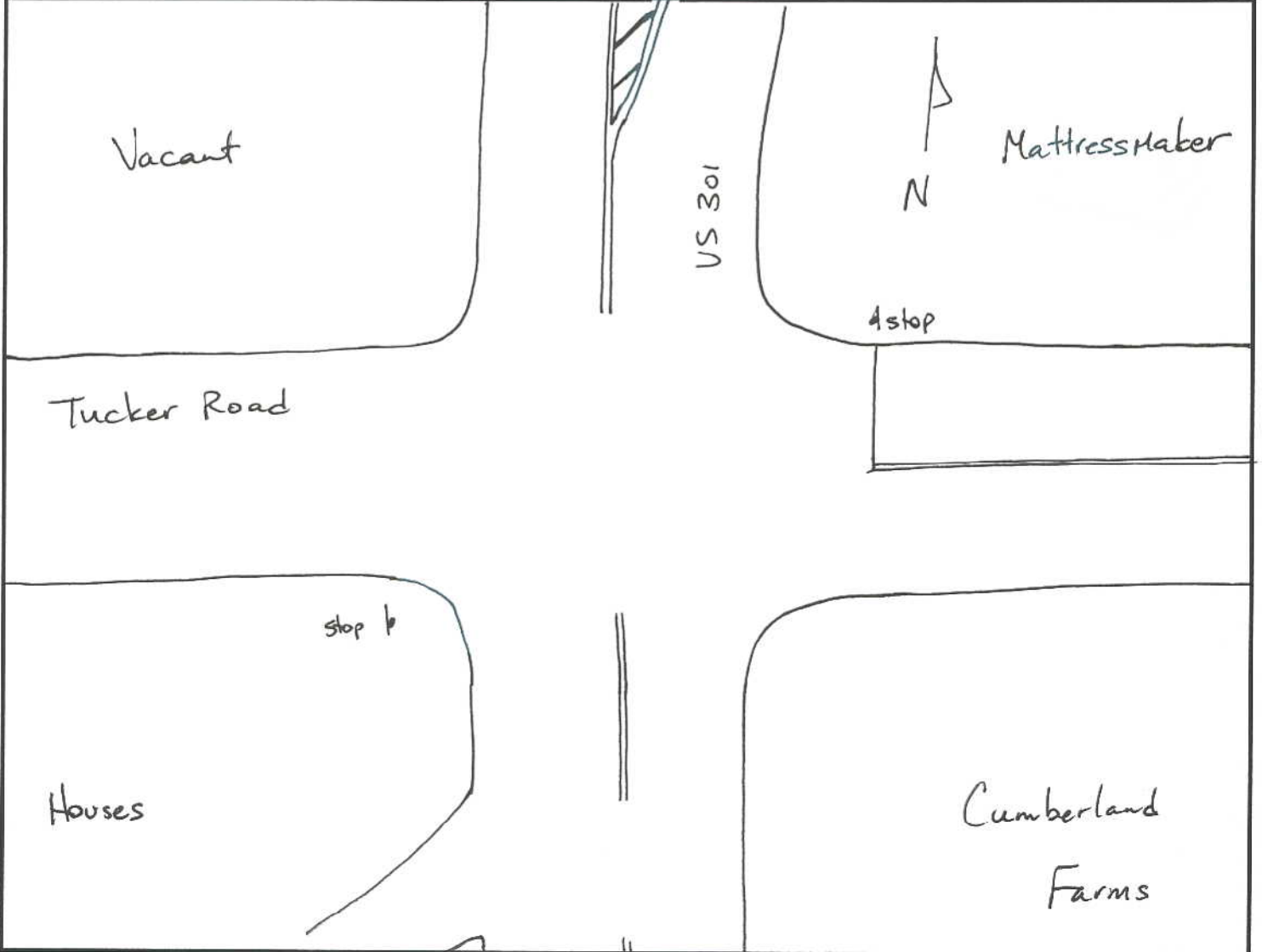
City/County: Zephyrhills / Pasco

Weather: Clear



Unsignalized

Intersection Sketch



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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&tucker
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 1

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

Start Time	US 301 Southbound				TUCKER ROAD Westbound				US 301 Northbound				TUCKER ROAD 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	138	1	139	0	0	1	1	0	43	0	43	1	0	2	3	186
07:15 AM	0	127	2	129	2	0	0	2	0	58	1	59	1	0	1	2	192
07:30 AM	0	110	0	110	1	0	0	1	0	64	1	65	2	0	0	2	178
07:45 AM	1	104	0	105	1	0	0	1	0	71	1	72	4	2	1	7	185
Total	1	479	3	483	4	0	1	5	0	236	3	239	8	2	4	14	741
08:00 AM	0	99	2	101	1	1	1	3	0	63	0	63	4	0	2	6	173
08:15 AM	0	88	2	90	1	0	0	1	2	70	0	72	0	0	1	1	164
08:30 AM	0	78	1	79	1	1	0	2	0	76	0	76	0	0	0	0	157
08:45 AM	0	86	6	92	0	1	1	2	1	62	3	66	2	0	2	4	164
Total	0	351	11	362	3	3	2	8	3	271	3	277	6	0	5	11	658
*** BREAK ***																	
10:00 AM	0	84	3	87	2	1	0	3	2	64	1	67	4	0	4	8	165
10:15 AM	0	62	1	63	0	0	1	1	3	52	1	56	2	0	0	2	122
10:30 AM	1	78	4	83	1	0	1	2	1	73	4	78	2	1	2	5	168
10:45 AM	1	62	0	63	2	0	1	3	4	51	0	55	2	1	4	7	128
Total	2	286	8	296	5	1	3	9	10	240	6	256	10	2	10	22	583
11:00 AM	1	85	2	88	2	0	0	2	2	59	2	63	0	0	2	2	155
11:15 AM	0	87	5	92	1	0	3	4	2	73	2	77	0	0	2	2	175
11:30 AM	0	69	4	73	0	0	1	1	1	67	3	71	2	1	2	5	150
11:45 AM	1	72	2	75	1	0	0	1	0	74	2	76	1	0	0	1	153
Total	2	313	13	328	4	0	4	8	5	273	9	287	3	1	6	10	633
12:00 PM	0	80	4	84	1	0	0	1	1	70	1	72	1	1	1	3	160
12:15 PM	0	70	1	71	4	3	1	8	1	72	2	75	2	0	1	3	157
12:30 PM	0	68	2	70	3	0	1	4	0	72	0	72	6	0	1	7	153
12:45 PM	0	92	3	95	0	0	0	0	1	88	2	91	0	0	0	0	186
Total	0	310	10	320	8	3	2	13	3	302	5	310	9	1	3	13	656
01:00 PM	0	68	1	69	3	0	0	3	1	76	4	81	3	0	1	4	157
01:15 PM	0	71	3	74	0	0	3	3	0	67	4	71	1	0	0	1	149
01:30 PM	1	68	2	71	0	0	0	0	5	82	2	89	1	0	1	2	162
01:45 PM	1	87	3	91	0	0	1	1	2	73	3	78	4	1	0	5	175
Total	2	294	9	305	3	0	4	7	8	298	13	319	9	1	2	12	643
*** BREAK ***																	
04:00 PM	2	87	6	95	3	1	0	4	1	140	7	148	2	1	3	6	253
04:15 PM	0	66	9	75	4	0	1	5	0	136	3	139	2	1	0	3	222
04:30 PM	0	70	4	74	4	0	0	4	0	136	2	138	3	1	1	5	221
04:45 PM	1	59	3	63	2	1	0	3	1	140	2	143	2	2	0	4	213
Total	3	282	22	307	13	2	1	16	2	552	14	568	9	5	4	18	909

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

File Name : us301&tucker
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 2

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

Start Time	US 301 Southbound				TUCKER ROAD Westbound				US 301 Northbound				TUCKER ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	1	87	2	90	0	0	2	2	1	135	1	137	0	0	0	0	229
05:15 PM	0	85	2	87	2	0	1	3	0	166	4	170	2	0	2	4	264
05:30 PM	0	73	7	80	1	0	0	1	1	161	2	164	5	0	0	5	250
05:45 PM	0	85	1	86	1	1	2	4	0	195	1	196	2	2	0	4	290
Total	1	330	12	343	4	1	5	10	2	657	8	667	9	2	2	13	1033
Grand Total	11	2645	88	2744	44	10	22	76	33	2829	61	2923	63	14	36	113	5856
Apprch %	0.4	96.4	3.2		57.9	13.2	28.9		1.1	96.8	2.1		55.8	12.4	31.9		
Total %	0.2	45.2	1.5	46.9	0.8	0.2	0.4	1.3	0.6	48.3	1.0	49.9	1.1	0.2	0.6	1.9	

Start Time	US 301 Southbound				TUCKER ROAD Westbound				US 301 Northbound				TUCKER ROAD 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	1	479	3	483	4	0	1	5	0	236	3	239	8	2	4	14	741
Percent	0.2	99.2	0.6		80.0	0.0	20.0		0.0	98.7	1.3		57.1	14.3	28.6		
07:15 Volume	0	127	2	129	2	0	0	2	0	58	1	59	1	0	1	2	192
Peak Factor																	0.965
High Int.	07:00 AM				07:15 AM				07:45 AM				07:45 AM				
Volume	0	138	1	139	2	0	0	2	0	71	1	72	4	2	1	7	
Peak Factor	0.869				0.625				0.830				0.500				
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:00 AM				08:00 AM				07:45 AM				07:15 AM				
Volume	1	479	3	483	3	3	2	8	2	280	1	283	11	2	4	17	
Percent	0.2	99.2	0.6		37.5	37.5	25.0		0.7	98.9	0.4		64.7	11.8	23.5		
High Int.	07:00 AM				08:00 AM				08:30 AM				07:45 AM				
Volume	0	138	1	139	1	1	1	3	0	76	0	76	4	2	1	7	
Peak Factor	0.869				0.667				0.931				0.607				
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	12:00 PM																
Volume	0	310	10	320	8	3	2	13	3	302	5	310	9	1	3	13	656
Percent	0.0	96.9	3.1		61.5	23.1	15.4		1.0	97.4	1.6		69.2	7.7	23.1		
12:45 Volume	0	92	3	95	0	0	0	0	1	88	2	91	0	0	0	0	186
Peak Factor																	0.882
High Int.	12:45 PM				12:15 PM				12:45 PM				12:30 PM				
Volume	0	92	3	95	4	3	1	8	1	88	2	91	6	0	1	7	
Peak Factor	0.842				0.406				0.852				0.464				

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

File Name : us301&tucker
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 3

Start Time	US 301 Southbound				TUCKER ROAD Westbound				US 301 Northbound				TUCKER ROAD 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	11:00 AM				12:15 PM				12:45 PM				10:00 AM				
Volume	2	313	13	328	10	3	2	15	7	313	12	332	10	2	10	22	
Percent	0.6	95.4	4.0		66.7	20.0	13.3		2.1	94.3	3.6		45.5	9.1	45.5		
High Int.	11:15 AM				12:15 PM				12:45 PM				10:00 AM				
Volume	0	87	5	92	4	3	1	8	1	88	2	91	4	0	4	8	
Peak Factor				0.891				0.469				0.912				0.688	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	1	330	12	343	4	1	5	10	2	657	8	667	9	2	2	13	1033
Percent	0.3	96.2	3.5		40.0	10.0	50.0		0.3	98.5	1.2		69.2	15.4	15.4		
05:45 Volume	0	85	1	86	1	1	2	4	0	195	1	196	2	2	0	4	290
Peak Factor																0.891	
High Int.	05:00 PM				05:45 PM				05:45 PM				05:30 PM				
Volume	1	87	2	90	1	1	2	4	0	195	1	196	5	0	0	5	
Peak Factor				0.953				0.625				0.851				0.650	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	05:00 PM				04:00 PM				05:00 PM				04:00 PM				
Volume	1	330	12	343	13	2	1	16	2	657	8	667	9	5	4	18	
Percent	0.3	96.2	3.5		81.3	12.5	6.3		0.3	98.5	1.2		50.0	27.8	22.2		
High Int.	05:00 PM				04:15 PM				05:45 PM				04:00 PM				
Volume	1	87	2	90	4	0	1	5	0	195	1	196	2	1	3	6	
Peak Factor				0.953				0.800				0.851				0.750	

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&tucker
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	US 301 Southbound				TUCKER ROAD Westbound				US 301 Northbound				TUCKER ROAD 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	135	1	136	0	0	0	0	0	42	0	42	1	0	2	3	181
07:15 AM	0	125	2	127	1	0	0	1	0	55	1	56	1	0	1	2	186
07:30 AM	0	106	0	106	1	0	0	1	0	64	0	64	2	0	0	2	173
07:45 AM	1	99	0	100	1	0	0	1	0	64	1	65	4	2	1	7	173
Total	1	465	3	469	3	0	0	3	0	225	2	227	8	2	4	14	713
08:00 AM	0	95	2	97	1	1	0	2	0	61	0	61	4	0	2	6	166
08:15 AM	0	86	2	88	0	0	0	0	2	69	0	71	0	0	1	1	160
08:30 AM	0	73	1	74	1	1	0	2	0	74	0	74	0	0	0	0	150
08:45 AM	0	82	6	88	0	1	1	2	1	61	3	65	2	0	2	4	159
Total	0	336	11	347	2	3	1	6	3	265	3	271	6	0	5	11	635
*** BREAK ***																	
10:00 AM	0	82	3	85	1	1	0	2	2	63	1	66	4	0	4	8	161
10:15 AM	0	60	1	61	0	0	0	0	3	51	1	55	2	0	0	2	118
10:30 AM	1	75	4	80	1	0	1	2	1	66	3	70	2	1	2	5	157
10:45 AM	1	61	0	62	2	0	1	3	4	50	0	54	2	1	4	7	126
Total	2	278	8	288	4	1	2	7	10	230	5	245	10	2	10	22	562
11:00 AM	0	83	2	85	2	0	0	2	2	56	2	60	0	0	2	2	149
11:15 AM	0	84	5	89	1	0	2	3	2	70	1	73	0	0	2	2	167
11:30 AM	0	67	4	71	0	0	1	1	1	63	2	66	2	1	2	5	143
11:45 AM	1	71	2	74	1	0	0	1	0	70	2	72	1	0	0	1	148
Total	1	305	13	319	4	0	3	7	5	259	7	271	3	1	6	10	607
12:00 PM	0	78	4	82	1	0	0	1	1	68	1	70	1	1	1	3	156
12:15 PM	0	68	1	69	4	3	0	7	1	69	1	71	2	0	1	3	150
12:30 PM	0	68	2	70	3	0	1	4	0	68	0	68	6	0	1	7	149
12:45 PM	0	89	3	92	0	0	0	0	1	88	1	90	0	0	0	0	182
Total	0	303	10	313	8	3	1	12	3	293	3	299	9	1	3	13	637
01:00 PM	0	67	1	68	3	0	0	3	1	71	3	75	3	0	1	4	150
01:15 PM	0	70	3	73	0	0	2	2	0	67	4	71	1	0	0	1	147
01:30 PM	0	67	2	69	0	0	0	0	5	81	1	87	1	0	1	2	158
01:45 PM	0	85	3	88	0	0	1	1	2	71	3	76	4	1	0	5	170
Total	0	289	9	298	3	0	3	6	8	290	11	309	9	1	2	12	625
*** BREAK ***																	
04:00 PM	2	85	6	93	3	1	0	4	1	139	4	144	2	1	3	6	247
04:15 PM	0	62	8	70	4	0	0	4	0	134	3	137	1	1	0	2	213
04:30 PM	0	66	4	70	4	0	0	4	0	134	2	136	3	1	1	5	215
04:45 PM	1	57	3	61	2	1	0	3	1	138	2	141	2	2	0	4	209
Total	3	270	21	294	13	2	0	15	2	545	11	558	8	5	4	17	884

Turning Movement Count
 Adams Traffic, Inc.
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File Name : us301&tucker
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Groups Printed- Passenger Vehicles

Start Time	US 301 Southbound				TUCKER ROAD Westbound				US 301 Northbound				TUCKER ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	1	87	2	90	0	0	1	1	1	135	1	137	0	0	0	0	228
05:15 PM	0	85	2	87	2	0	1	3	0	165	4	169	2	0	2	4	263
05:30 PM	0	72	7	79	1	0	0	1	1	161	2	164	5	0	0	5	249
05:45 PM	0	84	1	85	0	1	2	3	0	195	1	196	2	2	0	4	288
Total	1	328	12	341	3	1	4	8	2	656	8	666	9	2	2	13	1028
Grand Total	8	2574	87	2669	40	10	14	64	33	2763	50	2846	62	14	36	112	5691
Apprch %	0.3	96.4	3.3		62.5	15.6	21.9		1.2	97.1	1.8		55.4	12.5	32.1		
Total %	0.1	45.2	1.5	46.9	0.7	0.2	0.2	1.1	0.6	48.6	0.9	50.0	1.1	0.2	0.6	2.0	

Start Time	US 301 Southbound				TUCKER ROAD Westbound				US 301 Northbound				TUCKER ROAD 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	1	465	3	469	3	0	0	3	0	225	2	227	8	2	4	14	713
Percent	0.2	99.1	0.6		100.0	0.0	0.0		0.0	99.1	0.9		57.1	14.3	28.6		
07:15 Volume	0	125	2	127	1	0	0	1	0	55	1	56	1	0	1	2	186
Peak Factor																	0.958
High Int.	07:00 AM				07:15 AM				07:45 AM				07:45 AM				
Volume	0	135	1	136	1	0	0	1	0	64	1	65	4	2	1	7	
Peak Factor	0.862				0.750				0.873				0.500				
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:00 AM				08:00 AM				07:45 AM				07:15 AM				
Volume	1	465	3	469	2	3	1	6	2	268	1	271	11	2	4	17	
Percent	0.2	99.1	0.6		33.3	50.0	16.7		0.7	98.9	0.4		64.7	11.8	23.5		
High Int.	07:00 AM				08:00 AM				08:30 AM				07:45 AM				
Volume	0	135	1	136	1	1	0	2	0	74	0	74	4	2	1	7	
Peak Factor	0.862				0.750				0.916				0.607				
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	12:00 PM																
Volume	0	303	10	313	8	3	1	12	3	293	3	299	9	1	3	13	637
Percent	0.0	96.8	3.2		66.7	25.0	8.3		1.0	98.0	1.0		69.2	7.7	23.1		
12:45 Volume	0	89	3	92	0	0	0	0	1	88	1	90	0	0	0	0	182
Peak Factor																	0.875
High Int.	12:45 PM				12:15 PM				12:45 PM				12:30 PM				
Volume	0	89	3	92	4	3	0	7	1	88	1	90	6	0	1	7	
Peak Factor	0.851				0.429				0.831				0.464				

Turning Movement Count
 Adams Traffic, Inc.
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Start Time	US 301 Southbound				TUCKER ROAD Westbound				US 301 Northbound				TUCKER ROAD 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	11:00 AM				12:15 PM				12:45 PM				10:00 AM				
Volume	1	305	13	319	10	3	1	14	7	307	9	323	10	2	10	22	
Percent	0.3	95.6	4.1		71.4	21.4	7.1		2.2	95.0	2.8		45.5	9.1	45.5		
High Int.	11:15 AM				12:15 PM				12:45 PM				10:00 AM				
Volume	0	84	5	89	4	3	0	7	1	88	1	90	4	0	4	8	
Peak Factor				0.896				0.500				0.897				0.688	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	1	328	12	341	3	1	4	8	2	656	8	666	9	2	2	13	1028
Percent	0.3	96.2	3.5		37.5	12.5	50.0		0.3	98.5	1.2		69.2	15.4	15.4		
05:45 Volume	0	84	1	85	0	1	2	3	0	195	1	196	2	2	0	4	288
Peak Factor																0.892	
High Int.	05:00 PM				05:15 PM				05:45 PM				05:30 PM				
Volume	1	87	2	90	2	0	1	3	0	195	1	196	5	0	0	5	
Peak Factor				0.947				0.667				0.849				0.650	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	05:00 PM				04:00 PM				05:00 PM				04:00 PM				
Volume	1	328	12	341	13	2	0	15	2	656	8	666	8	5	4	17	
Percent	0.3	96.2	3.5		86.7	13.3	0.0		0.3	98.5	1.2		47.1	29.4	23.5		
High Int.	05:00 PM				04:00 PM				05:45 PM				04:00 PM				
Volume	1	87	2	90	3	1	0	4	0	195	1	196	2	1	3	6	
Peak Factor				0.947				0.938				0.849				0.708	

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&tucker
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	US 301 Southbound				TUCKER ROAD Westbound				US 301 Northbound				TUCKER ROAD 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	3	0	3	0	0	1	1	0	1	0	1	0	0	0	0	5
07:15 AM	0	2	0	2	1	0	0	1	0	3	0	3	0	0	0	0	6
07:30 AM	0	4	0	4	0	0	0	0	0	0	1	1	0	0	0	0	5
07:45 AM	0	5	0	5	0	0	0	0	0	7	0	7	0	0	0	0	12
Total	0	14	0	14	1	0	1	2	0	11	1	12	0	0	0	0	28
08:00 AM	0	4	0	4	0	0	1	1	0	2	0	2	0	0	0	0	7
08:15 AM	0	2	0	2	1	0	0	1	0	1	0	1	0	0	0	0	4
08:30 AM	0	5	0	5	0	0	0	0	0	2	0	2	0	0	0	0	7
08:45 AM	0	4	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Total	0	15	0	15	1	0	1	2	0	6	0	6	0	0	0	0	23
*** BREAK ***																	
10:00 AM	0	2	0	2	1	0	0	1	0	1	0	1	0	0	0	0	4
10:15 AM	0	2	0	2	0	0	1	1	0	1	0	1	0	0	0	0	4
10:30 AM	0	3	0	3	0	0	0	0	0	7	1	8	0	0	0	0	11
10:45 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	8	0	8	1	0	1	2	0	10	1	11	0	0	0	0	21
11:00 AM	1	2	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
11:15 AM	0	3	0	3	0	0	1	1	0	3	1	4	0	0	0	0	8
11:30 AM	0	2	0	2	0	0	0	0	0	4	1	5	0	0	0	0	7
11:45 AM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
Total	1	8	0	9	0	0	1	1	0	14	2	16	0	0	0	0	26
12:00 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
12:15 PM	0	2	0	2	0	0	1	1	0	3	1	4	0	0	0	0	7
12:30 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
12:45 PM	0	3	0	3	0	0	0	0	0	0	1	1	0	0	0	0	4
Total	0	7	0	7	0	0	1	1	0	9	2	11	0	0	0	0	19
01:00 PM	0	1	0	1	0	0	0	0	0	5	1	6	0	0	0	0	7
01:15 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
01:30 PM	1	1	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
01:45 PM	1	2	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Total	2	5	0	7	0	0	1	1	0	8	2	10	0	0	0	0	18
*** BREAK ***																	
04:00 PM	0	2	0	2	0	0	0	0	0	1	3	4	0	0	0	0	6
04:15 PM	0	4	1	5	0	0	1	1	0	2	0	2	1	0	0	1	9
04:30 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
04:45 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total	0	12	1	13	0	0	1	1	0	7	3	10	1	0	0	1	25

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

File Name : us301&tucker
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	US 301 Southbound				TUCKER ROAD Westbound				US 301 Northbound				TUCKER ROAD Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	2	1	0	1	2	0	1	0	1	0	0	0	0	0	5
Grand Total	3	71	1	75	4	0	8	12	0	66	11	77	1	0	0	1	165	
Apprch %	4.0	94.7	1.3		33.3	0.0	66.7		0.0	85.7	14.3		100.0	0.0	0.0			
Total %	1.8	43.0	0.6	45.5	2.4	0.0	4.8	7.3	0.0	40.0	6.7	46.7	0.6	0.0	0.0	0.6		

Start Time	US 301 Southbound				TUCKER ROAD Westbound				US 301 Northbound				TUCKER ROAD 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	0	15	0	15	1	0	1	2	0	12	1	13	0	0	0	0	30
Percent	0.0	100.0	0.0		50.0	0.0	50.0		0.0	92.3	7.7		0.0	0.0	0.0		
07:45 Volume	0	5	0	5	0	0	0	0	0	7	0	7	0	0	0	0	12
Peak Factor																	0.625
High Int.	07:45 AM				07:15 AM				07:45 AM				6:45:00 AM				
Volume	0	5	0	5	1	0	0	1	0	7	0	7					
Peak Factor	0.750				0.500				0.464								
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:45 AM				07:00 AM				07:15 AM				07:00 AM				
Volume	0	16	0	16	1	0	1	2	0	12	1	13	0	0	0	0	
Percent	0.0	100.0	0.0		50.0	0.0	50.0		0.0	92.3	7.7		-	-	-		
High Int.	07:45 AM				07:00 AM				07:45 AM								
Volume	0	5	0	5	0	0	1	1	0	7	0	7	-	-	-	-	
Peak Factor	0.800				0.500				0.464								
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	10:30 AM																
Volume	1	9	0	10	0	0	1	1	0	14	2	16	0	0	0	0	27
Percent	10.0	90.0	0.0		0.0	0.0	100.0		0.0	87.5	12.5		0.0	0.0	0.0		
10:30 Volume	0	3	0	3	0	0	0	0	0	7	1	8	0	0	0	0	11
Peak Factor																	0.614
High Int.	10:30 AM				11:15 AM				10:30 AM								
Volume	0	3	0	3	0	0	1	1	0	7	1	8					
Peak Factor	0.833				0.250				0.500								

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

File Name : us301&tucker
 Site Code : 00610402
 Start Date : 05/26/2010
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Start Time	US 301 Southbound				TUCKER ROAD Westbound				US 301 Northbound				TUCKER ROAD 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	10:30 AM				10:00 AM				10:30 AM				10:00 AM				
Volume	1	9	0	10	1	0	1	2	0	14	2	16	0	0	0	0	
Percent	10.0	90.0	0.0		50.0	0.0	50.0		0.0	87.5	12.5		-	-	-	-	
High Int.	10:30 AM				10:00 AM				10:30 AM				-				
Volume	0	3	0	3	1	0	0	1	0	7	1	8	-	-	-	-	
Peak Factor	0.833				0.500				0.500								
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	0	12	1	13	0	0	1	1	0	7	3	10	1	0	0	1	25
Percent	0.0	92.3	7.7		0.0	0.0	100.0		0.0	70.0	30.0		100.0	0.0	0.0		
04:15 Volume	0	4	1	5	0	0	1	1	0	2	0	2	1	0	0	1	9
Peak Factor																	0.694
High Int.	04:15 PM				04:15 PM				04:00 PM				04:15 PM				
Volume	0	4	1	5	0	0	1	1	0	1	3	4	1	0	0	1	
Peak Factor	0.650				0.250				0.625				0.250				
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:00 PM				04:15 PM				04:00 PM				04:00 PM				
Volume	0	12	1	13	0	0	2	2	0	7	3	10	1	0	0	1	
Percent	0.0	92.3	7.7		0.0	0.0	100.0		0.0	70.0	30.0		100.0	0.0	0.0		
High Int.	04:15 PM				04:15 PM				04:00 PM				04:15 PM				
Volume	0	4	1	5	0	0	1	1	0	1	3	4	1	0	0	1	
Peak Factor	0.650				0.500				0.625				0.250				

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&tucker
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 1

Groups Printed- U-Turns

Start Time	US 301 Southbound				TUCKER ROAD Westbound				US 301 Northbound				TUCKER ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %																	

Start Time	US 301 Southbound				TUCKER ROAD Westbound				US 301 Northbound				TUCKER ROAD 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
07:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																	0.000
High Int.	6:45:00 AM				6:45:00 AM				6:45:00 AM				6:45:00 AM				
Volume																	
Peak Factor																	

Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Int.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor																	

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	10:00 AM																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
10:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																	0.000
High Int.																	
Volume																	
Peak Factor																	

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	10:00 AM				10:00 AM				10:00 AM				10:00 AM				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Int.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor																	

Turning Movement Count Field Data Sheet

Date: 5/25/10

Count Times: 7-9am; 10am-2pm, 4-6pm

Major Street: SR 39

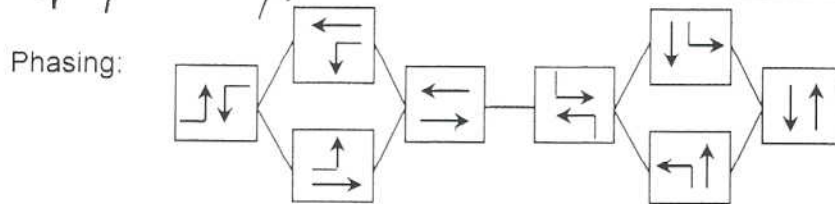
Direction: N-S Speed Limit: 45 mph

Minor Street: Tucker Road

Direction: E-W Speed Limit: 30 mph

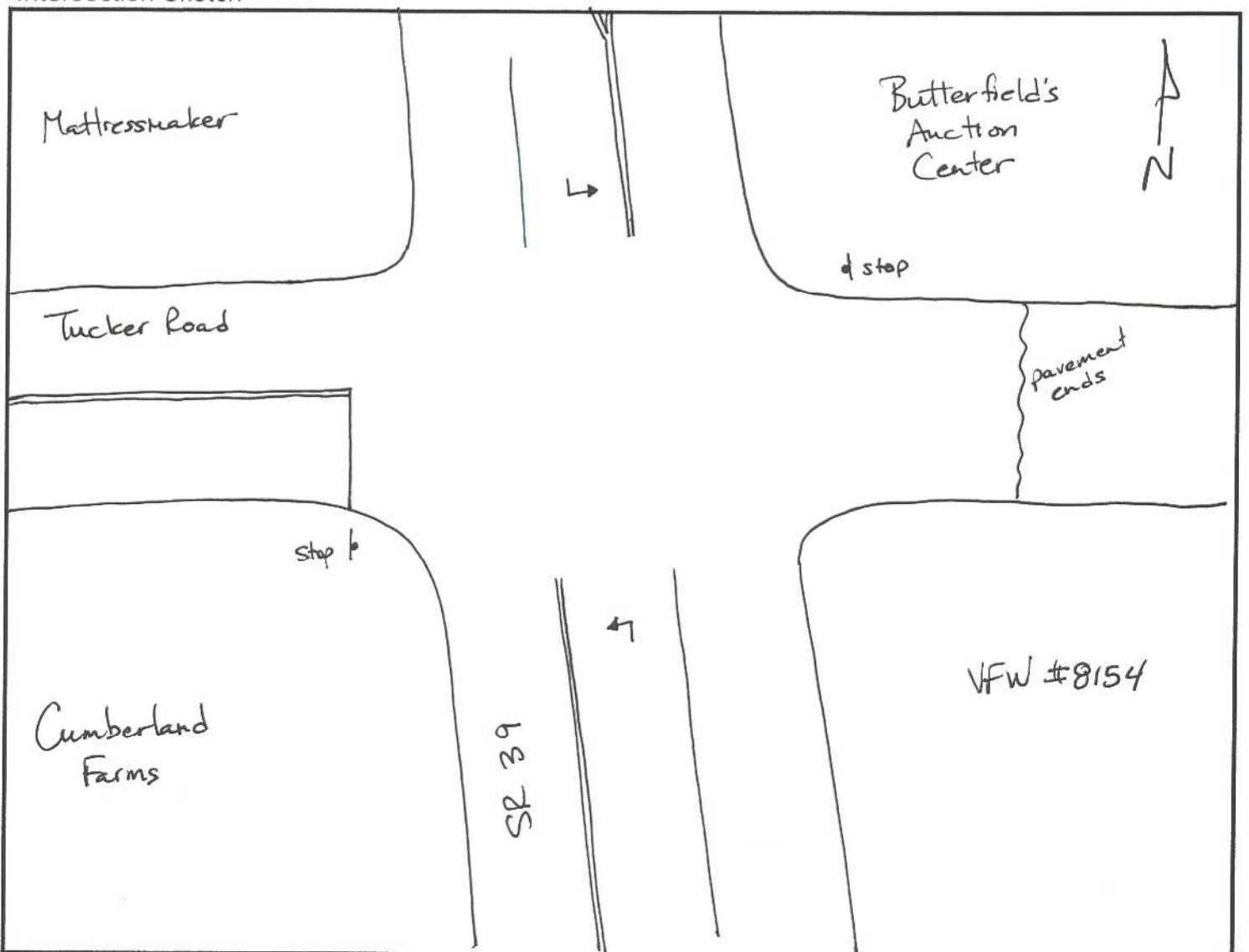
City/County: Zephyrhills / Pasco

Weather: Clear



Unsignalized

Intersection Sketch



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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : sr39&tucker
 Site Code : 00610402
 Start Date : 05/25/2010
 Page No : 1

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

Start Time	SR 39 Southbound				TUCKER ROAD Westbound				SR 39 Northbound				TUCKER ROAD 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	46	1	48	0	1	1	2	0	33	0	33	0	0	2	2	85
07:15 AM	4	47	0	51	2	0	0	2	0	41	0	41	1	0	0	1	95
07:30 AM	1	30	0	31	0	0	0	0	0	45	0	45	1	0	0	1	77
07:45 AM	2	32	0	34	0	0	1	1	0	51	2	53	0	0	0	0	88
Total	8	155	1	164	2	1	2	5	0	170	2	172	2	0	2	4	345
08:00 AM	0	29	2	31	0	1	3	4	0	38	1	39	0	0	1	1	75
08:15 AM	1	47	2	50	1	1	0	2	0	42	0	42	0	0	0	0	94
08:30 AM	4	35	0	39	0	1	2	3	0	42	0	42	0	1	2	3	87
08:45 AM	0	48	1	49	0	0	3	3	1	35	1	37	0	2	1	3	92
Total	5	159	5	169	1	3	8	12	1	157	2	160	0	3	4	7	348
*** BREAK ***																	
10:00 AM	2	37	0	39	0	0	2	2	0	50	0	50	1	1	0	2	93
10:15 AM	3	36	2	41	1	0	5	6	4	39	0	43	0	2	1	3	93
10:30 AM	1	32	0	33	1	1	2	4	0	37	2	39	1	1	2	4	80
10:45 AM	2	44	2	48	0	0	0	0	1	39	1	41	0	0	1	1	90
Total	8	149	4	161	2	1	9	12	5	165	3	173	2	4	4	10	356
11:00 AM	4	51	1	56	1	1	1	3	0	43	0	43	1	0	3	4	106
11:15 AM	7	47	3	57	1	0	1	2	0	34	3	37	2	1	0	3	99
11:30 AM	3	43	1	47	1	0	3	4	0	50	1	51	1	0	0	1	103
11:45 AM	1	32	0	33	2	1	4	7	3	44	3	50	1	0	1	2	92
Total	15	173	5	193	5	2	9	16	3	171	7	181	5	1	4	10	400
12:00 PM	6	41	0	47	1	1	5	7	0	46	0	46	0	0	1	1	101
12:15 PM	3	53	1	57	1	0	2	3	0	38	1	39	0	0	3	3	102
12:30 PM	4	47	3	54	1	0	6	7	0	37	2	39	0	0	0	0	100
12:45 PM	5	36	0	41	0	3	3	6	0	26	1	27	0	0	0	0	74
Total	18	177	4	199	3	4	16	23	0	147	4	151	0	0	4	4	377
01:00 PM	2	38	0	40	1	2	2	5	0	38	0	38	1	1	2	4	87
01:15 PM	2	38	1	41	0	0	1	1	1	35	1	37	1	0	0	1	80
01:30 PM	1	48	0	49	0	3	3	6	1	41	2	44	0	0	0	0	99
01:45 PM	2	48	1	51	1	0	1	2	0	34	0	34	1	2	1	4	91
Total	7	172	2	181	2	5	7	14	2	148	3	153	3	3	3	9	357
*** BREAK ***																	
04:00 PM	3	46	1	50	0	2	1	3	2	33	1	36	0	2	0	2	91
04:15 PM	7	50	0	57	2	0	4	6	0	35	0	35	0	0	0	0	98
04:30 PM	3	53	0	56	0	1	1	2	1	44	0	45	0	2	4	6	109
04:45 PM	5	46	0	51	3	1	1	5	0	55	1	56	2	1	0	3	115
Total	18	195	1	214	5	4	7	16	3	167	2	172	2	5	4	11	413

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

File Name : sr39&tucker
 Site Code : 00610402
 Start Date : 05/25/2010
 Page No : 2

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

Start Time	SR 39 Southbound				TUCKER ROAD Westbound				SR 39 Northbound				TUCKER ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	3	51	1	55	0	0	5	5	1	41	1	43	0	7	2	9	112
05:15 PM	2	48	0	50	0	0	6	6	2	65	0	67	0	1	0	1	124
05:30 PM	0	30	0	30	2	1	3	6	0	51	0	51	0	3	1	4	91
05:45 PM	3	58	0	61	2	1	3	6	0	58	1	59	0	3	0	3	129
Total	8	187	1	196	4	2	17	23	3	215	2	220	0	14	3	17	456
Grand Total	87	1367	23	1477	24	22	75	121	17	1340	25	1382	14	30	28	72	3052
Apprch %	5.9	92.6	1.6		19.8	18.2	62.0		1.2	97.0	1.8		19.4	41.7	38.9		
Total %	2.9	44.8	0.8	48.4	0.8	0.7	2.5	4.0	0.6	43.9	0.8	45.3	0.5	1.0	0.9	2.4	

Start Time	SR 39 Southbound				TUCKER ROAD Westbound				SR 39 Northbound				TUCKER ROAD 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	5	159	5	169	1	3	8	12	1	157	2	160	0	3	4	7	348
Percent	3.0	94.1	3.0		8.3	25.0	66.7		0.6	98.1	1.3		0.0	42.9	57.1		
08:15 Volume	1	47	2	50	1	1	0	2	0	42	0	42	0	0	0	0	94
Peak Factor																	0.926
High Int.	08:15 AM				08:00 AM				08:15 AM				08:30 AM				
Volume	1	47	2	50	0	1	3	4	0	42	0	42	0	1	2	3	
Peak Factor	0.845				0.750				0.952				0.583				
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	08:00 AM				08:00 AM				07:30 AM				08:00 AM				
Volume	5	159	5	169	1	3	8	12	0	176	3	179	0	3	4	7	
Percent	3.0	94.1	3.0		8.3	25.0	66.7		0.0	98.3	1.7		0.0	42.9	57.1		
High Int.	08:15 AM				08:00 AM				07:45 AM				08:30 AM				
Volume	1	47	2	50	0	1	3	4	0	51	2	53	0	1	2	3	
Peak Factor	0.845				0.750				0.844				0.583				
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	11:00 AM																
Volume	15	173	5	193	5	2	9	16	3	171	7	181	5	1	4	10	400
Percent	7.8	89.6	2.6		31.3	12.5	56.3		1.7	94.5	3.9		50.0	10.0	40.0		
11:00 Volume	4	51	1	56	1	1	1	3	0	43	0	43	1	0	3	4	106
Peak Factor																	0.943
High Int.	11:15 AM				11:45 AM				11:30 AM				11:00 AM				
Volume	7	47	3	57	2	1	4	7	0	50	1	51	1	0	3	4	
Peak Factor	0.846				0.571				0.887				0.625				

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

File Name : sr39&tucker
 Site Code : 00610402
 Start Date : 05/25/2010
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Start Time	SR 39 Southbound				TUCKER ROAD Westbound				SR 39 Northbound				TUCKER ROAD 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	10:45 AM				11:45 AM				11:30 AM				10:15 AM				
Volume	16	185	7	208	5	2	17	24	3	178	5	186	2	3	7	12	
Percent	7.7	88.9	3.4		20.8	8.3	70.8		1.6	95.7	2.7		16.7	25.0	58.3		
High Int.	11:15 AM				11:45 AM				11:30 AM				10:30 AM				
Volume	7	47	3	57	2	1	4	7	0	50	1	51	1	1	2	4	
Peak Factor	0.912				0.857				0.912				0.750				
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	13	198	1	212	3	2	13	18	4	205	2	211	2	11	6	19	
Percent	6.1	93.4	0.5		16.7	11.1	72.2		1.9	97.2	0.9		10.5	57.9	31.6		
05:15 Volume	2	48	0	50	0	0	6	6	2	65	0	67	0	1	0	1	
Peak Factor	0.946				0.750				0.787				0.528				124
High Int.	04:30 PM				05:15 PM				05:15 PM				05:00 PM				
Volume	3	53	0	56	0	0	6	6	2	65	0	67	0	7	2	9	
Peak Factor	0.946				0.750				0.787				0.528				
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:15 PM				05:00 PM				05:00 PM				04:30 PM				
Volume	18	200	1	219	4	2	17	23	3	215	2	220	2	11	6	19	
Percent	8.2	91.3	0.5		17.4	8.7	73.9		1.4	97.7	0.9		10.5	57.9	31.6		
High Int.	04:15 PM				05:15 PM				05:15 PM				05:00 PM				
Volume	7	50	0	57	0	0	6	6	2	65	0	67	0	7	2	9	
Peak Factor	0.961				0.958				0.821				0.528				

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : sr39&tucker
 Site Code : 00610402
 Start Date : 05/25/2010
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Groups Printed- Passenger Vehicles

Start Time	SR 39 Southbound				TUCKER ROAD Westbound				SR 39 Northbound				TUCKER ROAD 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	46	0	47	0	1	1	2	0	32	0	32	0	0	2	2	83
07:15 AM	4	43	0	47	2	0	0	2	0	38	0	38	1	0	0	1	88
07:30 AM	1	29	0	30	0	0	0	0	0	44	0	44	1	0	0	1	75
07:45 AM	0	31	0	31	0	0	1	1	0	44	2	46	0	0	0	0	78
Total	6	149	0	155	2	1	2	5	0	158	2	160	2	0	2	4	324
08:00 AM	0	24	1	25	0	1	3	4	0	34	1	35	0	0	1	1	65
08:15 AM	1	44	2	47	1	1	0	2	0	39	0	39	0	0	0	0	88
08:30 AM	4	35	0	39	0	1	2	3	0	42	0	42	0	1	1	2	86
08:45 AM	0	44	1	45	0	0	3	3	1	27	0	28	0	2	1	3	79
Total	5	147	4	156	1	3	8	12	1	142	1	144	0	3	3	6	318
*** BREAK ***																	
10:00 AM	2	35	0	37	0	0	2	2	0	49	0	49	1	1	0	2	90
10:15 AM	3	33	1	37	1	0	5	6	4	39	0	43	0	2	1	3	89
10:30 AM	1	30	0	31	1	1	2	4	0	34	2	36	1	1	2	4	75
10:45 AM	1	40	2	43	0	0	0	0	1	37	1	39	0	0	0	0	82
Total	7	138	3	148	2	1	9	12	5	159	3	167	2	4	3	9	336
11:00 AM	4	45	1	50	1	0	1	2	0	36	0	36	1	0	2	3	91
11:15 AM	7	45	2	54	1	0	1	2	0	34	3	37	2	1	0	3	96
11:30 AM	3	41	1	45	1	0	2	3	0	47	0	47	1	0	0	1	96
11:45 AM	1	32	0	33	1	1	4	6	3	42	2	47	1	0	1	2	88
Total	15	163	4	182	4	1	8	13	3	159	5	167	5	1	3	9	371
12:00 PM	6	35	0	41	1	1	5	7	0	44	0	44	0	0	1	1	93
12:15 PM	3	51	0	54	1	0	2	3	0	33	1	34	0	0	3	3	94
12:30 PM	4	42	3	49	1	0	6	7	0	32	2	34	0	0	0	0	90
12:45 PM	5	36	0	41	0	3	3	6	0	23	1	24	0	0	0	0	71
Total	18	164	3	185	3	4	16	23	0	132	4	136	0	0	4	4	348
01:00 PM	2	36	0	38	1	2	2	5	0	37	0	37	1	1	2	4	84
01:15 PM	2	37	0	39	0	0	1	1	1	33	1	35	1	0	0	1	76
01:30 PM	1	43	0	44	0	3	2	5	1	39	1	41	0	0	0	0	90
01:45 PM	2	46	1	49	1	0	1	2	0	32	0	32	1	2	1	4	87
Total	7	162	1	170	2	5	6	13	2	141	2	145	3	3	3	9	337
*** BREAK ***																	
04:00 PM	3	43	1	47	0	2	1	3	2	30	1	33	0	2	0	2	85
04:15 PM	6	48	0	54	2	0	4	6	0	33	0	33	0	0	0	0	93
04:30 PM	3	53	0	56	0	1	1	2	1	44	0	45	0	2	3	5	108
04:45 PM	5	45	0	50	3	1	1	5	0	51	1	52	2	1	0	3	110
Total	17	189	1	207	5	4	7	16	3	158	2	163	2	5	3	10	396

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

File Name : sr39&tucker
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 Start Date : 05/25/2010
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Groups Printed- Passenger Vehicles

Start Time	SR 39 Southbound				TUCKER ROAD Westbound				SR 39 Northbound				TUCKER ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	3	50	0	53	0	0	5	5	1	38	1	40	0	7	2	9	107
05:15 PM	2	48	0	50	0	0	6	6	2	64	0	66	0	1	0	1	123
05:30 PM	0	28	0	28	2	1	3	6	0	49	0	49	0	3	1	4	87
05:45 PM	3	56	0	59	2	1	3	6	0	56	1	57	0	3	0	3	125
Total	8	182	0	190	4	2	17	23	3	207	2	212	0	14	3	17	442
Grand Total	83	1294	16	1393	23	21	73	117	17	1256	21	1294	14	30	24	68	2872
Apprch %	6.0	92.9	1.1		19.7	17.9	62.4		1.3	97.1	1.6		20.6	44.1	35.3		
Total %	2.9	45.1	0.6	48.5	0.8	0.7	2.5	4.1	0.6	43.7	0.7	45.1	0.5	1.0	0.8	2.4	

Start Time	SR 39 Southbound				TUCKER ROAD Westbound				SR 39 Northbound				TUCKER ROAD 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	6	149	0	155	2	1	2	5	0	158	2	160	2	0	2	4	324
Percent	3.9	96.1	0.0		40.0	20.0	40.0		0.0	98.8	1.3		50.0	0.0	50.0		
07:15 Volume	4	43	0	47	2	0	0	2	0	38	0	38	1	0	0	1	88
Peak Factor																	0.920
High Int.	07:00 AM				07:00 AM				07:45 AM				07:00 AM				
Volume	1	46	0	47	0	1	1	2	0	44	2	46	0	0	2	2	
Peak Factor	0.824				0.625				0.870				0.500				
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	08:00 AM				08:00 AM				07:30 AM				08:00 AM				
Volume	5	147	4	156	1	3	8	12	0	161	3	164	0	3	3	6	
Percent	3.2	94.2	2.6		8.3	25.0	66.7		0.0	98.2	1.8		0.0	50.0	50.0		
High Int.	08:15 AM				08:00 AM				07:45 AM				08:45 AM				
Volume	1	44	2	47	0	1	3	4	0	44	2	46	0	2	1	3	
Peak Factor	0.830				0.750				0.891				0.500				
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	11:15 AM																
Volume	17	153	3	173	4	2	12	18	3	167	5	175	4	1	2	7	373
Percent	9.8	88.4	1.7		22.2	11.1	66.7		1.7	95.4	2.9		57.1	14.3	28.6		
11:30 Volume	3	41	1	45	1	0	2	3	0	47	0	47	1	0	0	1	96
Peak Factor																	0.971
High Int.	11:15 AM				12:00 PM				11:30 AM				11:15 AM				
Volume	7	45	2	54	1	1	5	7	0	47	0	47	2	1	0	3	
Peak Factor	0.801				0.643				0.931				0.583				

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

File Name : sr39&tucker
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Start Time	SR 39 Southbound				TUCKER ROAD Westbound				SR 39 Northbound				TUCKER ROAD 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	10:45 AM				11:45 AM				11:15 AM				10:15 AM				
Volume	15	171	6	192	4	2	17	23	3	167	5	175	2	3	5	10	
Percent	7.8	89.1	3.1		17.4	8.7	73.9		1.7	95.4	2.9		20.0	30.0	50.0		
High Int.	11:15 AM				12:00 PM				11:30 AM				10:30 AM				
Volume	7	45	2	54	1	1	5	7	0	47	0	47	1	1	2	4	
Peak Factor				0.889				0.821				0.931				0.625	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	13	196	0	209	3	2	13	18	4	197	2	203	2	11	5	18	
Percent	6.2	93.8	0.0		16.7	11.1	72.2		2.0	97.0	1.0		11.1	61.1	27.8		
05:15 Volume	2	48	0	50	0	0	6	6	2	64	0	66	0	1	0	1	
Peak Factor																0.911	
High Int.	04:30 PM				05:15 PM				05:15 PM				05:00 PM				
Volume	3	53	0	56	0	0	6	6	2	64	0	66	0	7	2	9	
Peak Factor				0.933				0.750				0.769				0.500	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:15 PM				05:00 PM				05:00 PM				04:30 PM				
Volume	17	196	0	213	4	2	17	23	3	207	2	212	2	11	5	18	
Percent	8.0	92.0	0.0		17.4	8.7	73.9		1.4	97.6	0.9		11.1	61.1	27.8		
High Int.	04:30 PM				05:15 PM				05:15 PM				05:00 PM				
Volume	3	53	0	56	0	0	6	6	2	64	0	66	0	7	2	9	
Peak Factor				0.951				0.958				0.803				0.500	

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : sr39&tucker
 Site Code : 00610402
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Groups Printed- Heavy Vehicles

Start Time	SR 39 Southbound				TUCKER ROAD Westbound				SR 39 Northbound				TUCKER ROAD 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	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:15 AM	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
07:30 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:45 AM	2	1	0	3	0	0	0	0	0	7	0	7	0	0	0	0	10
Total	2	6	1	9	0	0	0	0	0	12	0	12	0	0	0	0	21
08:00 AM	0	5	1	6	0	0	0	0	0	4	0	4	0	0	0	0	10
08:15 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	4	0	4	0	0	0	0	0	8	1	9	0	0	0	0	13
Total	0	12	1	13	0	0	0	0	0	15	1	16	0	0	1	1	30
*** BREAK ***																	
10:00 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
10:15 AM	0	3	1	4	0	0	0	0	0	0	0	0	0	0	0	0	4
10:30 AM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
10:45 AM	1	4	0	5	0	0	0	0	0	2	0	2	0	0	1	1	8
Total	1	11	1	13	0	0	0	0	0	6	0	6	0	0	1	1	20
11:00 AM	0	6	0	6	0	1	0	1	0	7	0	7	0	0	1	1	15
11:15 AM	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
11:30 AM	0	2	0	2	0	0	1	1	0	3	1	4	0	0	0	0	7
11:45 AM	0	0	0	0	1	0	0	1	0	2	1	3	0	0	0	0	4
Total	0	10	1	11	1	1	1	3	0	12	2	14	0	0	1	1	29
12:00 PM	0	6	0	6	0	0	0	0	0	2	0	2	0	0	0	0	8
12:15 PM	0	2	1	3	0	0	0	0	0	5	0	5	0	0	0	0	8
12:30 PM	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
12:45 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
Total	0	13	1	14	0	0	0	0	0	15	0	15	0	0	0	0	29
01:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
01:15 PM	0	1	1	2	0	0	0	0	0	2	0	2	0	0	0	0	4
01:30 PM	0	5	0	5	0	0	1	1	0	2	1	3	0	0	0	0	9
01:45 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total	0	10	1	11	0	0	1	1	0	7	1	8	0	0	0	0	20
*** BREAK ***																	
04:00 PM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
04:15 PM	1	2	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	1	0	1	0	0	0	0	0	4	0	4	0	0	0	0	5
Total	1	6	0	7	0	0	0	0	0	9	0	9	0	0	1	1	17

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

File Name : sr39&tucker
 Site Code : 00610402
 Start Date : 05/25/2010
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Groups Printed- Heavy Vehicles

Start Time	SR 39 Southbound				TUCKER ROAD Westbound				SR 39 Northbound				TUCKER ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	1	1	2	0	0	0	0	0	3	0	3	0	0	0	0	5
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
05:45 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Total	0	5	1	6	0	0	0	0	0	8	0	8	0	0	0	0	14
Grand Total	4	73	7	84	1	1	2	4	0	84	4	88	0	0	4	4	180
Apprch %	4.8	86.9	8.3		25.0	25.0	50.0		0.0	95.5	4.5		0.0	0.0	100.0		
Total %	2.2	40.6	3.9	46.7	0.6	0.6	1.1	2.2	0.0	46.7	2.2	48.9	0.0	0.0	2.2	2.2	

Start Time	SR 39 Southbound				TUCKER ROAD Westbound				SR 39 Northbound				TUCKER ROAD 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	0	12	1	13	0	0	0	0	0	15	1	16	0	0	1	1	30
Percent	0.0	92.3	7.7		0.0	0.0	0.0		0.0	93.8	6.3		0.0	0.0	100.0		
08:45 Volume	0	4	0	4	0	0	0	0	0	8	1	9	0	0	0	0	13
Peak Factor																	0.577
High Int.	08:00 AM				6:45:00 AM				08:45 AM				08:30 AM				
Volume	0	5	1	6	0	0	0	0	0	8	1	9	0	0	1	1	
Peak Factor	0.542												0.444				0.250
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:15 AM				07:00 AM				08:00 AM				07:45 AM				
Volume	2	11	1	14	0	0	0	0	0	15	1	16	0	0	1	1	
Percent	14.3	78.6	7.1		-	-	-		0.0	93.8	6.3		0.0	0.0	100.0		
High Int.	08:00 AM				-				08:45 AM				08:30 AM				
Volume	0	5	1	6	-	-	-	-	0	8	1	9	0	0	1	1	
Peak Factor	0.583												0.444				0.250
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	10:45 AM																
Volume	1	14	1	16	0	1	1	2	0	12	1	13	0	0	2	2	33
Percent	6.3	87.5	6.3		0.0	50.0	50.0		0.0	92.3	7.7		0.0	0.0	100.0		
11:00 Volume	0	6	0	6	0	1	0	1	0	7	0	7	0	0	1	1	15
Peak Factor																	0.550
High Int.	11:00 AM				11:00 AM				11:00 AM				10:45 AM				
Volume	0	6	0	6	0	1	0	1	0	7	0	7	0	0	1	1	
Peak Factor	0.667				0.500				0.464				0.500				

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

File Name : sr39&tucker
 Site Code : 00610402
 Start Date : 05/25/2010
 Page No : 3

Start Time	SR 39 Southbound				TUCKER ROAD Westbound				SR 39 Northbound				TUCKER ROAD 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	10:15 AM				11:00 AM				11:45 AM				10:15 AM				
Volume	1	15	1	17	1	1	1	3	0	14	1	15	0	0	2	2	
Percent	5.9	88.2	5.9		33.3	33.3	33.3		0.0	93.3	6.7		0.0	0.0	100.0		
High Int.	11:00 AM				11:00 AM				12:15 PM				10:45 AM				
Volume	0	6	0	6	0	1	0	1	0	5	0	5	0	0	1	1	
Peak Factor				0.708				0.750				0.750				0.500	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	1	6	0	7	0	0	0	0	0	9	0	9	0	0	1	1	
Percent	14.3	85.7	0.0		0.0	0.0	0.0		0.0	100.0	0.0		0.0	0.0	100.0		
04:00 Volume	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	
Peak Factor																0.708	
High Int.	04:00 PM								04:45 PM				04:30 PM				
Volume	0	3	0	3	0	0	0	0	0	4	0	4	0	0	1	1	
Peak Factor				0.583								0.563				0.250	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:00 PM				04:00 PM				04:45 PM				04:00 PM				
Volume	1	6	0	7	0	0	0	0	0	10	0	10	0	0	1	1	
Percent	14.3	85.7	0.0		-	-	-		0.0	100.0	0.0		0.0	0.0	100.0		
High Int.	04:00 PM				-	-	-		04:45 PM				04:30 PM				
Volume	0	3	0	3	-	-	-	-	0	4	0	4	0	0	1	1	
Peak Factor				0.583				-				0.625				0.250	

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : sr39&tucker
 Site Code : 00610402
 Start Date : 05/25/2010
 Page No : 1

Groups Printed- U-Turns

Start Time	SR 39 Southbound				TUCKER ROAD Westbound				SR 39 Northbound				TUCKER ROAD Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Aprch %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %																	

Start Time	SR 39 Southbound				TUCKER ROAD Westbound				SR 39 Northbound				TUCKER ROAD 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
07:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																	0.000
High Int.	6:45:00 AM				6:45:00 AM				6:45:00 AM				6:45:00 AM				
Volume																	
Peak Factor																	

Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Int.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor																	

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	10:00 AM																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
10:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																	0.000
High Int.																	
Volume																	
Peak Factor																	

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	10:00 AM				10:00 AM				10:00 AM				10:00 AM				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Int.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor																	

Turning Movement Count Field Data Sheet

Date: 5/25/10

Count Times: 7-9am; 10am-2pm, 4-6pm

Major Street: 6th Street

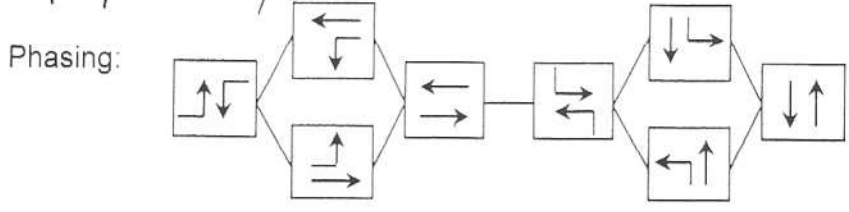
Direction: N-S Speed Limit: 30 mph

Minor Street: C Avenue

Direction: E-W Speed Limit: 30 mph

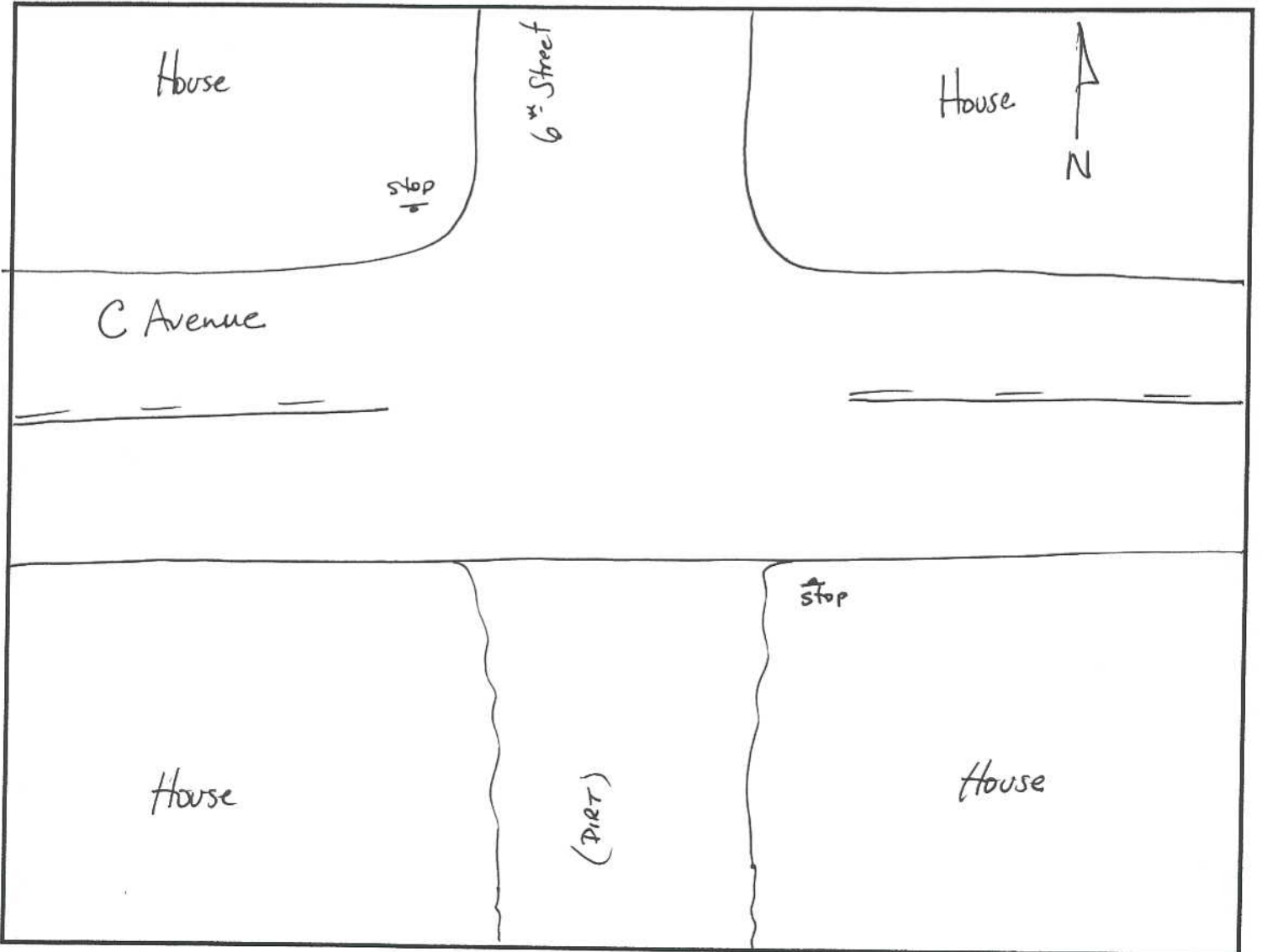
City/County: Zephyrhills / Pasco

Weather: Clear



Unsignalized

Intersection Sketch



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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : 6th&c
 Site Code : 00610402
 Start Date : 05/25/2010
 Page No : 1

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

Start Time	6TH STREET Southbound				C AVENUE Westbound				6TH STREET Northbound				C AVENUE 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	4	5	0	1	0	1	0	2	0	2	0	10	0	10	18
07:15 AM	1	0	0	1	0	5	0	5	0	0	0	0	0	17	0	17	23
07:30 AM	1	0	1	2	0	4	0	4	0	0	1	1	0	11	0	11	18
07:45 AM	0	2	4	6	0	5	0	5	1	0	0	1	1	13	1	15	27
Total	3	2	9	14	0	15	0	15	1	2	1	4	1	51	1	53	86
08:00 AM	2	2	5	9	0	7	0	7	0	1	0	1	0	15	0	15	32
08:15 AM	3	1	3	7	0	6	0	6	4	2	0	6	0	6	2	8	27
08:30 AM	4	3	2	9	1	5	0	6	0	1	1	2	0	7	1	8	25
08:45 AM	4	0	3	7	0	13	0	13	0	0	0	0	1	9	0	10	30
Total	13	6	13	32	1	31	0	32	4	4	1	9	1	37	3	41	114
*** BREAK ***																	
10:00 AM	2	0	7	9	0	11	0	11	0	1	0	1	0	5	0	5	26
10:15 AM	4	2	9	15	0	7	0	7	0	2	0	2	0	11	0	11	35
10:30 AM	1	1	11	13	1	9	0	10	2	0	3	5	0	10	0	10	38
10:45 AM	3	2	10	15	2	11	0	13	0	1	0	1	0	13	0	13	42
Total	10	5	37	52	3	38	0	41	2	4	3	9	0	39	0	39	141
11:00 AM	6	2	6	14	0	1	0	1	2	2	0	4	2	14	0	16	35
11:15 AM	3	2	8	13	0	6	1	7	0	0	2	2	0	4	1	5	27
11:30 AM	1	3	8	12	1	6	0	7	1	1	1	3	0	7	1	8	30
11:45 AM	2	2	17	21	0	6	0	6	0	2	1	3	0	8	0	8	38
Total	12	9	39	60	1	19	1	21	3	5	4	12	2	33	2	37	130
12:00 PM	1	3	14	18	0	9	0	9	1	1	0	2	1	13	2	16	45
12:15 PM	2	3	8	13	0	6	0	6	1	1	0	2	1	12	1	14	35
12:30 PM	1	1	5	7	0	8	0	8	2	2	0	4	0	11	1	12	31
12:45 PM	1	1	15	17	0	6	0	6	0	4	0	4	0	12	1	13	40
Total	5	8	42	55	0	29	0	29	4	8	0	12	2	48	5	55	151
01:00 PM	1	0	13	14	0	6	1	7	1	0	0	1	2	8	0	10	32
01:15 PM	2	1	3	6	3	3	0	6	0	4	1	5	0	6	0	6	23
01:30 PM	4	0	9	13	0	13	0	13	0	0	3	3	0	7	1	8	37
01:45 PM	1	1	10	12	0	8	0	8	0	1	1	2	2	13	0	15	37
Total	8	2	35	45	3	30	1	34	1	5	5	11	4	34	1	39	129
*** BREAK ***																	
04:00 PM	2	1	8	11	0	14	0	14	1	0	2	3	1	10	1	12	40
04:15 PM	2	1	11	14	0	8	0	8	2	2	0	4	1	14	1	16	42
04:30 PM	1	1	13	15	0	20	0	20	1	0	1	2	0	13	1	14	51
04:45 PM	1	0	11	12	0	11	0	11	2	1	0	3	1	10	0	11	37
Total	6	3	43	52	0	53	0	53	6	3	3	12	3	47	3	53	170

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

File Name : 6th&c
 Site Code : 00610402
 Start Date : 05/25/2010
 Page No : 2

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

Start Time	6TH STREET Southbound				C AVENUE Westbound				6TH STREET Northbound				C AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	6	2	9	17	1	19	2	22	1	0	0	1	2	13	2	17	57
05:15 PM	0	2	6	8	1	10	0	11	0	0	0	0	1	14	1	16	35
05:30 PM	3	0	15	18	0	12	0	12	0	0	1	1	0	6	0	6	37
05:45 PM	1	4	10	15	0	7	0	7	1	0	2	3	0	10	0	10	35
Total	10	8	40	58	2	48	2	52	2	0	3	5	3	43	3	49	164
Grand Total	67	43	258	368	10	263	4	277	23	31	20	74	16	332	18	366	1085
Apprch %	18.2	11.7	70.1		3.6	94.9	1.4		31.1	41.9	27.0		4.4	90.7	4.9		
Total %	6.2	4.0	23.8	33.9	0.9	24.2	0.4	25.5	2.1	2.9	1.8	6.8	1.5	30.6	1.7	33.7	

Start Time	6TH STREET Southbound				C AVENUE Westbound				6TH STREET Northbound				C AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	13	6	13	32	1	31	0	32	4	4	1	9	1	37	3	41	114
Percent	40.6	18.8	40.6		3.1	96.9	0.0		44.4	44.4	11.1		2.4	90.2	7.3		
08:00 Volume	2	2	5	9	0	7	0	7	0	1	0	1	0	15	0	15	32
Peak Factor																	0.891
High Int.	08:00 AM				08:45 AM				08:15 AM				08:00 AM				
Volume	2	2	5	9	0	13	0	13	4	2	0	6	0	15	0	15	
Peak Factor	0.889				0.615				0.375				0.683				
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	08:00 AM				08:00 AM				07:45 AM				07:15 AM				
Volume	13	6	13	32	1	31	0	32	5	4	1	10	1	56	1	58	
Percent	40.6	18.8	40.6		3.1	96.9	0.0		50.0	40.0	10.0		1.7	96.6	1.7		
High Int.	08:00 AM				08:45 AM				08:15 AM				07:15 AM				
Volume	2	2	5	9	0	13	0	13	4	2	0	6	0	17	0	17	
Peak Factor	0.889				0.615				0.417				0.853				
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	12:00 PM																
Volume	5	8	42	55	0	29	0	29	4	8	0	12	2	48	5	55	151
Percent	9.1	14.5	76.4		0.0	100.0	0.0		33.3	66.7	0.0		3.6	87.3	9.1		
12:00 Volume	1	3	14	18	0	9	0	9	1	1	0	2	1	13	2	16	45
Peak Factor																	0.839
High Int.	12:00 PM				12:00 PM				12:30 PM				12:00 PM				
Volume	1	3	14	18	0	9	0	9	2	2	0	4	1	13	2	16	
Peak Factor	0.764				0.806				0.750				0.859				

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

File Name : 6th&c
 Site Code : 00610402
 Start Date : 05/25/2010
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Start Time	6TH STREET Southbound				C AVENUE Westbound				6TH STREET Northbound				C AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	11:15 AM				10:00 AM				12:30 PM				12:00 PM				
Volume	7	10	47	64	3	38	0	41	3	10	1	14	2	48	5	55	
Percent	10.9	15.6	73.4		7.3	92.7	0.0		21.4	71.4	7.1		3.6	87.3	9.1		
High Int.	11:45 AM				10:45 AM				01:15 PM				12:00 PM				
Volume	2	2	17	21	2	11	0	13	0	4	1	5	1	13	2	16	
Peak Factor				0.762				0.788				0.700				0.859	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:15 PM																
Volume	10	4	44	58	1	58	2	61	6	3	1	10	4	50	4	58	
Percent	17.2	6.9	75.9		1.6	95.1	3.3		60.0	30.0	10.0		6.9	86.2	6.9		
05:00 Volume	6	2	9	17	1	19	2	22	1	0	0	1	2	13	2	17	
Peak Factor																0.820	
High Int.	05:00 PM				05:00 PM				04:15 PM				05:00 PM				
Volume	6	2	9	17	1	19	2	22	2	2	0	4	2	13	2	17	
Peak Factor				0.853				0.693				0.625				0.853	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:15 PM				04:30 PM				04:00 PM				04:15 PM				
Volume	10	4	44	58	2	60	2	64	6	3	3	12	4	50	4	58	
Percent	17.2	6.9	75.9		3.1	93.8	3.1		50.0	25.0	25.0		6.9	86.2	6.9		
High Int.	05:00 PM				05:00 PM				04:15 PM				05:00 PM				
Volume	6	2	9	17	1	19	2	22	2	2	0	4	2	13	2	17	
Peak Factor				0.853				0.727				0.750				0.853	

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : 6th&c
 Site Code : 00610402
 Start Date : 05/25/2010
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	6TH STREET Southbound				C AVENUE Westbound				6TH STREET Northbound				C AVENUE 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	4	5	0	1	0	1	0	1	0	1	0	10	0	10	17
07:15 AM	1	0	0	1	0	5	0	5	0	0	0	0	0	17	0	17	23
07:30 AM	1	0	0	1	0	4	0	4	0	0	1	1	0	10	0	10	16
07:45 AM	0	0	3	3	0	4	0	4	1	0	0	1	1	12	1	14	22
Total	3	0	7	10	0	14	0	14	1	1	1	3	1	49	1	51	78
08:00 AM	2	1	5	8	0	6	0	6	0	1	0	1	0	14	0	14	29
08:15 AM	3	1	3	7	0	6	0	6	4	1	0	5	0	6	2	8	26
08:30 AM	4	3	2	9	1	4	0	5	0	1	1	2	0	7	1	8	24
08:45 AM	3	0	3	6	0	9	0	9	0	0	0	0	1	9	0	10	25
Total	12	5	13	30	1	25	0	26	4	3	1	8	1	36	3	40	104
*** BREAK ***																	
10:00 AM	2	0	7	9	0	11	0	11	0	0	0	0	0	5	0	5	25
10:15 AM	3	2	9	14	0	7	0	7	0	2	0	2	0	9	0	9	32
10:30 AM	1	1	10	12	1	8	0	9	2	0	3	5	0	8	0	8	34
10:45 AM	3	2	10	15	2	10	0	12	0	1	0	1	0	12	0	12	40
Total	9	5	36	50	3	36	0	39	2	3	3	8	0	34	0	34	131
11:00 AM	6	2	6	14	0	1	0	1	2	2	0	4	2	13	0	15	34
11:15 AM	3	2	8	13	0	6	1	7	0	0	2	2	0	4	1	5	27
11:30 AM	1	3	8	12	1	6	0	7	1	1	1	3	0	7	1	8	30
11:45 AM	2	1	17	20	0	6	0	6	0	2	1	3	0	8	0	8	37
Total	12	8	39	59	1	19	1	21	3	5	4	12	2	32	2	36	128
12:00 PM	1	3	13	17	0	9	0	9	1	1	0	2	1	13	2	16	44
12:15 PM	2	3	8	13	0	5	0	5	1	1	0	2	1	11	1	13	33
12:30 PM	1	1	5	7	0	8	0	8	2	2	0	4	0	10	1	11	30
12:45 PM	1	1	15	17	0	6	0	6	0	4	0	4	0	12	1	13	40
Total	5	8	41	54	0	28	0	28	4	8	0	12	2	46	5	53	147
01:00 PM	1	0	13	14	0	5	1	6	1	0	0	1	2	8	0	10	31
01:15 PM	2	1	3	6	3	3	0	6	0	4	1	5	0	6	0	6	23
01:30 PM	4	0	9	13	0	13	0	13	0	0	3	3	0	7	1	8	37
01:45 PM	1	1	10	12	0	7	0	7	0	1	1	2	2	13	0	15	36
Total	8	2	35	45	3	28	1	32	1	5	5	11	4	34	1	39	127
*** BREAK ***																	
04:00 PM	2	1	7	10	0	14	0	14	1	0	2	3	1	10	1	12	39
04:15 PM	2	1	11	14	0	8	0	8	2	2	0	4	1	13	1	15	41
04:30 PM	1	1	12	14	0	20	0	20	1	0	1	2	0	12	1	13	49
04:45 PM	1	0	11	12	0	11	0	11	2	1	0	3	1	10	0	11	37
Total	6	3	41	50	0	53	0	53	6	3	3	12	3	45	3	51	166

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

File Name : 6th&c
 Site Code : 00610402
 Start Date : 05/25/2010
 Page No : 2

Groups Printed- Passenger Vehicles

Start Time	6TH STREET Southbound				C AVENUE Westbound				6TH STREET Northbound				C AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	6	2	9	17	1	19	2	22	1	0	0	1	2	13	2	17	57
05:15 PM	0	2	6	8	1	10	0	11	0	0	0	0	1	13	0	14	33
05:30 PM	3	0	15	18	0	12	0	12	0	0	1	1	0	6	0	6	37
05:45 PM	1	4	10	15	0	7	0	7	1	0	2	3	0	10	0	10	35
Total	10	8	40	58	2	48	2	52	2	0	3	5	3	42	2	47	162
Grand Total	65	39	252	356	10	251	4	265	23	28	20	71	16	318	17	351	1043
Apprch %	18.3	11.0	70.8		3.8	94.7	1.5		32.4	39.4	28.2		4.6	90.6	4.8		
Total %	6.2	3.7	24.2	34.1	1.0	24.1	0.4	25.4	2.2	2.7	1.9	6.8	1.5	30.5	1.6	33.7	

Start Time	6TH STREET Southbound				C AVENUE Westbound				6TH STREET Northbound				C AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	12	5	13	30	1	25	0	26	4	3	1	8	1	36	3	40	104
Percent	40.0	16.7	43.3		3.8	96.2	0.0		50.0	37.5	12.5		2.5	90.0	7.5		
08:00 Volume	2	1	5	8	0	6	0	6	0	1	0	1	0	14	0	14	29
Peak Factor																	0.897
High Int.	08:30 AM				08:45 AM				08:15 AM				08:00 AM				
Volume	4	3	2	9	0	9	0	9	4	1	0	5	0	14	0	14	
Peak Factor	0.833				0.722				0.400				0.714				
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	08:00 AM				08:00 AM				07:45 AM				07:15 AM				
Volume	12	5	13	30	1	25	0	26	5	3	1	9	1	53	1	55	
Percent	40.0	16.7	43.3		3.8	96.2	0.0		55.6	33.3	11.1		1.8	96.4	1.8		
High Int.	08:30 AM				08:45 AM				08:15 AM				07:15 AM				
Volume	4	3	2	9	0	9	0	9	4	1	0	5	0	17	0	17	
Peak Factor	0.833				0.722				0.450				0.809				
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	12:00 PM																
Volume	5	8	41	54	0	28	0	28	4	8	0	12	2	46	5	53	147
Percent	9.3	14.8	75.9		0.0	100.0	0.0		33.3	66.7	0.0		3.8	86.8	9.4		
12:00 Volume	1	3	13	17	0	9	0	9	1	1	0	2	1	13	2	16	44
Peak Factor																	0.835
High Int.	12:00 PM				12:00 PM				12:30 PM				12:00 PM				
Volume	1	3	13	17	0	9	0	9	2	2	0	4	1	13	2	16	
Peak Factor	0.794				0.778				0.750				0.828				

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

File Name : 6th&c
 Site Code : 00610402
 Start Date : 05/25/2010
 Page No : 3

Start Time	6TH STREET Southbound				C AVENUE Westbound				6TH STREET Northbound				C AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	11:15 AM				10:00 AM				12:30 PM				12:00 PM				
Volume	7	9	46	62	3	36	0	39	3	10	1	14	2	46	5	53	
Percent	11.3	14.5	74.2		7.7	92.3	0.0		21.4	71.4	7.1		3.8	86.8	9.4		
High Int.	11:45 AM				10:45 AM				01:15 PM				12:00 PM				
Volume	2	1	17	20	2	10	0	12	0	4	1	5	1	13	2	16	
Peak Factor				0.775				0.813				0.700				0.828	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:15 PM																
Volume	10	4	43	57	1	58	2	61	6	3	1	10	4	48	4	56	
Percent	17.5	7.0	75.4		1.6	95.1	3.3		60.0	30.0	10.0		7.1	85.7	7.1		
05:00 Volume	6	2	9	17	1	19	2	22	1	0	0	1	2	13	2	17	
Peak Factor																0.807	
High Int.	05:00 PM				05:00 PM				04:15 PM				05:00 PM				
Volume	6	2	9	17	1	19	2	22	2	2	0	4	2	13	2	17	
Peak Factor				0.838				0.693				0.625				0.824	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	05:00 PM				04:30 PM				04:00 PM				04:15 PM				
Volume	10	8	40	58	2	60	2	64	6	3	3	12	4	48	4	56	
Percent	17.2	13.8	69.0		3.1	93.8	3.1		50.0	25.0	25.0		7.1	85.7	7.1		
High Int.	05:30 PM				05:00 PM				04:15 PM				05:00 PM				
Volume	3	0	15	18	1	19	2	22	2	2	0	4	2	13	2	17	
Peak Factor				0.806				0.727				0.750				0.824	

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : 6th&c
 Site Code : 00610402
 Start Date : 05/25/2010
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	6TH STREET Southbound				C AVENUE Westbound				6TH STREET Northbound				C AVENUE 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	0	0	0	0	1	0	1	0	0	0	0	1
*** BREAK ***																	
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
07:45 AM	0	2	1	3	0	1	0	1	0	0	0	0	0	1	0	1	5
Total	0	2	2	4	0	1	0	1	0	1	0	1	0	2	0	2	8
08:00 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	1	0	0	1	0	4	0	4	0	0	0	0	0	0	0	0	5
Total	1	1	0	2	0	6	0	6	0	1	0	1	0	1	0	1	10
*** BREAK ***																	
10:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
10:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
10:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	2	0	2	4
10:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	1	0	1	2	0	2	0	2	0	1	0	1	0	5	0	5	10
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***																	
11:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
12:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
*** BREAK ***																	
Total	0	0	1	1	0	1	0	1	0	0	0	0	0	2	0	2	4
01:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
01:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
*** BREAK ***																	
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
*** BREAK ***																	
Total	0	0	2	2	0	0	0	0	0	0	0	0	0	2	0	2	4

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

File Name : 6th&c
 Site Code : 00610402
 Start Date : 05/25/2010
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	6TH STREET Southbound				C AVENUE Westbound				6TH STREET Northbound				C AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Grand Total	2	4	6	12	0	12	0	12	0	3	0	3	0	14	1	15	42
Apprch %	16.7	33.3	50.0		0.0	100.0	0.0		0.0	100.0	0.0		0.0	93.3	6.7		
Total %	4.8	9.5	14.3	28.6	0.0	28.6	0.0	28.6	0.0	7.1	0.0	7.1	0.0	33.3	2.4	35.7	

Start Time	6TH STREET Southbound				C AVENUE Westbound				6TH STREET Northbound				C AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	0	3	2	5	0	2	0	2	0	1	0	1	0	3	0	3	11
Percent	0.0	60.0	40.0		0.0	100.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
07:45 Volume	0	2	1	3	0	1	0	1	0	0	0	0	0	1	0	1	5
Peak Factor													0.550				
High Int.	07:45 AM				07:45 AM				08:15 AM				07:30 AM				
Volume	0	2	1	3	0	1	0	1	0	1	0	1	0	1	0	1	
Peak Factor	0.417				0.500				0.250				0.750				
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:15 AM				08:00 AM				07:00 AM				07:15 AM				
Volume	0	3	2	5	0	6	0	6	0	1	0	1	0	3	0	3	
Percent	0.0	60.0	40.0		0.0	100.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
High Int.	07:45 AM				08:45 AM				07:00 AM				07:30 AM				
Volume	0	2	1	3	0	4	0	4	0	1	0	1	0	1	0	1	
Peak Factor	0.417				0.375				0.250				0.750				
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	10:00 AM																
Volume	1	0	1	2	0	2	0	2	0	1	0	1	0	5	0	5	10
Percent	50.0	0.0	50.0		0.0	100.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
10:30 Volume	0	0	1	1	0	1	0	1	0	0	0	0	0	2	0	2	4
Peak Factor													0.625				
High Int.	10:15 AM				10:30 AM				10:00 AM				10:15 AM				
Volume	1	0	0	1	0	1	0	1	0	1	0	1	0	2	0	2	
Peak Factor	0.500				0.500				0.250				0.625				

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

File Name : 6th&c
 Site Code : 00610402
 Start Date : 05/25/2010
 Page No : 3

Start Time	6TH STREET Southbound				C AVENUE Westbound				6TH STREET Northbound				C AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	10:00 AM				10:00 AM				10:00 AM				10:15 AM				
Volume	1	0	1	2	0	2	0	2	0	1	0	1	0	6	0	6	
Percent	50.0	0.0	50.0		0.0	100.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
High Int.	10:15 AM				10:30 AM				10:00 AM				10:15 AM				
Volume	1	0	0	1	0	1	0	1	0	1	0	1	0	2	0	2	
Peak Factor	0.500				0.500				0.250				0.750				
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	0	0	2	2	0	0	0	0	0	0	0	0	0	2	0	2	
Percent	0.0	0.0	100.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
04:30 Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	
Peak Factor													0.500				2
High Int.	04:00 PM												04:15 PM				
Volume	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	
Peak Factor	0.500												0.500				
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:00 PM				04:00 PM				04:00 PM				04:30 PM				
Volume	0	0	2	2	0	0	0	0	0	0	0	0	0	2	1	3	
Percent	0.0	0.0	100.0		-	-	-		-	-	-		0.0	66.7	33.3		
High Int.	04:00 PM												05:15 PM				
Volume	0	0	1	1	-	-	-	-	-	-	-	-	0	1	1	2	
Peak Factor	0.500												0.375				

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : 6th&c
 Site Code : 00610402
 Start Date : 05/25/2010
 Page No : 1

Groups Printed- U-Turns

Start Time	6TH STREET Southbound				C AVENUE Westbound				6TH STREET Northbound				C AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Aprchr %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %																	

Start Time	6TH STREET Southbound				C AVENUE Westbound				6TH STREET Northbound				C AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
07:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																	0.000
High Int.	6:45:00 AM				6:45:00 AM				6:45:00 AM				6:45:00 AM				
Volume																	
Peak Factor																	

Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Int.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor																	-

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	10:00 AM																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
10:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																	0.000
High Int.																	
Volume																	
Peak Factor																	

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	10:00 AM				10:00 AM				10:00 AM				10:00 AM				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Int.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor																	-

Adams Traffic, Inc.

P.O. Box 997

Plant City, FL 33564

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

Project No.: 06104.02

Turning Movement Count Field Data Sheet

Date: 5/26/10

Count Times: 7-9 AM; 10 AM-2 PM; 4-6 PM

Major Street: US 301

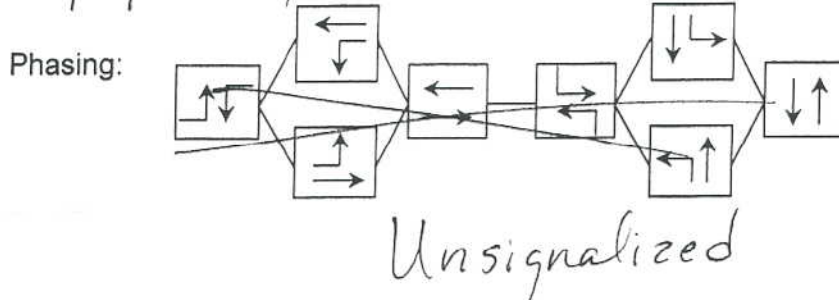
Direction: N-S Speed Limit: 35 mph

Minor Street: C Avenue

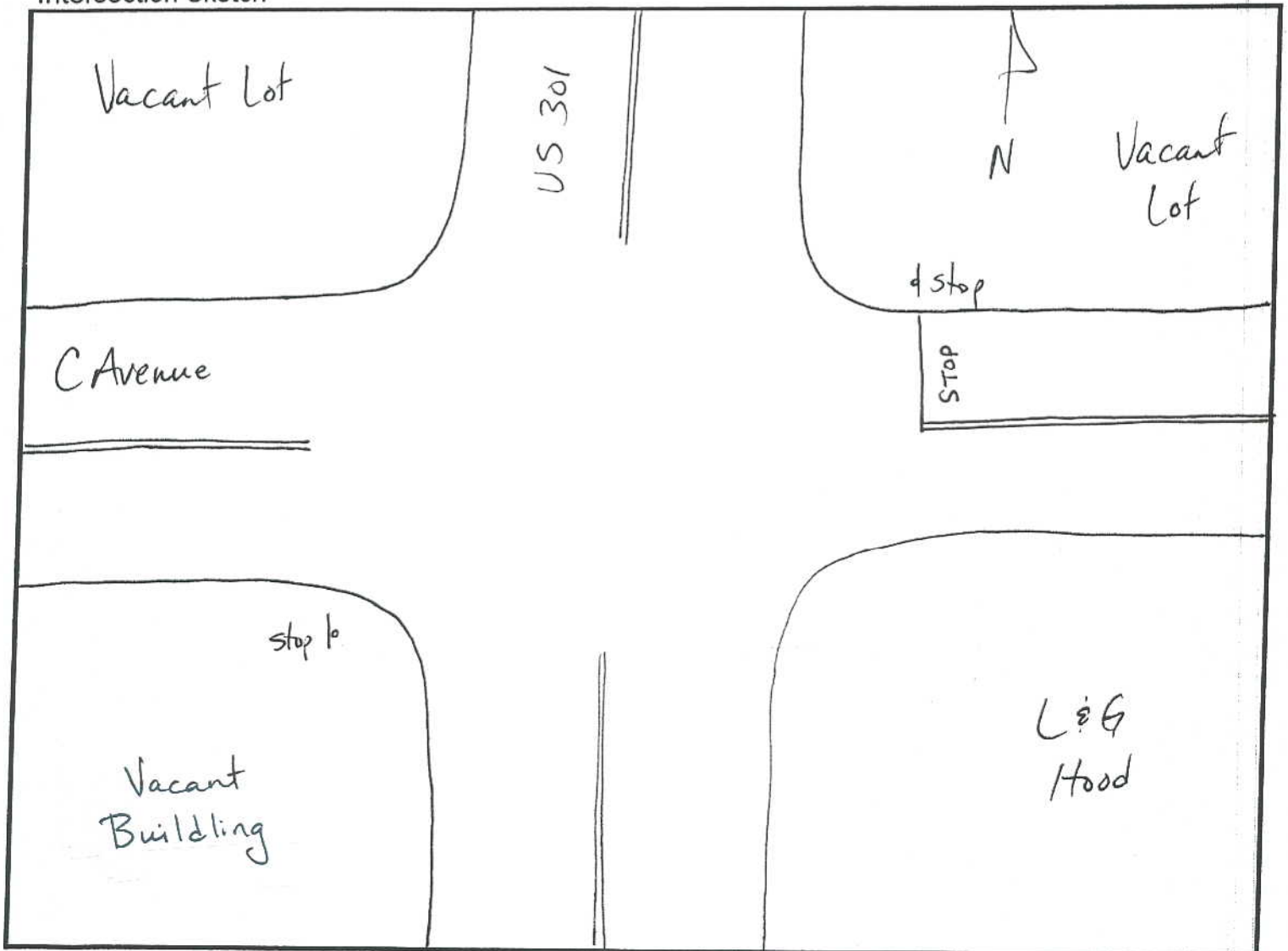
Direction: E-W Speed Limit: 30 mph

City/County: Zephyrhills / Pasco

Weather: Clear



Intersection Sketch



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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&c
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 1

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

Start Time	US 301 Southbound				C AVENUE Westbound				US 301 Northbound				C AVENUE 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	157	0	157	5	0	0	5	2	77	0	79	1	2	11	14	255
07:15 AM	1	186	2	189	3	0	3	6	3	104	2	109	2	2	10	14	318
07:30 AM	1	135	3	139	4	1	3	8	8	101	5	114	1	1	14	16	277
07:45 AM	2	132	2	136	5	2	1	8	2	122	2	126	3	1	11	15	285
Total	4	610	7	621	17	3	7	27	15	404	9	428	7	6	46	59	1135
08:00 AM	3	134	4	141	2	1	1	4	3	106	5	114	1	1	1	3	262
08:15 AM	3	129	3	135	3	0	1	4	3	120	2	125	2	1	9	12	276
08:30 AM	2	115	4	121	0	0	4	4	3	103	3	109	1	0	3	4	238
08:45 AM	3	123	0	126	1	0	2	3	0	96	1	97	2	0	6	8	234
Total	11	501	11	523	6	1	8	15	9	425	11	445	6	2	19	27	1010
*** BREAK ***																	
10:00 AM	1	134	0	135	2	1	2	5	8	110	0	118	0	1	7	8	266
10:15 AM	4	113	0	117	3	1	3	7	7	94	2	103	5	1	3	9	236
10:30 AM	0	105	3	108	4	1	1	6	1	118	3	122	2	0	6	8	244
10:45 AM	6	106	2	114	3	1	1	5	5	116	1	122	1	2	3	6	247
Total	11	458	5	474	12	4	7	23	21	438	6	465	8	4	19	31	993
11:00 AM	4	100	6	110	2	1	4	7	3	103	3	109	3	2	9	14	240
11:15 AM	5	138	3	146	1	2	0	3	1	142	5	148	2	2	6	10	307
11:30 AM	5	130	3	138	2	0	0	2	2	130	2	134	4	2	7	13	287
11:45 AM	3	126	5	134	2	2	3	7	1	122	8	131	2	2	8	12	284
Total	17	494	17	528	7	5	7	19	7	497	18	522	11	8	30	49	1118
12:00 PM	2	114	3	119	0	1	4	5	4	121	3	128	6	2	6	14	266
12:15 PM	1	114	2	117	3	2	0	5	6	129	0	135	1	2	2	5	262
12:30 PM	2	106	2	110	3	0	5	8	1	123	5	129	4	1	8	13	260
12:45 PM	3	128	2	133	6	0	6	12	7	128	4	139	4	0	5	9	293
Total	8	462	9	479	12	3	15	30	18	501	12	531	15	5	21	41	1081
01:00 PM	6	106	4	116	2	0	3	5	2	125	4	131	4	1	3	8	260
01:15 PM	1	95	7	103	3	2	2	7	2	119	6	127	2	0	10	12	249
01:30 PM	3	107	1	111	3	0	1	4	7	122	3	132	6	2	6	14	261
01:45 PM	3	127	3	133	1	1	2	4	3	117	1	121	4	2	10	16	274
Total	13	435	15	463	9	3	8	20	14	483	14	511	16	5	29	50	1044
*** BREAK ***																	
04:00 PM	3	140	5	148	2	2	5	9	7	175	8	190	0	5	7	12	359
04:15 PM	4	125	4	133	1	1	4	6	5	155	6	166	7	1	8	16	321
04:30 PM	4	106	4	114	0	1	4	5	15	195	6	216	4	2	6	12	347
04:45 PM	2	121	3	126	1	2	5	8	4	190	11	205	4	3	8	15	354
Total	13	492	16	521	4	6	18	28	31	715	31	777	15	11	29	55	1381

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

File Name : us301&c
 Site Code : 00610402
 Start Date : 05/26/2010
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Groups Printed- Passenger Vehicles - Heavy Vehicles - U-Turns

Start Time	US 301 Southbound				C AVENUE Westbound				US 301 Northbound				C AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	8	155	3	166	1	3	5	9	6	203	4	213	2	3	5	10	398
05:15 PM	3	148	4	155	1	2	4	7	10	201	10	221	1	3	5	9	392
05:30 PM	7	124	3	134	4	3	2	9	8	212	11	231	3	1	8	12	386
05:45 PM	3	136	5	144	1	2	3	6	3	224	6	233	2	1	15	18	401
Total	21	563	15	599	7	10	14	31	27	840	31	898	8	8	33	49	1577
Grand Total	98	4015	95	4208	74	35	84	193	142	4303	132	4577	86	49	226	361	9339
Apprch %	2.3	95.4	2.3		38.3	18.1	43.5		3.1	94.0	2.9		23.8	13.6	62.6		
Total %	1.0	43.0	1.0	45.1	0.8	0.4	0.9	2.1	1.5	46.1	1.4	49.0	0.9	0.5	2.4	3.9	

Start Time	US 301 Southbound				C AVENUE Westbound				US 301 Northbound				C AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	7	587	11	605	14	4	8	26	16	433	14	463	7	5	36	48	1142
Percent	1.2	97.0	1.8		53.8	15.4	30.8		3.5	93.5	3.0		14.6	10.4	75.0		
07:15 Volume	1	186	2	189	3	0	3	6	3	104	2	109	2	2	10	14	318
Peak Factor																	0.898
High Int.	07:15 AM				07:30 AM				07:45 AM				07:30 AM				
Volume	1	186	2	189	4	1	3	8	2	122	2	126	1	1	14	16	
Peak Factor	0.800				0.813				0.919				0.750				
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:00 AM				07:00 AM				07:30 AM				07:00 AM				
Volume	4	610	7	621	17	3	7	27	16	449	14	479	7	6	46	59	
Percent	0.6	98.2	1.1		63.0	11.1	25.9		3.3	93.7	2.9		11.9	10.2	78.0		
High Int.	07:15 AM				07:30 AM				07:45 AM				07:30 AM				
Volume	1	186	2	189	4	1	3	8	2	122	2	126	1	1	14	16	
Peak Factor	0.821				0.844				0.950				0.922				
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	11:15 AM																
Volume	15	508	14	537	5	5	7	17	8	515	18	541	14	8	27	49	1144
Percent	2.8	94.6	2.6		29.4	29.4	41.2		1.5	95.2	3.3		28.6	16.3	55.1		
11:15 Volume	5	138	3	146	1	2	0	3	1	142	5	148	2	2	6	10	307
Peak Factor																	0.932
High Int.	11:15 AM				11:45 AM				11:15 AM				12:00 PM				
Volume	5	138	3	146	2	2	3	7	1	142	5	148	6	2	6	14	
Peak Factor	0.920				0.607				0.914				0.875				

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

File Name : us301&c
 Site Code : 00610402
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Start Time	US 301 Southbound				C AVENUE Westbound				US 301 Northbound				C AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	11:15 AM				12:30 PM				11:15 AM				01:00 PM				
Volume	15	508	14	537	14	2	16	32	8	515	18	541	16	5	29	50	
Percent	2.8	94.6	2.6		43.8	6.3	50.0		1.5	95.2	3.3		32.0	10.0	58.0		
High Int.	11:15 AM				12:45 PM				11:15 AM				01:45 PM				
Volume	5	138	3	146	6	0	6	12	1	142	5	148	4	2	10	16	
Peak Factor				0.920				0.667				0.914				0.781	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	21	563	15	599	7	10	14	31	27	840	31	898	8	8	33	49	
Percent	3.5	94.0	2.5		22.6	32.3	45.2		3.0	93.5	3.5		16.3	16.3	67.3		
05:45 Volume	3	136	5	144	1	2	3	6	3	224	6	233	2	1	15	18	
Peak Factor																0.983	
High Int.	05:00 PM				05:00 PM				05:45 PM				05:45 PM				
Volume	8	155	3	166	1	3	5	9	3	224	6	233	2	1	15	18	
Peak Factor				0.902				0.861				0.964				0.681	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	05:00 PM				04:45 PM				05:00 PM				04:00 PM				
Volume	21	563	15	599	7	10	16	33	27	840	31	898	15	11	29	55	
Percent	3.5	94.0	2.5		21.2	30.3	48.5		3.0	93.5	3.5		27.3	20.0	52.7		
High Int.	05:00 PM				05:00 PM				05:45 PM				04:15 PM				
Volume	8	155	3	166	1	3	5	9	3	224	6	233	7	1	8	16	
Peak Factor				0.902				0.917				0.964				0.859	

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&c
 Site Code : 00610402
 Start Date : 05/26/2010
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Groups Printed- Passenger Vehicles

Start Time	US 301 Southbound				C AVENUE Westbound				US 301 Northbound				C AVENUE 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	151	0	151	5	0	0	5	2	70	0	72	1	2	11	14	242
07:15 AM	1	183	2	186	3	0	3	6	3	101	2	106	2	2	10	14	312
07:30 AM	1	130	3	134	4	1	3	8	8	98	5	111	1	1	14	16	269
07:45 AM	2	126	2	130	5	1	1	7	2	116	1	119	3	1	10	14	270
Total	4	590	7	601	17	2	7	26	15	385	8	408	7	6	45	58	1093
08:00 AM	3	130	4	137	2	1	1	4	3	101	3	107	1	1	1	3	251
08:15 AM	3	124	3	130	3	0	1	4	3	117	2	122	2	1	8	11	267
08:30 AM	2	104	3	109	0	0	4	4	3	101	3	107	1	0	3	4	224
08:45 AM	3	115	0	118	1	0	2	3	0	92	1	93	2	0	6	8	222
Total	11	473	10	494	6	1	8	15	9	411	9	429	6	2	18	26	964
*** BREAK ***																	
10:00 AM	1	128	0	129	2	1	2	5	8	105	0	113	0	1	7	8	255
10:15 AM	4	109	0	113	3	1	3	7	7	90	2	99	5	1	3	9	228
10:30 AM	0	98	3	101	4	1	1	6	1	111	3	115	2	0	6	8	230
10:45 AM	6	106	2	114	3	1	1	5	5	110	1	116	1	2	3	6	241
Total	11	441	5	457	12	4	7	23	21	416	6	443	8	4	19	31	954
11:00 AM	4	92	6	102	2	1	4	7	3	95	3	101	3	2	9	14	224
11:15 AM	5	134	3	142	1	2	0	3	1	131	5	137	2	2	6	10	292
11:30 AM	5	128	3	136	2	0	0	2	2	124	2	128	4	1	7	12	278
11:45 AM	3	121	5	129	2	2	3	7	1	119	8	128	2	1	8	11	275
Total	17	475	17	509	7	5	7	19	7	469	18	494	11	6	30	47	1069
12:00 PM	2	110	3	115	0	1	4	5	4	119	3	126	6	2	6	14	260
12:15 PM	1	109	2	112	3	2	0	5	6	121	0	127	1	2	2	5	249
12:30 PM	2	104	2	108	3	0	5	8	1	121	5	127	4	1	8	13	256
12:45 PM	3	123	2	128	6	0	6	12	7	125	4	136	4	0	5	9	285
Total	8	446	9	463	12	3	15	30	18	486	12	516	15	5	21	41	1050
01:00 PM	6	105	4	115	2	0	3	5	2	120	4	126	3	1	3	7	253
01:15 PM	1	92	7	100	3	2	2	7	2	112	6	120	2	0	10	12	239
01:30 PM	3	104	1	108	3	0	1	4	7	119	3	129	6	2	6	14	255
01:45 PM	2	124	3	129	1	1	2	4	3	114	1	118	4	2	10	16	267
Total	12	425	15	452	9	3	8	20	14	465	14	493	15	5	29	49	1014
*** BREAK ***																	
04:00 PM	3	135	5	143	2	2	5	9	7	172	8	187	0	5	7	12	351
04:15 PM	4	120	4	128	1	1	4	6	5	151	6	162	7	1	8	16	312
04:30 PM	4	101	4	109	0	1	4	5	15	190	5	210	4	2	6	12	336
04:45 PM	2	119	3	124	1	2	5	8	4	182	11	197	4	3	8	15	344
Total	13	475	16	504	4	6	18	28	31	695	30	756	15	11	29	55	1343

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

File Name : us301&c
 Site Code : 00610402
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Groups Printed- Passenger Vehicles

Start Time	US 301 Southbound				C AVENUE Westbound				US 301 Northbound				C AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	8	153	3	164	1	2	5	8	6	197	4	207	2	3	5	10	389
05:15 PM	3	148	4	155	1	2	4	7	10	197	10	217	1	3	5	9	388
05:30 PM	7	122	3	132	4	3	2	9	8	211	11	230	3	1	8	12	383
05:45 PM	3	134	5	142	1	2	3	6	3	221	6	230	2	1	15	18	396
Total	21	557	15	593	7	9	14	30	27	826	31	884	8	8	33	49	1556
Grand Total	97	3882	94	4073	74	33	84	191	142	4153	128	4423	85	47	224	356	9043
Apprch %	2.4	95.3	2.3		38.7	17.3	44.0		3.2	93.9	2.9		23.9	13.2	62.9		
Total %	1.1	42.9	1.0	45.0	0.8	0.4	0.9	2.1	1.6	45.9	1.4	48.9	0.9	0.5	2.5	3.9	

Start Time	US 301 Southbound				C AVENUE Westbound				US 301 Northbound				C AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1

Intersection	07:15 AM																
Volume	7	569	11	587	14	3	8	25	16	416	11	443	7	5	35	47	1102
Percent	1.2	96.9	1.9		56.0	12.0	32.0		3.6	93.9	2.5		14.9	10.6	74.5		
07:15 Volume	1	183	2	186	3	0	3	6	3	101	2	106	2	2	10	14	312
Peak Factor																	0.883
High Int.	07:15 AM				07:30 AM				07:45 AM				07:30 AM				
Volume	1	183	2	186	4	1	3	8	2	116	1	119	1	1	14	16	
Peak Factor	0.789				0.781				0.931				0.734				

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

By Approach	07:00 AM				07:00 AM				07:30 AM				07:00 AM				
Volume	4	590	7	601	17	2	7	26	16	432	11	459	7	6	45	58	
Percent	0.7	98.2	1.2		65.4	7.7	26.9		3.5	94.1	2.4		12.1	10.3	77.6		
High Int.	07:15 AM				07:30 AM				08:15 AM				07:30 AM				
Volume	1	183	2	186	4	1	3	8	3	117	2	122	1	1	14	16	
Peak Factor	0.808				0.813				0.941				0.906				

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1

Intersection	11:15 AM																
Volume	15	493	14	522	5	5	7	17	8	493	18	519	14	6	27	47	1105
Percent	2.9	94.4	2.7		29.4	29.4	41.2		1.5	95.0	3.5		29.8	12.8	57.4		
11:15 Volume	5	134	3	142	1	2	0	3	1	131	5	137	2	2	6	10	292
Peak Factor																	0.946
High Int.	11:15 AM				11:45 AM				11:15 AM				12:00 PM				
Volume	5	134	3	142	2	2	3	7	1	131	5	137	6	2	6	14	
Peak Factor	0.919				0.607				0.947				0.839				

Turning Movement Count
 Adams Traffic, Inc.
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File Name : us301&c
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Start Time	US 301 Southbound				C AVENUE Westbound				US 301 Northbound				C AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	11:15 AM				12:30 PM				11:15 AM				01:00 PM				
Volume	15	493	14	522	14	2	16	32	8	493	18	519	15	5	29	49	
Percent	2.9	94.4	2.7		43.8	6.3	50.0		1.5	95.0	3.5		30.6	10.2	59.2		
High Int.	11:15 AM				12:45 PM				11:15 AM				01:45 PM				
Volume	5	134	3	142	6	0	6	12	1	131	5	137	4	2	10	16	
Peak Factor				0.919				0.667				0.947				0.766	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	21	557	15	593	7	9	14	30	27	826	31	884	8	8	33	49	
Percent	3.5	93.9	2.5		23.3	30.0	46.7		3.1	93.4	3.5		16.3	16.3	67.3		
05:45 Volume	3	134	5	142	1	2	3	6	3	221	6	230	2	1	15	18	
Peak Factor																0.982	
High Int.	05:00 PM				05:30 PM				05:30 PM				05:45 PM				
Volume	8	153	3	164	4	3	2	9	8	211	11	230	2	1	15	18	
Peak Factor				0.904				0.833				0.961				0.681	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	05:00 PM				04:45 PM				05:00 PM				04:00 PM				
Volume	21	557	15	593	7	9	16	32	27	826	31	884	15	11	29	55	
Percent	3.5	93.9	2.5		21.9	28.1	50.0		3.1	93.4	3.5		27.3	20.0	52.7		
High Int.	05:00 PM				05:30 PM				05:30 PM				04:15 PM				
Volume	8	153	3	164	4	3	2	9	8	211	11	230	7	1	8	16	
Peak Factor				0.904				0.889				0.961				0.859	

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&c
 Site Code : 00610402
 Start Date : 05/26/2010
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Groups Printed- Heavy Vehicles

Start Time	US 301 Southbound				C AVENUE Westbound				US 301 Northbound				C AVENUE 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	6	0	6	0	0	0	0	0	7	0	7	0	0	0	0	13
07:15 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
07:30 AM	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
07:45 AM	0	6	0	6	0	1	0	1	0	6	1	7	0	0	1	1	15
Total	0	20	0	20	0	1	0	1	0	19	1	20	0	0	1	1	42
08:00 AM	0	4	0	4	0	0	0	0	0	5	2	7	0	0	0	0	11
08:15 AM	0	5	0	5	0	0	0	0	0	3	0	3	0	0	1	1	9
08:30 AM	0	11	1	12	0	0	0	0	0	2	0	2	0	0	0	0	14
08:45 AM	0	8	0	8	0	0	0	0	0	4	0	4	0	0	0	0	12
Total	0	28	1	29	0	0	0	0	0	14	2	16	0	0	1	1	46
*** BREAK ***																	
10:00 AM	0	6	0	6	0	0	0	0	0	5	0	5	0	0	0	0	11
10:15 AM	0	4	0	4	0	0	0	0	0	4	0	4	0	0	0	0	8
10:30 AM	0	7	0	7	0	0	0	0	0	7	0	7	0	0	0	0	14
10:45 AM	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	0	6
Total	0	17	0	17	0	0	0	0	0	22	0	22	0	0	0	0	39
11:00 AM	0	8	0	8	0	0	0	0	0	8	0	8	0	0	0	0	16
11:15 AM	0	4	0	4	0	0	0	0	0	11	0	11	0	0	0	0	15
11:30 AM	0	2	0	2	0	0	0	0	0	6	0	6	0	1	0	1	9
11:45 AM	0	5	0	5	0	0	0	0	0	3	0	3	0	1	0	1	9
Total	0	19	0	19	0	0	0	0	0	28	0	28	0	2	0	2	49
12:00 PM	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
12:15 PM	0	5	0	5	0	0	0	0	0	8	0	8	0	0	0	0	13
12:30 PM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
12:45 PM	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
Total	0	16	0	16	0	0	0	0	0	15	0	15	0	0	0	0	31
01:00 PM	0	1	0	1	0	0	0	0	0	5	0	5	1	0	0	1	7
01:15 PM	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0	10
01:30 PM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
01:45 PM	1	3	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
Total	1	10	0	11	0	0	0	0	0	18	0	18	1	0	0	1	30
*** BREAK ***																	
04:00 PM	0	5	0	5	0	0	0	0	0	3	0	3	0	0	0	0	8
04:15 PM	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	9
04:30 PM	0	5	0	5	0	0	0	0	0	5	1	6	0	0	0	0	11
04:45 PM	0	2	0	2	0	0	0	0	0	8	0	8	0	0	0	0	10
Total	0	17	0	17	0	0	0	0	0	20	1	21	0	0	0	0	38

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

File Name : us301&c
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	US 301 Southbound				C AVENUE Westbound				US 301 Northbound				C AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	2	0	2	0	1	0	1	0	6	0	6	0	0	0	0	9
05:15 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
05:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
05:45 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Total	0	6	0	6	0	1	0	1	0	14	0	14	0	0	0	0	21
Grand Total	1	133	1	135	0	2	0	2	0	150	4	154	1	2	2	5	296
Apprch %	0.7	98.5	0.7		0.0	100.0	0.0		0.0	97.4	2.6		20.0	40.0	40.0		
Total %	0.3	44.9	0.3	45.6	0.0	0.7	0.0	0.7	0.0	50.7	1.4	52.0	0.3	0.7	0.7	1.7	

Start Time	US 301 Southbound				C AVENUE Westbound				US 301 Northbound				C AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	0	26	1	27	0	1	0	1	0	16	3	19	0	0	2	2	49
Percent	0.0	96.3	3.7		0.0	100.0	0.0		0.0	84.2	15.8		0.0	0.0	100.0		
07:45 Volume	0	6	0	6	0	1	0	1	0	6	1	7	0	0	1	1	15
Peak Factor																	0.817
High Int.	08:30 AM				07:45 AM				07:45 AM				07:45 AM				
Volume	0	11	1	12	0	1	0	1	0	6	1	7	0	0	1	1	
Peak Factor	0.563				0.250				0.679				0.500				
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	08:00 AM				07:00 AM				07:00 AM				07:30 AM				
Volume	0	28	1	29	0	1	0	1	0	19	1	20	0	0	2	2	
Percent	0.0	96.6	3.4		0.0	100.0	0.0		0.0	95.0	5.0		0.0	0.0	100.0		
High Int.	08:30 AM				07:45 AM				07:00 AM				07:45 AM				
Volume	0	11	1	12	0	1	0	1	0	7	0	7	0	0	1	1	
Peak Factor	0.604				0.250				0.714				0.500				
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	10:30 AM																
Volume	0	19	0	19	0	0	0	0	0	32	0	32	0	0	0	0	51
Percent	0.0	100.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		0.0	0.0	0.0		
11:00 Volume	0	8	0	8	0	0	0	0	0	8	0	8	0	0	0	0	16
Peak Factor																	0.797
High Int.	11:00 AM								11:15 AM								
Volume	0	8	0	8	0	0	0	0	0	11	0	11					
Peak Factor	0.594								0.727								

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

File Name : us301&c
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 3

Start Time	US 301 Southbound				C AVENUE Westbound				US 301 Northbound				C AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	10:15 AM				10:00 AM				10:30 AM				11:00 AM				
Volume	0	19	0	19	0	0	0	0	0	32	0	32	0	2	0	2	
Percent	0.0	100.0	0.0		-	-	-	-	0.0	100.0	0.0		0.0	100.0	0.0		
High Int.	11:00 AM				-				11:15 AM				11:30 AM				
Volume	0	8	0	8	-	-	-	-	0	11	0	11	0	1	0	1	
Peak Factor	0.594				-				0.727				0.500				
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:15 PM																
Volume	0	14	0	14	0	1	0	1	0	23	1	24	0	0	0	0	39
Percent	0.0	100.0	0.0		0.0	100.0	0.0		0.0	95.8	4.2		0.0	0.0	0.0		
04:30 Volume	0	5	0	5	0	0	0	0	0	5	1	6	0	0	0	0	11
Peak Factor	0.700				0.250				0.750				0.886				
High Int.	04:15 PM				05:00 PM				04:45 PM								
Volume	0	5	0	5	0	1	0	1	0	8	0	8					
Peak Factor	0.700				0.250				0.750								
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:00 PM				04:15 PM				04:15 PM				04:00 PM				
Volume	0	17	0	17	0	1	0	1	0	23	1	24	0	0	0	0	
Percent	0.0	100.0	0.0		0.0	100.0	0.0		0.0	95.8	4.2		-	-	-		
High Int.	04:00 PM				05:00 PM				04:45 PM				-				
Volume	0	5	0	5	0	1	0	1	0	8	0	8	-	-	-	-	
Peak Factor	0.850				0.250				0.750				-				

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&c
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 1

Groups Printed- U-Turns

Start Time	US 301 Southbound				C AVENUE Westbound				US 301 Northbound				C AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Aprchr %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %																	

Start Time	US 301 Southbound				C AVENUE Westbound				US 301 Northbound				C AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
07:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																	0.000
High Int.	6:45:00 AM				6:45:00 AM				6:45:00 AM				6:45:00 AM				
Volume																	
Peak Factor																	

Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Int.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor																	

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	10:00 AM																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
10:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																	0.000
High Int.																	
Volume																	
Peak Factor																	

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	10:00 AM				10:00 AM				10:00 AM				10:00 AM				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Int.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor																	

Adams Traffic, Inc.

P.O. Box 997

Plant City, FL 33564

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

Project No.: 06/04.02

Turning Movement Count Field Data Sheet

Date: 5/26/10

Count Times: 7-9 AM; 10 AM - 2 PM; 4-6 PM

Major Street: 6th Street

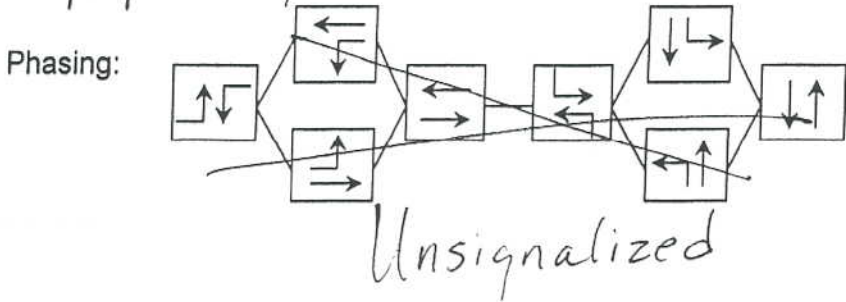
Direction: N-S Speed Limit: 30 mph

Minor Street: South Avenue

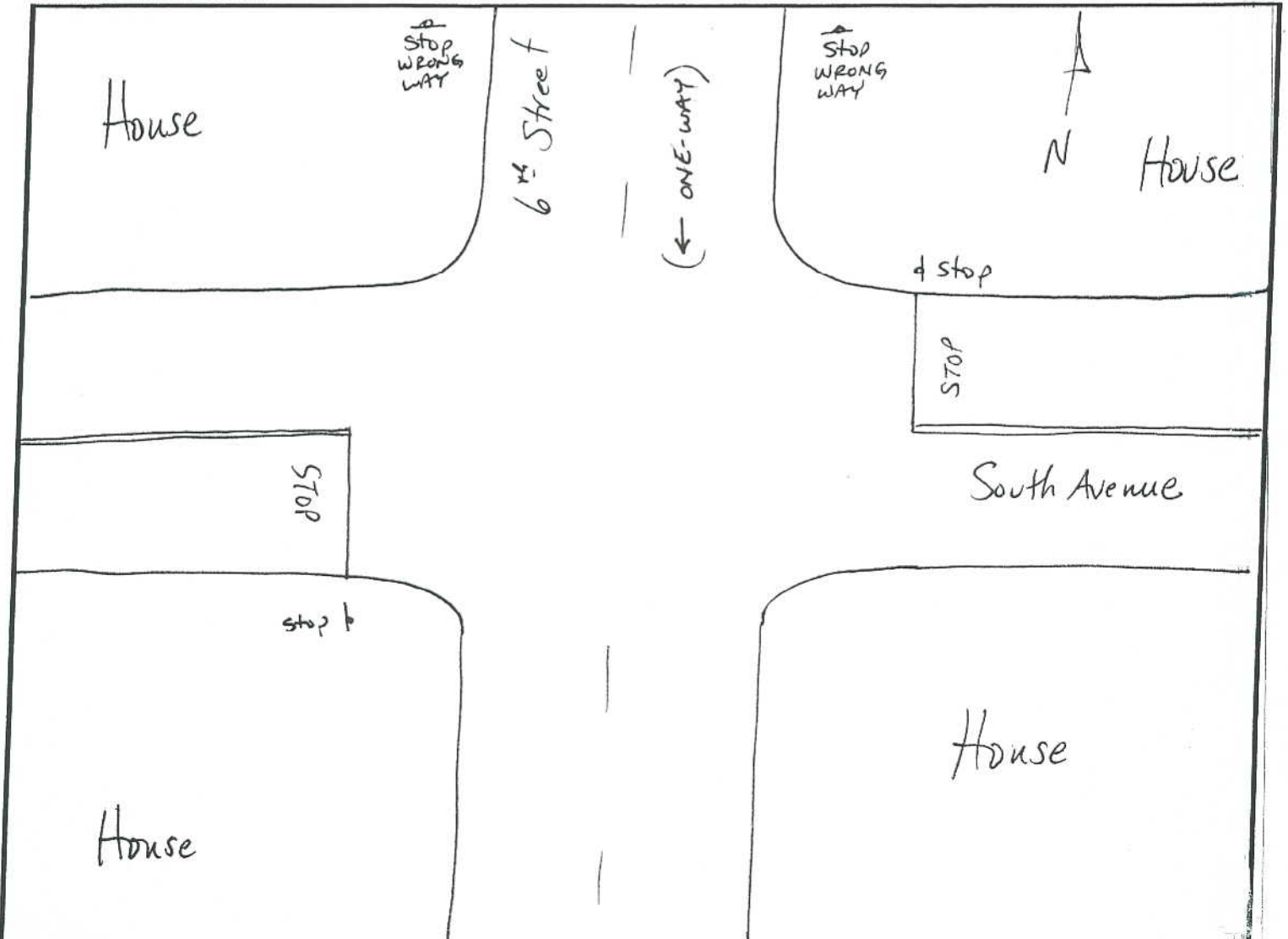
Direction: E-W Speed Limit: 30 mph

City/County: Zephyrhills / Pasco

Weather: Clear



Intersection Sketch



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

City/County: Bradenton/Manatee
 Weather: Clear
 Comments:

File Name : 6th&south
 Site Code : 00000000
 Start Date : 05/26/2010
 Page No : 1

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

Start Time	6TH STREET Southbound				SOUTH AVENUE Westbound				6TH STREET Northbound				SOUTH AVENUE 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	29	11	0	40	0	10	0	10	0	0	0	0	0	17	0	17	67
07:15 AM	26	9	4	39	1	6	0	7	0	0	0	0	0	13	0	13	59
07:30 AM	30	13	0	43	0	7	0	7	0	0	0	0	0	24	0	24	74
07:45 AM	26	14	2	42	1	7	0	8	0	0	0	0	0	17	0	17	67
Total	111	47	6	164	2	30	0	32	0	0	0	0	0	71	0	71	267
08:00 AM	31	16	2	49	3	9	0	12	0	0	0	0	0	22	0	22	83
08:15 AM	29	14	1	44	1	4	0	5	0	0	0	0	0	11	0	11	60
08:30 AM	24	8	2	34	0	8	0	8	0	0	0	0	0	19	0	19	61
08:45 AM	23	12	2	37	3	6	0	9	0	0	0	0	0	17	0	17	63
Total	107	50	7	164	7	27	0	34	0	0	0	0	0	69	0	69	267
*** BREAK ***																	
10:00 AM	33	21	2	56	1	4	0	5	0	0	0	0	0	16	0	16	77
10:15 AM	31	14	2	47	0	5	0	5	0	0	0	0	0	7	3	10	62
10:30 AM	21	9	0	30	1	5	0	6	0	0	0	0	0	22	0	22	58
10:45 AM	24	18	3	45	2	5	0	7	0	0	0	0	0	20	0	20	72
Total	109	62	7	178	4	19	0	23	0	0	0	0	0	65	3	68	269
11:00 AM	20	19	4	43	1	10	0	11	0	0	0	0	0	11	0	11	65
11:15 AM	24	28	0	52	3	4	0	7	0	0	0	0	0	12	0	12	71
11:30 AM	32	20	1	53	4	6	0	10	0	0	0	0	0	20	0	20	83
11:45 AM	26	15	1	42	1	6	0	7	0	0	0	0	0	13	1	14	63
Total	102	82	6	190	9	26	0	35	0	0	0	0	0	56	1	57	282
12:00 PM	33	21	4	58	1	8	0	9	0	0	0	0	0	20	2	22	89
12:15 PM	26	18	0	44	0	9	0	9	0	0	0	0	0	13	0	13	66
12:30 PM	25	22	3	50	2	2	0	4	0	0	0	0	0	12	0	12	66
12:45 PM	25	17	3	45	2	9	0	11	0	0	0	0	0	8	0	8	64
Total	109	78	10	197	5	28	0	33	0	0	0	0	0	53	2	55	285
01:00 PM	24	15	1	40	2	6	0	8	0	0	0	0	0	6	1	7	55
01:15 PM	24	19	2	45	1	7	0	8	0	0	0	0	0	10	1	11	64
01:30 PM	19	18	3	40	0	6	0	6	0	0	0	0	0	14	0	14	60
01:45 PM	26	25	2	53	0	8	0	8	0	0	0	0	0	12	0	12	73
Total	93	77	8	178	3	27	0	30	0	0	0	0	0	42	2	44	252
*** BREAK ***																	
04:00 PM	37	34	3	74	1	7	0	8	0	0	0	0	0	13	0	13	95
04:15 PM	35	18	2	55	0	6	0	6	0	0	0	0	0	16	0	16	77
04:30 PM	27	21	1	49	2	7	0	9	0	0	0	0	0	17	1	18	76
04:45 PM	25	23	0	48	1	7	0	8	0	0	0	0	0	17	0	17	73
Total	124	96	6	226	4	27	0	31	0	0	0	0	0	63	1	64	321

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

File Name : 6th&south
 Site Code : 00000000
 Start Date : 05/26/2010
 Page No : 2

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

Start Time	6TH STREET Southbound				SOUTH AVENUE Westbound				6TH STREET Northbound				SOUTH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	36	30	3	69	1	8	0	9	0	0	0	0	0	16	0	16	94
05:15 PM	35	30	3	68	0	8	0	8	0	0	0	0	0	14	1	15	91
05:30 PM	26	20	3	49	2	14	0	16	0	0	0	0	0	18	1	19	84
05:45 PM	33	12	1	46	1	9	0	10	0	0	0	0	0	23	0	23	79
Total	130	92	10	232	4	39	0	43	0	0	0	0	0	71	2	73	348
Grand Total	885	584	60	1529	38	223	0	261	0	0	0	0	0	490	11	501	2291
Apprch %	57.9	38.2	3.9		14.6	85.4	0.0		0.0	0.0	0.0		0.0	97.8	2.2		
Total %	38.6	25.5	2.6	66.7	1.7	9.7	0.0	11.4	0.0	0.0	0.0	0.0	0.0	21.4	0.5	21.9	

Start Time	6TH STREET Southbound				SOUTH AVENUE Westbound				6TH STREET Northbound				SOUTH AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:30 AM																
Volume	116	57	5	178	5	27	0	32	0	0	0	0	0	74	0	74	284
Percent	65.2	32.0	2.8		15.6	84.4	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
08:00 Volume	31	16	2	49	3	9	0	12	0	0	0	0	0	22	0	22	83
Peak Factor																	0.855
High Int.	08:00 AM				08:00 AM				6:45:00 AM				07:30 AM				
Volume	31	16	2	49	3	9	0	12	0	0	0	0	0	24	0	24	
Peak Factor	0.908				0.667								0.771				
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:30 AM				07:15 AM				07:00 AM				07:15 AM				
Volume	116	57	5	178	5	29	0	34	0	0	0	0	0	76	0	76	
Percent	65.2	32.0	2.8		14.7	85.3	0.0		-	-	-		0.0	100.0	0.0		
High Int.	08:00 AM				08:00 AM				-				07:30 AM				
Volume	31	16	2	49	3	9	0	12	-	-	-	-	0	24	0	24	
Peak Factor	0.908				0.708				-				0.792				
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	11:15 AM																
Volume	115	84	6	205	9	24	0	33	0	0	0	0	0	65	3	68	306
Percent	56.1	41.0	2.9		27.3	72.7	0.0		0.0	0.0	0.0		0.0	95.6	4.4		
12:00 Volume	33	21	4	58	1	8	0	9	0	0	0	0	0	20	2	22	89
Peak Factor																	0.860
High Int.	12:00 PM				11:30 AM								12:00 PM				
Volume	33	21	4	58	4	6	0	10	0	0	0	0	0	20	2	22	
Peak Factor	0.884				0.825								0.773				

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

File Name : 6th&south
 Site Code : 00000000
 Start Date : 05/26/2010
 Page No : 3

Start Time	6TH STREET Southbound				SOUTH AVENUE Westbound				6TH STREET Northbound				SOUTH AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	11:15 AM				10:45 AM				10:00 AM				11:30 AM				
Volume	115	84	6	205	10	25	0	35	0	0	0	0	0	66	3	69	
Percent	56.1	41.0	2.9		28.6	71.4	0.0		-	-	-	-	0.0	95.7	4.3		
High Int.	12:00 PM				11:00 AM								12:00 PM				
Volume	33	21	4	58	1	10	0	11	-	-	-	-	0	20	2	22	
Peak Factor	0.884				0.795								0.784				
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	130	92	10	232	4	39	0	43	0	0	0	0	0	71	2	73	348
Percent	56.0	39.7	4.3		9.3	90.7	0.0		0.0	0.0	0.0		0.0	97.3	2.7		
05:00 Volume	36	30	3	69	1	8	0	9	0	0	0	0	0	16	0	16	94
Peak Factor																	0.926
High Int.	05:00 PM				05:30 PM								05:45 PM				
Volume	36	30	3	69	2	14	0	16	0	0	0	0	0	23	0	23	
Peak Factor	0.841				0.672								0.793				
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:30 PM				05:00 PM				04:00 PM				05:00 PM				
Volume	123	104	7	234	4	39	0	43	0	0	0	0	0	71	2	73	
Percent	52.6	44.4	3.0		9.3	90.7	0.0		-	-	-	-	0.0	97.3	2.7		
High Int.	05:00 PM				05:30 PM								05:45 PM				
Volume	36	30	3	69	2	14	0	16	-	-	-	-	0	23	0	23	
Peak Factor	0.848				0.672								0.793				

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

City/County: Bradenton/Manatee
 Weather: Clear
 Comments:

File Name : 6th&south
 Site Code : 00000000
 Start Date : 05/26/2010
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	6TH STREET Southbound				SOUTH AVENUE Westbound				6TH STREET Northbound				SOUTH AVENUE 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	29	9	0	38	0	10	0	10	0	0	0	0	0	15	0	15	63
07:15 AM	24	9	4	37	1	6	0	7	0	0	0	0	0	12	0	12	56
07:30 AM	29	11	0	40	0	6	0	6	0	0	0	0	0	23	0	23	69
07:45 AM	26	11	2	39	0	6	0	6	0	0	0	0	0	16	0	16	61
Total	108	40	6	154	1	28	0	29	0	0	0	0	0	66	0	66	249
08:00 AM	29	13	2	44	3	9	0	12	0	0	0	0	0	19	0	19	75
08:15 AM	28	13	1	42	1	4	0	5	0	0	0	0	0	10	0	10	57
08:30 AM	20	8	2	30	0	8	0	8	0	0	0	0	0	18	0	18	56
08:45 AM	23	12	2	37	3	6	0	9	0	0	0	0	0	17	0	17	63
Total	100	46	7	153	7	27	0	34	0	0	0	0	0	64	0	64	251
*** BREAK ***																	
10:00 AM	33	21	2	56	1	4	0	5	0	0	0	0	0	16	0	16	77
10:15 AM	28	13	1	42	0	5	0	5	0	0	0	0	0	7	3	10	57
10:30 AM	21	9	0	30	1	5	0	6	0	0	0	0	0	22	0	22	58
10:45 AM	24	18	3	45	2	5	0	7	0	0	0	0	0	20	0	20	72
Total	106	61	6	173	4	19	0	23	0	0	0	0	0	65	3	68	264
11:00 AM	20	17	4	41	1	9	0	10	0	0	0	0	0	11	0	11	62
11:15 AM	23	27	0	50	3	4	0	7	0	0	0	0	0	12	0	12	69
11:30 AM	32	20	1	53	3	6	0	9	0	0	0	0	0	20	0	20	82
11:45 AM	24	14	1	39	1	6	0	7	0	0	0	0	0	13	1	14	60
Total	99	78	6	183	8	25	0	33	0	0	0	0	0	56	1	57	273
12:00 PM	32	19	4	55	1	7	0	8	0	0	0	0	0	20	2	22	85
12:15 PM	26	18	0	44	0	8	0	8	0	0	0	0	0	12	0	12	64
12:30 PM	25	21	3	49	2	2	0	4	0	0	0	0	0	12	0	12	65
12:45 PM	25	17	2	44	2	9	0	11	0	0	0	0	0	8	0	8	63
Total	108	75	9	192	5	26	0	31	0	0	0	0	0	52	2	54	277
01:00 PM	23	15	1	39	2	6	0	8	0	0	0	0	0	6	1	7	54
01:15 PM	24	18	2	44	1	7	0	8	0	0	0	0	0	10	1	11	63
01:30 PM	18	18	2	38	0	5	0	5	0	0	0	0	0	14	0	14	57
01:45 PM	26	23	2	51	0	8	0	8	0	0	0	0	0	12	0	12	71
Total	91	74	7	172	3	26	0	29	0	0	0	0	0	42	2	44	245
*** BREAK ***																	
04:00 PM	36	33	2	71	1	7	0	8	0	0	0	0	0	13	0	13	92
04:15 PM	34	17	2	53	0	6	0	6	0	0	0	0	0	15	0	15	74
04:30 PM	27	21	1	49	1	7	0	8	0	0	0	0	0	17	1	18	75
04:45 PM	25	22	0	47	1	7	0	8	0	0	0	0	0	17	0	17	72
Total	122	93	5	220	3	27	0	30	0	0	0	0	0	62	1	63	313

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

File Name : 6th&south
 Site Code : 00000000
 Start Date : 05/26/2010
 Page No : 2

Groups Printed- Passenger Vehicles

Start Time	6TH STREET Southbound				SOUTH AVENUE Westbound				6TH STREET Northbound				SOUTH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	35	29	3	67	1	8	0	9	0	0	0	0	0	16	0	16	92
05:15 PM	35	30	3	68	0	8	0	8	0	0	0	0	0	14	1	15	91
05:30 PM	26	20	3	49	2	14	0	16	0	0	0	0	0	18	1	19	84
05:45 PM	33	11	1	45	1	9	0	10	0	0	0	0	0	23	0	23	78
Total	129	90	10	229	4	39	0	43	0	0	0	0	0	71	2	73	345
Grand Total	863	557	56	1476	35	217	0	252	0	0	0	0	0	478	11	489	2217
Apprch %	58.5	37.7	3.8		13.9	86.1	0.0		0.0	0.0	0.0		0.0	97.8	2.2		
Total %	38.9	25.1	2.5	66.6	1.6	9.8	0.0	11.4	0.0	0.0	0.0	0.0	0.0	21.6	0.5	22.1	

Start Time	6TH STREET Southbound				SOUTH AVENUE Westbound				6TH STREET Northbound				SOUTH AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1

Intersection	07:30 AM																
Volume	112	48	5	165	4	25	0	29	0	0	0	0	0	68	0	68	262
Percent	67.9	29.1	3.0		13.8	86.2	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
08:00 Volume	29	13	2	44	3	9	0	12	0	0	0	0	0	19	0	19	75
Peak Factor																	0.873
High Int.	08:00 AM				08:00 AM				6:45:00 AM				07:30 AM				
Volume	29	13	2	44	3	9	0	12	0	0	0	0	0	23	0	23	
Peak Factor	0.938				0.604								0.739				

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

By Approach	07:30 AM				08:00 AM				07:00 AM				07:15 AM				
Volume	112	48	5	165	7	27	0	34	0	0	0	0	0	70	0	70	
Percent	67.9	29.1	3.0		20.6	79.4	0.0		-	-	-		0.0	100.0	0.0		
High Int.	08:00 AM				08:00 AM				-				07:30 AM				
Volume	29	13	2	44	3	9	0	12	-	-	-	-	0	23	0	23	
Peak Factor	0.938				0.708								-				0.761

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1

Intersection	11:15 AM																
Volume	111	80	6	197	8	23	0	31	0	0	0	0	0	65	3	68	296
Percent	56.3	40.6	3.0		25.8	74.2	0.0		0.0	0.0	0.0		0.0	95.6	4.4		
12:00 Volume	32	19	4	55	1	7	0	8	0	0	0	0	0	20	2	22	85
Peak Factor																	0.871
High Int.	12:00 PM				11:30 AM								12:00 PM				
Volume	32	19	4	55	3	6	0	9	0	0	0	0	0	20	2	22	
Peak Factor	0.895				0.861								0.773				

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

City/County: Bradenton/Manatee
 Weather: Clear
 Comments:

File Name : 6th&south
 Site Code : 00000000
 Start Date : 05/26/2010
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	6TH STREET Southbound				SOUTH AVENUE Westbound				6TH STREET Northbound				SOUTH AVENUE 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	2	0	2	0	0	0	0	0	0	0	0	0	2	0	2	4
07:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
07:30 AM	1	2	0	3	0	1	0	1	0	0	0	0	0	1	0	1	5
07:45 AM	0	3	0	3	1	1	0	2	0	0	0	0	0	1	0	1	6
Total	3	7	0	10	1	2	0	3	0	0	0	0	0	5	0	5	18
08:00 AM	2	3	0	5	0	0	0	0	0	0	0	0	0	3	0	3	8
08:15 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
08:30 AM	4	0	0	4	0	0	0	0	0	0	0	0	0	1	0	1	5
*** BREAK ***																	
Total	7	4	0	11	0	0	0	0	0	0	0	0	0	5	0	5	16
*** BREAK ***																	
10:15 AM	3	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	5
*** BREAK ***																	
Total	3	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	5
11:00 AM	0	2	0	2	0	1	0	1	0	0	0	0	0	0	0	0	3
11:15 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
11:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
11:45 AM	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	3	4	0	7	1	1	0	2	0	0	0	0	0	0	0	0	9
12:00 PM	1	2	0	3	0	1	0	1	0	0	0	0	0	0	0	0	4
12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
12:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	3	1	5	0	2	0	2	0	0	0	0	0	1	0	1	8
01:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	1	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0	3
01:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	2	3	1	6	0	1	0	1	0	0	0	0	0	0	0	0	7
*** BREAK ***																	
04:00 PM	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	3	1	6	1	0	0	1	0	0	0	0	0	1	0	1	8

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

File Name : 6th&south
 Site Code : 00000000
 Start Date : 05/26/2010
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	6TH STREET Southbound				SOUTH AVENUE Westbound				6TH STREET Northbound				SOUTH AVENUE Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
05:00 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																		
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	22	27	4	53	3	6	0	9	0	0	0	0	0	12	0	12		74
Apprch %	41.5	50.9	7.5		33.3	66.7	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
Total %	29.7	36.5	5.4	71.6	4.1	8.1	0.0	12.2	0.0	0.0	0.0	0.0	0.0	16.2	0.0	16.2		

Start Time	6TH STREET Southbound				SOUTH AVENUE Westbound				6TH STREET Northbound				SOUTH AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Intersection 07:15 AM																		
Volume	5	8	0	13	1	2	0	3	0	0	0	0	0	6	0	6		22
Percent	38.5	61.5	0.0		33.3	66.7	0.0		0.0	0.0	0.0		0.0	100.0	0.0			
08:00 Volume	2	3	0	5	0	0	0	0	0	0	0	0	0	3	0	3		8
Peak Factor																	0.688	
High Int.	08:00 AM				07:45 AM				6:45:00 AM				08:00 AM					
Volume	2	3	0	5	1	1	0	2	0	0	0	0	0	3	0	3		
Peak Factor	0.650				0.375								0.500					
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																		
By Approach 07:45 AM																		
Volume	7	7	0	14	1	2	0	3	0	0	0	0	0	6	0	6		
Percent	50.0	50.0	0.0		33.3	66.7	0.0		-	-	-		0.0	100.0	0.0			
High Int.	08:00 AM				07:45 AM				-				08:00 AM					
Volume	2	3	0	5	1	1	0	2	-	-	-	-	0	3	0	3		
Peak Factor	0.700				0.375								0.500					
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																		
Intersection 11:15 AM																		
Volume	4	4	0	8	1	1	0	2	0	0	0	0	0	0	0	0		10
Percent	50.0	50.0	0.0		50.0	50.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
12:00 Volume	1	2	0	3	0	1	0	1	0	0	0	0	0	0	0	0		4
Peak Factor																	0.625	
High Int.	11:45 AM				11:30 AM													
Volume	2	1	0	3	1	0	0	1										
Peak Factor	0.667				0.500													

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

City/County: Bradenton/Manatee
 Weather: Clear
 Comments:

File Name : 6th&south
 Site Code : 00000000
 Start Date : 05/26/2010
 Page No : 1

Groups Printed- U-Turns

Start Time	6TH STREET Southbound				SOUTH AVENUE Westbound				6TH STREET Northbound				SOUTH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Aprch %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %																	

Start Time	6TH STREET Southbound				SOUTH AVENUE Westbound				6TH STREET Northbound				SOUTH AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
07:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																	0.000
High Int.	6:45:00 AM				6:45:00 AM				6:45:00 AM				6:45:00 AM				
Volume																	
Peak Factor																	

Start Time	6TH STREET Southbound				SOUTH AVENUE Westbound				6TH STREET Northbound				SOUTH AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Int.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor																	

Start Time	6TH STREET Southbound				SOUTH AVENUE Westbound				6TH STREET Northbound				SOUTH AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	10:00 AM																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
10:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																	0.000
High Int.																	
Volume																	
Peak Factor																	

Start Time	6TH STREET Southbound				SOUTH AVENUE Westbound				6TH STREET Northbound				SOUTH AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	10:00 AM				10:00 AM				10:00 AM				10:00 AM				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Int.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor																	

Pedestrian/Bicycle Count Field Data Sheet

Date: 5/26/10

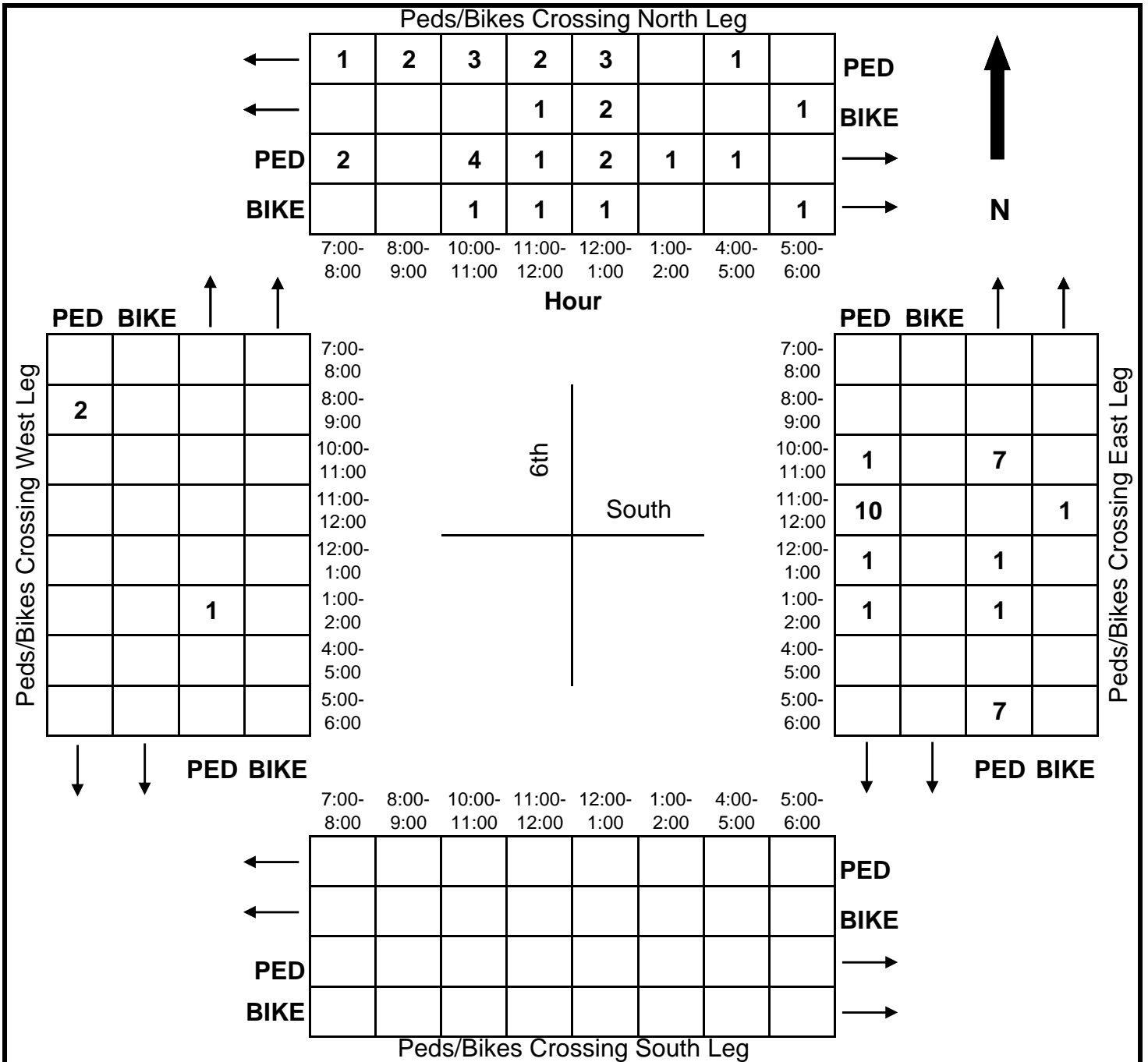
Day: Wednesday

Count Times: 7-9am; 10am-2pm; 4-6pm

Weather: Clear

Intersection: 6th Street at South Avenue

Comments: _____



Adams Traffic

P.O. Box 997

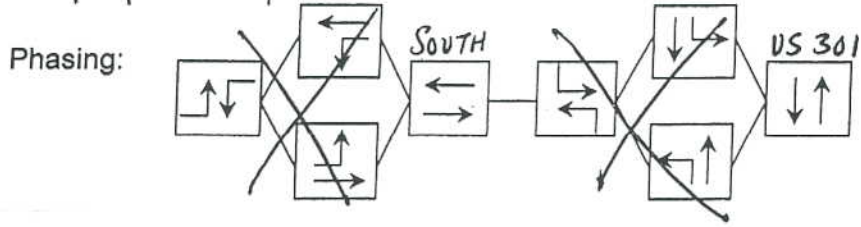
Plant City, FL 33564

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

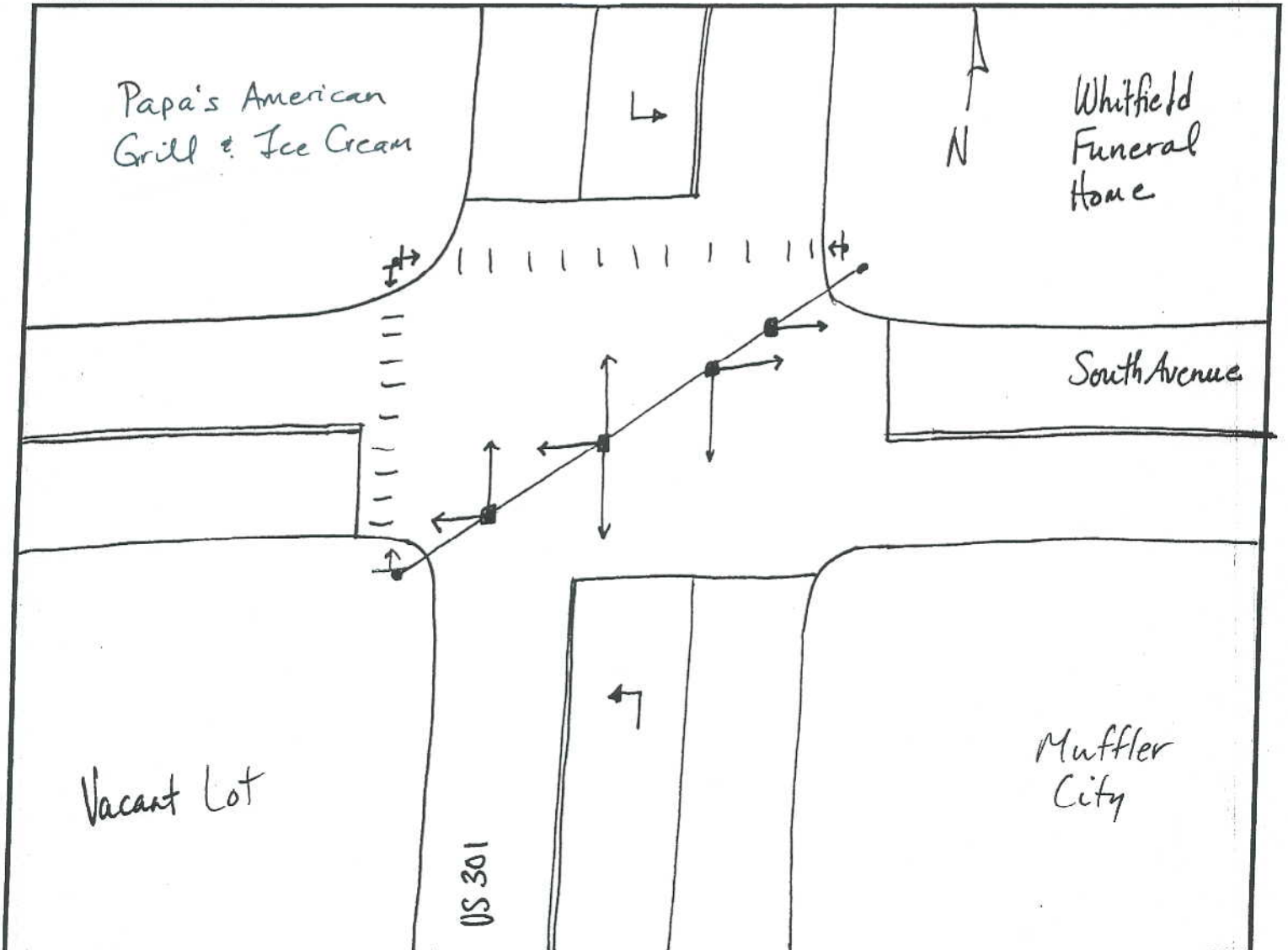
Project No.: 06/04.02

Turning Movement Count Field Data Sheet

Date: 5/27/10 Count Times: 7-9am; 10am-2pm; 4-6pm
Major Street: US 301 Direction: N-S Speed Limit: 35 mph
Minor Street: South Avenue Direction: E-W Speed Limit: 30 mph
City/County: Zephyrhills/Pasco Weather: Clear



Intersection Sketch



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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&south
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 1

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

Start Time	US 301 Southbound					SOUTH AVENUE Westbound					US 301 Northbound					SOUTH AVENUE 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	5	90	0	0	95	47	4	4	3	58	0	40	1	0	41	7	12	21	2	42	236
07:15 AM	9	120	0	0	129	50	9	7	0	66	3	69	0	0	72	7	14	22	1	44	311
07:30 AM	6	92	0	0	98	42	7	2	2	53	0	61	1	0	62	5	23	24	3	55	268
07:45 AM	10	79	1	0	90	36	2	7	1	46	1	91	1	0	93	3	15	8	4	30	259
Total	30	381	1	0	412	175	22	20	6	223	4	261	3	0	268	22	64	75	10	171	1074
08:00 AM	7	96	0	0	103	39	11	7	1	58	0	79	2	0	81	12	14	13	0	39	281
08:15 AM	6	96	0	0	102	29	5	5	1	40	3	88	0	0	91	7	14	16	8	45	278
08:30 AM	3	87	0	0	90	32	5	2	1	40	3	82	0	0	85	6	16	20	5	47	262
08:45 AM	4	89	1	0	94	26	5	2	3	36	0	92	0	0	92	7	15	10	5	37	259
Total	20	368	1	0	389	126	26	16	6	174	6	341	2	0	349	32	59	59	18	168	1080
*** BREAK ***																					
10:00 AM	7	89	0	0	96	21	2	4	1	28	3	107	0	1	111	11	17	18	6	52	287
10:15 AM	7	98	0	0	105	9	4	5	1	19	4	68	2	0	74	4	12	12	5	33	231
10:30 AM	6	84	2	0	92	24	4	3	3	34	1	81	5	0	87	8	11	16	3	38	251
10:45 AM	4	98	2	0	104	13	6	2	1	22	0	68	1	0	69	7	19	12	1	39	234
Total	24	369	4	0	397	67	16	14	6	103	8	324	8	1	341	30	59	58	15	162	1003
11:00 AM	7	76	2	0	85	16	4	2	0	22	2	71	0	0	73	8	16	18	4	46	226
11:15 AM	6	91	1	0	98	23	4	6	2	35	0	88	1	0	89	10	13	15	3	41	263
11:30 AM	7	90	3	0	100	23	6	5	2	36	1	98	1	1	101	15	18	16	8	57	294
11:45 AM	7	93	0	0	100	19	6	7	1	33	1	92	0	0	93	8	17	24	5	54	280
Total	27	350	6	0	383	81	20	20	5	126	4	349	2	1	356	41	64	73	20	198	1063
12:00 PM	6	79	0	1	86	28	6	6	4	44	2	118	2	0	122	5	15	24	7	51	303
12:15 PM	5	79	0	0	84	16	3	3	2	24	4	98	1	0	103	5	27	19	6	57	268
12:30 PM	6	104	1	0	111	20	4	3	3	30	4	125	1	0	130	8	34	19	5	66	337
12:45 PM	6	117	1	1	125	22	0	5	1	28	1	93	9	0	103	5	8	8	4	25	281
Total	23	379	2	2	406	86	13	17	10	126	11	434	13	0	458	23	84	70	22	199	1189
01:00 PM	8	83	1	0	92	23	8	3	3	37	0	116	0	0	116	5	24	23	6	58	303
01:15 PM	11	96	0	0	107	13	6	3	5	27	2	98	2	0	102	14	20	19	4	57	293
01:30 PM	7	100	0	0	107	16	3	7	4	30	1	89	2	0	92	11	25	17	5	58	287
01:45 PM	14	103	1	0	118	22	5	2	2	31	0	72	0	0	72	8	14	6	5	33	254
Total	40	382	2	0	424	74	22	15	14	125	3	375	4	0	382	38	83	65	20	206	1137
*** BREAK ***																					
04:00 PM	4	85	1	1	91	27	10	7	0	44	1	110	0	0	111	9	18	13	6	46	292
04:15 PM	6	86	0	0	92	26	8	5	2	41	1	108	0	2	111	7	12	18	7	44	288
04:30 PM	10	96	1	0	107	29	9	4	1	43	1	115	2	0	118	5	17	16	16	54	322
04:45 PM	8	99	1	0	108	19	9	1	1	30	2	107	0	0	109	12	18	27	4	61	308
Total	28	366	3	1	398	101	36	17	4	158	5	440	2	2	449	33	65	74	33	205	1210

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

File Name : us301&south
 Site Code : 00610402
 Start Date : 05/27/2010
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Groups Printed- Passenger Vehicles - Heavy Vehicles - U-Turns

Start Time	US 301 Southbound					SOUTH AVENUE Westbound					US 301 Northbound					SOUTH AVENUE 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	
05:00 PM	10	118	0	0	128	23	6	6	5	40	0	95	0	0	95	7	26	31	13	77	340
05:15 PM	5	115	2	0	122	22	3	4	3	32	1	97	1	1	100	6	23	12	9	50	304
05:30 PM	7	81	0	1	89	26	8	5	5	44	0	92	0	1	93	6	15	4	4	29	255
05:45 PM	7	106	3	1	117	26	7	5	2	40	2	78	4	0	84	20	27	7	5	59	300
Total	29	420	5	2	456	97	24	20	15	156	3	362	5	2	372	39	91	54	31	215	1199
Grand Total	221	3015	24	5	3265	807	179	139	66	1191	44	2886	39	6	2975	258	569	528	169	1524	8955
Apprch %	6.8	92.3	0.7	0.2		67.8	15.0	11.7	5.5		1.5	97.0	1.3	0.2		16.9	37.3	34.6	11.1		
Total %	2.5	33.7	0.3	0.1	36.5	9.0	2.0	1.6	0.7	13.3	0.5	32.2	0.4	0.1	33.2	2.9	6.4	5.9	1.9	17.0	

Start Time	US 301 Southbound					SOUTH AVENUE Westbound					US 301 Northbound					SOUTH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 07:15 AM																					
Volume	32	387	1	0	420	167	29	23	4	223	4	300	4	0	308	27	66	67	8	168	1119
Percent	7.6	92.1	0.2	0.0		74.9	13.0	10.3	1.8		1.3	97.4	1.3	0.0		16.1	39.3	39.9	4.8		
07:15 Volume	9	120	0	0	129	50	9	7	0	66	3	69	0	0	72	7	14	22	1	44	311
Peak Factor																					0.900
High Int.	07:15 AM					07:15 AM					07:45 AM					07:30 AM					
Volume	9	120	0	0	129	50	9	7	0	66	1	91	1	0	93	5	23	24	3	55	
Peak Factor	0.814										0.845					0.828					0.764

Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
By Approach 07:15 AM																					
Volume	32	387	1	0	420	175	22	20	6	223	7	340	3	0	350	22	64	75	10	171	
Percent	7.6	92.1	0.2	0.0		78.5	9.9	9.0	2.7		2.0	97.1	0.9	0.0		12.9	37.4	43.9	5.8		
High Int.	07:15 AM					07:15 AM					07:45 AM					07:30 AM					
Volume	9	120	0	0	129	50	9	7	0	66	1	91	1	0	93	5	23	24	3	55	
Peak Factor	0.814					0.845					0.941					0.777					

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Intersection 12:30 PM																					
Volume	31	400	3	1	435	78	18	14	12	122	7	432	12	0	451	32	86	69	19	206	1214
Percent	7.1	92.0	0.7	0.2		63.9	14.8	11.5	9.8		1.6	95.8	2.7	0.0		15.5	41.7	33.5	9.2		
12:30 Volume	6	104	1	0	111	20	4	3	3	30	4	125	1	0	130	8	34	19	5	66	337
Peak Factor																					0.901
High Int.	12:45 PM					01:00 PM					12:30 PM					12:30 PM					
Volume	6	117	1	1	125	23	8	3	3	37	4	125	1	0	130	8	34	19	5	66	
Peak Factor	0.870					0.824					0.867					0.780					

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

File Name : us301&south
 Site Code : 00610402
 Start Date : 05/27/2010
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Start Time	US 301 Southbound					SOUTH AVENUE Westbound					US 301 Northbound					SOUTH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
By Approach	12:30 PM					11:15 AM					12:00 PM					11:45 AM					
Volume	31	400	3	1	435	93	22	24	9	148	11	434	13	0	458	26	93	86	23	228	
Percent	7.1	92.0	0.7	0.2		62.8	14.9	16.2	6.1		2.4	94.8	2.8	0.0		11.4	40.8	37.7	10.1		
High Int.	12:45 PM					12:00 PM					12:30 PM					12:30 PM					
Volume	6	117	1	1	125	28	6	6	4	44	4	125	1	0	130	8	34	19	5	66	
Peak Factor	0.870					0.841					0.881					0.864					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM					04:30 PM					04:30 PM					05:00 PM					
Volume	33	428	4	0	465	93	27	15	10	145	4	414	3	1	422	30	84	86	42	242	1274
Percent	7.1	92.0	0.9	0.0		64.1	18.6	10.3	6.9		0.9	98.1	0.7	0.2		12.4	34.7	35.5	17.4		
05:00 Volume	10	118	0	0	128	23	6	6	5	40	0	95	0	0	95	7	26	31	13	77	340
Peak Factor	0.908					0.843					0.894					0.786					0.937
High Int.	05:00 PM					04:30 PM					04:30 PM					05:00 PM					
Volume	10	118	0	0	128	29	9	4	1	43	1	115	2	0	118	7	26	31	13	77	
Peak Factor	0.908					0.843					0.894					0.786					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach	04:30 PM					04:00 PM					04:00 PM					04:30 PM					
Volume	33	428	4	0	465	101	36	17	4	158	5	440	2	2	449	30	84	86	42	242	
Percent	7.1	92.0	0.9	0.0		63.9	22.8	10.8	2.5		1.1	98.0	0.4	0.4		12.4	34.7	35.5	17.4		
High Int.	05:00 PM					04:00 PM					04:30 PM					05:00 PM					
Volume	10	118	0	0	128	27	10	7	0	44	1	115	2	0	118	7	26	31	13	77	
Peak Factor	0.908					0.898					0.951					0.786					

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&south
 Site Code : 00610402
 Start Date : 05/27/2010
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Groups Printed- Passenger Vehicles

Start Time	US 301 Southbound					SOUTH AVENUE Westbound					US 301 Northbound					SOUTH AVENUE 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	5	86	0	0	91	46	4	4	3	57	0	37	1	0	38	7	9	21	2	39	225
07:15 AM	9	118	0	0	127	49	9	6	0	64	3	68	0	0	71	7	13	22	1	43	305
07:30 AM	6	89	0	0	95	42	7	2	2	53	0	59	1	0	60	5	22	24	3	54	262
07:45 AM	10	78	1	0	89	35	2	7	1	45	1	85	1	0	87	3	12	8	4	27	248
Total	30	371	1	0	402	172	22	19	6	219	4	249	3	0	256	22	56	75	10	163	1040
08:00 AM	7	92	0	0	99	39	10	6	1	56	0	75	2	0	77	10	14	13	0	37	269
08:15 AM	6	94	0	0	100	28	5	5	1	39	3	85	0	0	88	7	13	15	7	42	269
08:30 AM	3	76	0	0	79	32	5	2	1	40	3	78	0	0	81	5	15	15	5	40	240
08:45 AM	4	87	1	0	92	23	5	2	3	33	0	91	0	0	91	7	15	8	5	35	251
Total	20	349	1	0	370	122	25	15	6	168	6	329	2	0	337	29	57	51	17	154	1029
*** BREAK ***																					
10:00 AM	5	87	0	0	92	20	2	4	1	27	3	105	0	1	109	11	17	18	6	52	280
10:15 AM	7	93	0	0	100	7	4	5	1	17	4	65	2	0	71	4	12	12	5	33	221
10:30 AM	6	80	2	0	88	24	4	3	3	34	1	78	5	0	84	8	11	15	3	37	243
10:45 AM	4	93	2	0	99	13	6	2	1	22	0	63	1	0	64	7	18	11	1	37	222
Total	22	353	4	0	379	64	16	14	6	100	8	311	8	1	328	30	58	56	15	159	966
11:00 AM	7	74	2	0	83	15	4	2	0	21	2	66	0	0	68	8	16	18	4	46	218
11:15 AM	6	89	0	0	95	23	4	6	2	35	0	83	1	0	84	10	13	15	3	41	255
11:30 AM	7	88	3	0	98	23	6	5	2	36	1	96	1	1	99	15	18	16	8	57	290
11:45 AM	6	90	0	0	96	19	6	7	1	33	1	89	0	0	90	8	17	24	5	54	273
Total	26	341	5	0	372	80	20	20	5	125	4	334	2	1	341	41	64	73	20	198	1036
12:00 PM	5	74	0	1	80	28	6	6	4	44	2	111	2	0	115	5	15	24	7	51	290
12:15 PM	5	75	0	0	80	15	3	3	2	23	3	95	1	0	99	5	27	19	6	57	259
12:30 PM	6	100	1	0	107	20	4	3	2	29	4	121	1	0	126	8	34	19	5	66	328
12:45 PM	6	109	1	1	117	21	0	5	1	27	1	87	9	0	97	5	8	8	4	25	266
Total	22	358	2	2	384	84	13	17	9	123	10	414	13	0	437	23	84	70	22	199	1143
01:00 PM	8	77	1	0	86	23	8	3	3	37	0	111	0	0	111	5	23	21	6	55	289
01:15 PM	11	95	0	0	106	13	5	3	5	26	2	97	2	0	101	14	20	18	4	56	289
01:30 PM	7	96	0	0	103	16	3	7	4	30	1	87	1	0	89	11	25	17	5	58	280
01:45 PM	13	100	1	0	114	22	5	2	2	31	0	67	0	0	67	8	14	6	5	33	245
Total	39	368	2	0	409	74	21	15	14	124	3	362	3	0	368	38	82	62	20	202	1103
*** BREAK ***																					
04:00 PM	4	77	1	1	83	27	10	6	0	43	1	106	0	0	107	9	17	12	6	44	277
04:15 PM	6	83	0	0	89	26	8	4	2	40	1	105	0	2	108	6	12	18	7	43	280
04:30 PM	9	95	1	0	105	27	9	4	1	41	1	110	2	0	113	5	17	16	16	54	313
04:45 PM	8	94	1	0	103	18	9	1	1	29	2	101	0	0	103	12	18	25	4	59	294
Total	27	349	3	1	380	98	36	15	4	153	5	422	2	2	431	32	64	71	33	200	1164

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

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Groups Printed- Passenger Vehicles

Start Time	US 301 Southbound					SOUTH AVENUE Westbound					US 301 Northbound					SOUTH AVENUE 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	
05:00 PM	10	117	0	0	127	21	6	5	5	37	0	90	0	0	90	7	26	31	13	77	331
05:15 PM	5	113	2	0	120	22	3	4	3	32	1	93	1	1	96	6	23	12	9	50	298
05:30 PM	7	80	0	1	88	26	8	4	5	43	0	92	0	1	93	6	15	4	4	29	253
05:45 PM	7	105	3	1	116	26	7	5	2	40	2	76	4	0	82	20	27	7	5	59	297
Total	29	415	5	2	451	95	24	18	15	152	3	351	5	2	361	39	91	54	31	215	1179
Grand Total	215	2904	23	5	3147	789	177	133	65	1164	43	2772	38	6	2859	254	556	512	168	1490	8660
Apprch %	6.8	92.3	0.7	0.2		67.8	15.2	11.4	5.6		1.5	97.0	1.3	0.2		17.0	37.3	34.4	11.3		
Total %	2.5	33.5	0.3	0.1	36.3	9.1	2.0	1.5	0.8	13.4	0.5	32.0	0.4	0.1	33.0	2.9	6.4	5.9	1.9	17.2	

Start Time	US 301 Southbound					SOUTH AVENUE Westbound					US 301 Northbound					SOUTH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 07:15 AM																					
Volume	32	377	1	0	410	165	28	21	4	218	4	287	4	0	295	25	61	67	8	161	1084
Percent	7.8	92.0	0.2	0.0		75.7	12.8	9.6	1.8		1.4	97.3	1.4	0.0		15.5	37.9	41.6	5.0		
07:15 Volume	9	118	0	0	127	49	9	6	0	64	3	68	0	0	71	7	13	22	1	43	305
Peak Factor																					0.889
High Int. 07:15 AM																					
Volume	9	118	0	0	127	49	9	6	0	64	1	85	1	0	87	5	22	24	3	54	
Peak Factor	0.807					0.852					0.848					0.745					

Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
By Approach 07:15 AM																					
Volume	32	377	1	0	410	172	22	19	6	219	6	329	2	0	337	22	56	75	10	163	
Percent	7.8	92.0	0.2	0.0		78.5	10.0	8.7	2.7		1.8	97.6	0.6	0.0		13.5	34.4	46.0	6.1		
High Int. 07:15 AM																					
Volume	9	118	0	0	127	49	9	6	0	64	0	91	0	0	91	5	22	24	3	54	
Peak Factor	0.807					0.855					0.926					0.755					

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Intersection 12:30 PM																					
Volume	31	381	3	1	416	77	17	14	11	119	7	416	12	0	435	32	85	66	19	202	1172
Percent	7.5	91.6	0.7	0.2		64.7	14.3	11.8	9.2		1.6	95.6	2.8	0.0		15.8	42.1	32.7	9.4		
12:30 Volume	6	100	1	0	107	20	4	3	2	29	4	121	1	0	126	8	34	19	5	66	328
Peak Factor																					0.893
High Int. 12:45 PM																					
Volume	6	109	1	1	117	23	8	3	3	37	4	121	1	0	126	8	34	19	5	66	
Peak Factor	0.889					0.804					0.863					0.765					

Turning Movement Count
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Start Time	US 301 Southbound					SOUTH AVENUE Westbound					US 301 Northbound					SOUTH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
By Approach	12:30 PM					11:15 AM					12:00 PM					11:45 AM					
Volume	31	381	3	1	416	93	22	24	9	148	10	414	13	0	437	26	93	86	23	228	
Percent	7.5	91.6	0.7	0.2		62.8	14.9	16.2	6.1		2.3	94.7	3.0	0.0		11.4	40.8	37.7	10.1		
High Int.	12:45 PM					12:00 PM					12:30 PM					12:30 PM					
Volume	6	109	1	1	117	28	6	6	4	44	4	121	1	0	126	8	34	19	5	66	
Peak Factor	0.889					0.841					0.867					0.864					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM					04:30 PM					04:30 PM					05:00 PM					
Volume	32	419	4	0	455	88	27	14	10	139	4	394	3	1	402	30	84	84	42	240	1236
Percent	7.0	92.1	0.9	0.0		63.3	19.4	10.1	7.2		1.0	98.0	0.7	0.2		12.5	35.0	35.0	17.5		
05:00 Volume	10	117	0	0	127	21	6	5	5	37	0	90	0	0	90	7	26	31	13	77	331
Peak Factor	0.896					0.848					0.889					0.779					0.934
High Int.	05:00 PM					04:30 PM					04:30 PM					05:00 PM					
Volume	10	117	0	0	127	27	9	4	1	41	1	110	2	0	113	7	26	31	13	77	
Peak Factor	0.896					0.890					0.954					0.779					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach	04:30 PM					04:00 PM					04:00 PM					04:30 PM					
Volume	32	419	4	0	455	98	36	15	4	153	5	422	2	2	431	30	84	84	42	240	
Percent	7.0	92.1	0.9	0.0		64.1	23.5	9.8	2.6		1.2	97.9	0.5	0.5		12.5	35.0	35.0	17.5		
High Int.	05:00 PM					04:00 PM					04:30 PM					05:00 PM					
Volume	10	117	0	0	127	27	10	6	0	43	1	110	2	0	113	7	26	31	13	77	
Peak Factor	0.896					0.890					0.954					0.779					

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&south
 Site Code : 00610402
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 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	US 301 Southbound					SOUTH AVENUE Westbound					US 301 Northbound					SOUTH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	4	0	0	4	1	0	0	0	1	0	3	0	0	3	0	3	0	0	3	11
07:15 AM	0	2	0	0	2	1	0	1	0	2	0	1	0	0	1	0	1	0	0	1	6
07:30 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	6
07:45 AM	0	1	0	0	1	1	0	0	0	1	0	6	0	0	6	0	3	0	0	3	11
Total	0	10	0	0	10	3	0	1	0	4	0	12	0	0	12	0	8	0	0	8	34
08:00 AM	0	4	0	0	4	0	1	1	0	2	0	4	0	0	4	2	0	0	0	2	12
08:15 AM	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	0	1	1	1	3	9
08:30 AM	0	11	0	0	11	0	0	0	0	0	0	4	0	0	4	1	1	5	0	7	22
08:45 AM	0	2	0	0	2	3	0	0	0	3	0	1	0	0	1	0	0	2	0	2	8
Total	0	19	0	0	19	4	1	1	0	6	0	12	0	0	12	3	2	8	1	14	51
*** BREAK ***																					
10:00 AM	2	2	0	0	4	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	7
10:15 AM	0	5	0	0	5	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	10
10:30 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	8
10:45 AM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	1	1	0	2	12
Total	2	16	0	0	18	3	0	0	0	3	0	13	0	0	13	0	1	2	0	3	37
11:00 AM	0	2	0	0	2	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	8
11:15 AM	0	2	1	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
11:30 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
11:45 AM	1	3	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
Total	1	9	1	0	11	1	0	0	0	1	0	15	0	0	15	0	0	0	0	0	27
12:00 PM	1	5	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	13
12:15 PM	0	4	0	0	4	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	9
12:30 PM	0	4	0	0	4	0	0	0	1	1	0	4	0	0	4	0	0	0	0	0	9
12:45 PM	0	8	0	0	8	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	15
Total	1	21	0	0	22	2	0	0	1	3	1	20	0	0	21	0	0	0	0	0	46
01:00 PM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	1	2	0	3	14
01:15 PM	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	4
01:30 PM	0	4	0	0	4	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	7
01:45 PM	1	3	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
Total	1	14	0	0	15	0	1	0	0	1	0	13	1	0	14	0	1	3	0	4	34
*** BREAK ***																					
04:00 PM	0	8	0	0	8	0	0	1	0	1	0	4	0	0	4	0	1	1	0	2	15
04:15 PM	0	3	0	0	3	0	0	1	0	1	0	3	0	0	3	1	0	0	0	1	8
04:30 PM	1	1	0	0	2	2	0	0	0	2	0	5	0	0	5	0	0	0	0	0	9
04:45 PM	0	5	0	0	5	1	0	0	0	1	0	6	0	0	6	0	0	2	0	2	14
Total	1	17	0	0	18	3	0	2	0	5	0	18	0	0	18	1	1	3	0	5	46

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

File Name : us301&south
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	US 301 Southbound					SOUTH AVENUE Westbound					US 301 Northbound					SOUTH AVENUE 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	
05:00 PM	0	1	0	0	1	2	0	1	0	3	0	5	0	0	5	0	0	0	0	0	9
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
05:30 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Total	0	5	0	0	5	2	0	2	0	4	0	11	0	0	11	0	0	0	0	0	20
Grand Total	6	111	1	0	118	18	2	6	1	27	1	114	1	0	116	4	13	16	1	34	295
Apprch %	5.1	94.1	0.8	0.0		66.7	7.4	22.2	3.7		0.9	98.3	0.9	0.0		11.8	38.2	47.1	2.9		
Total %	2.0	37.6	0.3	0.0	40.0	6.1	0.7	2.0	0.3	9.2	0.3	38.6	0.3	0.0	39.3	1.4	4.4	5.4	0.3	11.5	

Start Time	US 301 Southbound					SOUTH AVENUE Westbound					US 301 Northbound					SOUTH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 07:45 AM																					
Volume	0	18	0	0	18	2	1	1	0	4	0	17	0	0	17	3	5	6	1	15	54
Percent	0.0	100.0	0.0	0.0		50.0	25.0	25.0	0.0		0.0	100.0	0.0	0.0		20.0	33.3	40.0	6.7		
08:30 Volume	0	11	0	0	11	0	0	0	0	0	0	4	0	0	4	1	1	5	0	7	22
Peak Factor																0.614					
High Int.	08:30 AM					08:00 AM					07:45 AM					08:30 AM					
Volume	0	11	0	0	11	0	1	1	0	2	0	6	0	0	6	1	1	5	0	7	
Peak Factor	0.409					0.500					0.708					0.536					

Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
By Approach 08:00 AM																					
Volume	0	19	0	0	19	4	1	1	0	6	0	17	0	0	17	3	5	6	1	15	
Percent	0.0	100.0	0.0	0.0		66.7	16.7	16.7	0.0		0.0	100.0	0.0	0.0		20.0	33.3	40.0	6.7		
High Int.	08:30 AM					08:45 AM					07:45 AM					08:30 AM					
Volume	0	11	0	0	11	3	0	0	0	3	0	6	0	0	6	1	1	5	0	7	
Peak Factor	0.432					0.500					0.708					0.536					

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Intersection 12:15 PM																					
Volume	0	22	0	0	22	2	0	0	1	3	1	18	0	0	19	0	1	2	0	3	47
Percent	0.0	100.0	0.0	0.0		66.7	0.0	0.0	33.3		5.3	94.7	0.0	0.0		0.0	33.3	66.7	0.0		
12:45 Volume	0	8	0	0	8	1	0	0	0	1	0	6	0	0	6	0	0	0	0	0	15
Peak Factor																0.783					
High Int.	12:45 PM					12:15 PM					12:45 PM					01:00 PM					
Volume	0	8	0	0	8	1	0	0	0	1	0	6	0	0	6	0	1	2	0	3	
Peak Factor	0.688					0.750					0.792					0.250					

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

File Name : us301&south
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 3

Start Time	US 301 Southbound					SOUTH AVENUE Westbound					US 301 Northbound					SOUTH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
By Approach	12:00 PM					10:00 AM					12:00 PM					12:30 PM					
Volume	1	21	0	0	22	3	0	0	0	3	1	20	0	0	21	0	1	3	0	4	
Percent	4.5	95.5	0.0	0.0		100.0	0.0	0.0	0.0		4.8	95.2	0.0	0.0		0.0	25.0	75.0	0.0		
High Int.	12:45 PM					10:15 AM					12:00 PM					01:00 PM					
Volume	0	8	0	0	8	2	0	0	0	2	0	7	0	0	7	0	1	2	0	3	
Peak Factor	0.688					0.375					0.750					0.333					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM					04:00 PM					04:00 PM					04:00 PM					
Volume	1	17	0	0	18	3	0	2	0	5	0	18	0	0	18	1	1	3	0	5	
Percent	5.6	94.4	0.0	0.0		60.0	0.0	40.0	0.0		0.0	100.0	0.0	0.0		20.0	20.0	60.0	0.0		
04:00 Volume	0	8	0	0	8	0	0	1	0	1	0	4	0	0	4	0	1	1	0	2	
Peak Factor	0.563					0.625					0.750					0.625					0.767
High Int.	04:00 PM					04:30 PM					04:45 PM					04:00 PM					
Volume	0	8	0	0	8	2	0	0	0	2	0	6	0	0	6	0	1	1	0	2	
Peak Factor	0.563					0.625					0.750					0.625					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach	04:00 PM					04:15 PM					04:30 PM					04:00 PM					
Volume	1	17	0	0	18	5	0	2	0	7	0	20	0	0	20	1	1	3	0	5	
Percent	5.6	94.4	0.0	0.0		71.4	0.0	28.6	0.0		0.0	100.0	0.0	0.0		20.0	20.0	60.0	0.0		
High Int.	04:00 PM					05:00 PM					04:45 PM					04:00 PM					
Volume	0	8	0	0	8	2	0	1	0	3	0	6	0	0	6	0	1	1	0	2	
Peak Factor	0.563					0.583					0.833					0.625					

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&south
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 1

Groups Printed- U-Turns

Start Time	US 301 Southbound					SOUTH AVENUE Westbound					US 301 Northbound					SOUTH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %																					

Start Time	US 301 Southbound					SOUTH AVENUE Westbound					US 301 Northbound					SOUTH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 07:00 AM																					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
07:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																					
High Int. 6:45:00 AM						6:45:00 AM						6:45:00 AM						0.000			
Volume																					
Peak Factor																					

Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																							
By Approach 07:00 AM						07:00 AM						07:00 AM						07:00 AM					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	-	-	-	-		-	-	-	-		-	-	-	-		-	-	-	-				
High Int. -																							
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Peak Factor																							

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Intersection 10:00 AM																					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
10:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																					
High Int.																					
Volume																					
Peak Factor																					

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

File Name : us301&south
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 2

Start Time	US 301 Southbound					SOUTH AVENUE Westbound					US 301 Northbound					SOUTH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
By Approach 10:00 AM	10:00 AM					10:00 AM					10:00 AM					10:00 AM					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Int. Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 04:00 PM																					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
04:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.000
High Int. Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach 04:00 PM	04:00 PM					04:00 PM					04:00 PM					04:00 PM					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Int. Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Adams Traffic, Inc.

P.O. Box 997

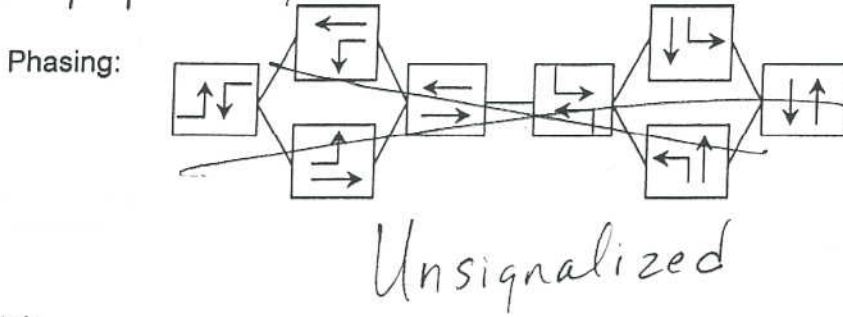
Plant City, FL 33564

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

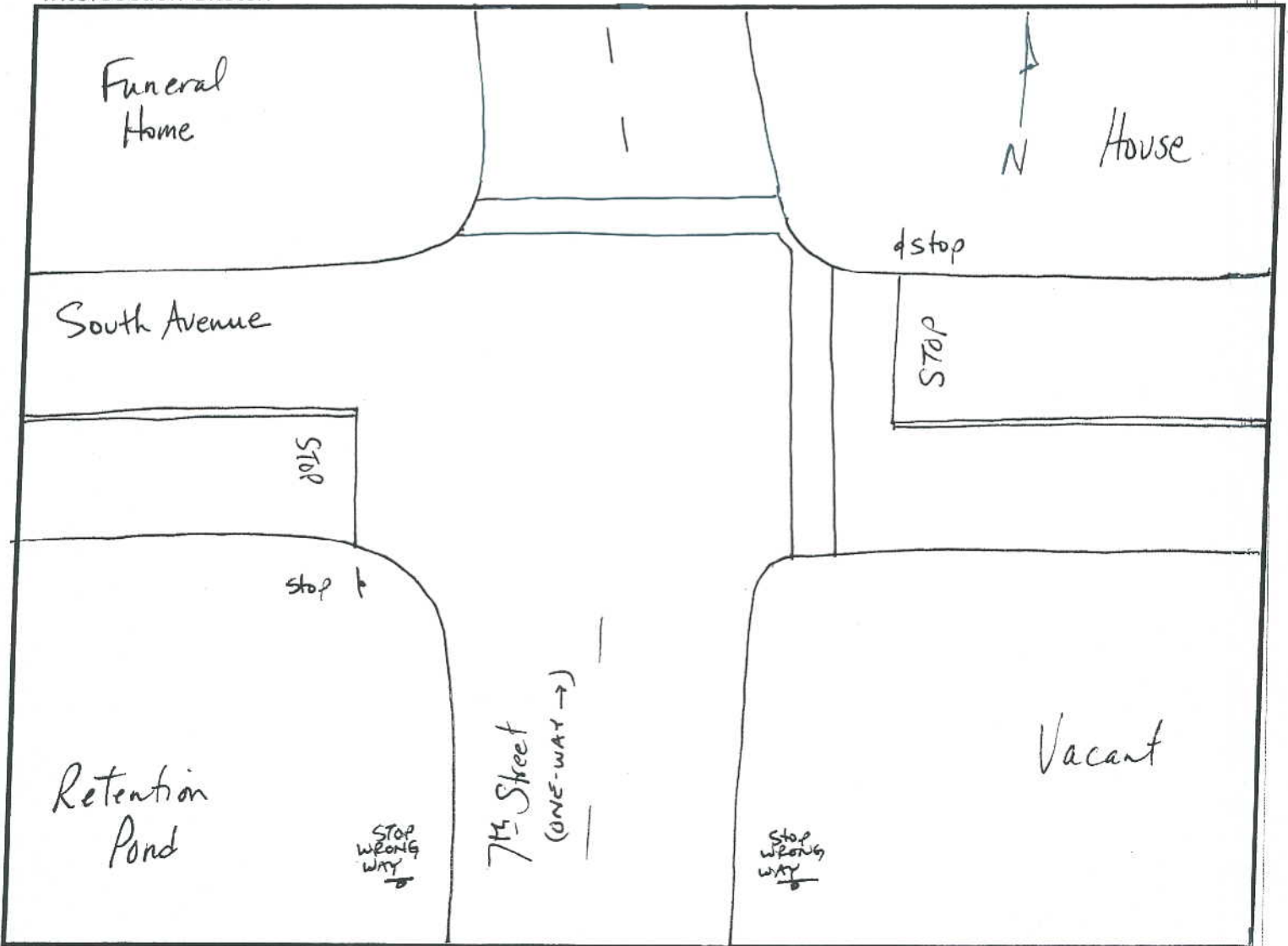
Project No.: 06104.02

Turning Movement Count Field Data Sheet

Date: 5/27/10 Count Times: 7-9am; 10am-2pm; 4-6pm
Major Street: 7th Street Direction: N-S Speed Limit: 30 mph
Minor Street: South Avenue Direction: E-W Speed Limit: 30 mph
City/County: Zephyrhills / Pasco Weather: Clear



Intersection Sketch



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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : 7th&south
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 1

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

Start Time	7TH STREET Southbound				SOUTH AVENUE Westbound				7TH STREET Northbound				SOUTH AVENUE 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	55	13	68	0	36	11	47	2	13	0	15	130
07:15 AM	0	0	0	0	0	60	18	78	0	45	5	50	1	18	0	19	147
07:30 AM	0	0	0	0	0	57	6	63	1	44	8	53	8	20	0	28	144
07:45 AM	0	0	0	0	0	40	15	55	0	32	12	44	5	19	0	24	123
Total	0	0	0	0	0	212	52	264	1	157	36	194	16	70	0	86	544
08:00 AM	0	0	0	0	0	58	13	71	0	36	14	50	6	21	0	27	148
08:15 AM	0	0	0	0	0	40	13	53	0	35	12	47	2	15	0	17	117
08:30 AM	0	0	0	0	0	34	18	52	0	43	11	54	1	14	0	15	121
08:45 AM	0	0	0	0	0	36	11	47	1	28	9	38	5	18	0	23	108
Total	0	0	0	0	0	168	55	223	1	142	46	189	14	68	0	82	494
*** BREAK ***																	
10:00 AM	0	0	0	0	0	32	14	46	0	35	7	42	5	22	0	27	115
10:15 AM	0	0	0	0	0	24	12	36	0	33	3	36	10	10	0	20	92
10:30 AM	0	0	0	0	0	33	10	43	0	44	13	57	5	10	0	15	115
10:45 AM	0	0	0	0	0	24	17	41	0	24	12	36	3	16	0	19	96
Total	0	0	0	0	0	113	53	166	0	136	35	171	23	58	0	81	418
11:00 AM	0	0	0	0	0	26	12	38	0	35	14	49	14	15	0	29	116
11:15 AM	0	0	0	0	0	34	7	41	0	32	4	36	3	18	0	21	98
11:30 AM	0	0	0	0	0	36	12	48	0	32	6	38	3	18	0	21	107
11:45 AM	0	0	0	0	0	32	17	49	0	49	8	57	8	17	0	25	131
Total	0	0	0	0	0	128	48	176	0	148	32	180	28	68	0	96	452
12:00 PM	0	0	0	0	0	36	23	59	0	48	13	61	6	11	0	17	137
12:15 PM	0	0	0	0	0	24	18	42	1	37	9	47	8	21	0	29	118
12:30 PM	0	0	0	0	0	29	16	45	0	36	9	45	8	28	0	36	126
12:45 PM	0	0	0	0	0	29	7	36	0	35	4	39	1	8	0	9	84
Total	0	0	0	0	0	118	64	182	1	156	35	192	23	68	0	91	465
01:00 PM	0	0	0	0	0	34	8	42	0	49	12	61	4	22	0	26	129
01:15 PM	0	0	0	0	0	25	11	36	1	38	8	47	6	23	0	29	112
01:30 PM	0	0	0	0	0	30	10	40	0	39	12	51	6	23	0	29	120
01:45 PM	0	0	0	0	0	31	10	41	1	39	5	45	3	22	0	25	111
Total	0	0	0	0	0	120	39	159	2	165	37	204	19	90	0	109	472
*** BREAK ***																	
04:00 PM	0	0	0	0	0	42	4	46	0	45	24	69	2	14	0	16	131
04:15 PM	0	0	0	0	0	38	14	52	0	53	21	74	2	21	0	23	149
04:30 PM	0	0	0	0	0	41	11	52	0	51	23	74	6	19	0	25	151
04:45 PM	0	0	0	0	0	28	13	41	0	51	15	66	4	22	0	26	133
Total	0	0	0	0	0	149	42	191	0	200	83	283	14	76	0	90	564

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

File Name : 7th&south
 Site Code : 00610402
 Start Date : 05/27/2010
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Groups Printed- Passenger Vehicles - Heavy Vehicles - U-Turns

Start Time	7TH STREET Southbound				SOUTH AVENUE Westbound				7TH STREET Northbound				SOUTH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	0	0	0	0	44	6	50	0	49	34	83	2	26	0	28	161
05:15 PM	0	0	0	0	0	34	16	50	0	57	29	86	3	22	0	25	161
05:30 PM	0	0	0	0	0	38	11	49	0	34	20	54	3	24	0	27	130
05:45 PM	0	0	0	0	0	37	17	54	0	19	12	31	3	30	0	33	118
Total	0	0	0	0	0	153	50	203	0	159	95	254	11	102	0	113	570
Grand Total	0	0	0	0	0	1161	403	1564	5	1263	399	1667	148	600	0	748	3979
Apprch %	0.0	0.0	0.0		0.0	74.2	25.8		0.3	75.8	23.9		19.8	80.2	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	29.2	10.1	39.3	0.1	31.7	10.0	41.9	3.7	15.1	0.0	18.8	

Start Time	7TH STREET Southbound				SOUTH AVENUE Westbound				7TH STREET Northbound				SOUTH AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																		
Intersection 07:15 AM																		
Volume	0	0	0	0	0	215	52	267	1	157	39	197	20	78	0	98	562	
Percent	0.0	0.0	0.0		0.0	80.5	19.5		0.5	79.7	19.8		20.4	79.6	0.0			
08:00 Volume	0	0	0	0	0	58	13	71	0	36	14	50	6	21	0	27	148	
Peak Factor																	0.949	
High Int. 6:45:00 AM																		
Volume	0	0	0	0	07:15 AM	0	60	18	78	07:30 AM	1	44	8	53	07:30 AM	8	20	28
Peak Factor					0.856				0.929				0.875					
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																		
By Approach 07:00 AM																		
Volume	0	0	0	0	07:15 AM	0	215	52	267	07:15 AM	1	157	39	197	07:15 AM	20	78	98
Percent	-	-	-		0.0	80.5	19.5			0.5	79.7	19.8			20.4	79.6	0.0	
High Int.	-	-	-		07:15 AM	0	60	18	78	07:30 AM	1	44	8	53	07:30 AM	8	20	28
Volume	-	-	-	-	0	60	18	78	0.856	1	44	8	53	0.929	8	20	28	
Peak Factor					0.856				0.929				0.875					
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																		
Intersection 11:45 AM																		
Volume	0	0	0	0	0	121	74	195	1	170	39	210	30	77	0	107	512	
Percent	0.0	0.0	0.0		0.0	62.1	37.9		0.5	81.0	18.6		28.0	72.0	0.0			
12:00 Volume	0	0	0	0	0	36	23	59	0	48	13	61	6	11	0	17	137	
Peak Factor																	0.934	
High Int. 12:00 PM																		
Volume	0	0	0	0	12:00 PM	0	36	23	59	12:00 PM	0	48	13	61	12:30 PM	8	28	36
Peak Factor					0.826				0.861				0.743					

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

File Name : 7th&south
 Site Code : 00610402
 Start Date : 05/27/2010
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Start Time	7TH STREET Southbound				SOUTH AVENUE Westbound				7TH STREET Northbound				SOUTH AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																			
By Approach	10:00 AM				11:30 AM				11:45 AM				01:00 PM						
Volume	0	0	0	0	0	128	70	198	1	170	39	210	19	90	0	109			
Percent	-	-	-	-	0.0	64.6	35.4		0.5	81.0	18.6		17.4	82.6	0.0				
High Int.	-	-	-	-	12:00 PM				12:00 PM				01:15 PM						
Volume	-	-	-	-	0	36	23	59	0	48	13	61	6	23	0	29			
Peak Factor	-	-	-	-					0.839					0.861					0.940
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Intersection	04:30 PM																		
Volume	0	0	0	0	0	147	46	193	0	208	101	309	15	89	0	104	606		
Percent	0.0	0.0	0.0	0.0	0.0	76.2	23.8		0.0	67.3	32.7		14.4	85.6	0.0				
05:15 Volume	0	0	0	0	0	34	16	50	0	57	29	86	3	22	0	25	161		
Peak Factor																	0.941		
High Int.					04:30 PM				05:15 PM				05:00 PM						
Volume	0	0	0	0	0	41	11	52	0	57	29	86	2	26	0	28			
Peak Factor									0.928					0.898					0.929
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																			
By Approach	04:00 PM				05:00 PM				04:30 PM				05:00 PM						
Volume	0	0	0	0	0	153	50	203	0	208	101	309	11	102	0	113			
Percent	-	-	-	-	0.0	75.4	24.6		0.0	67.3	32.7		9.7	90.3	0.0				
High Int.	-	-	-	-	05:45 PM				05:15 PM				05:45 PM						
Volume	-	-	-	-	0	37	17	54	0	57	29	86	3	30	0	33			
Peak Factor	-	-	-	-					0.940					0.898					0.856

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : 7th&south
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	7TH STREET Southbound				SOUTH AVENUE Westbound				7TH STREET Northbound				SOUTH AVENUE 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	54	12	66	0	35	8	43	2	10	0	12	121
07:15 AM	0	0	0	0	0	58	16	74	0	45	4	49	1	17	0	18	141
07:30 AM	0	0	0	0	0	57	6	63	1	44	8	53	8	19	0	27	143
07:45 AM	0	0	0	0	0	39	15	54	0	32	11	43	3	19	0	22	119
Total	0	0	0	0	0	208	49	257	1	156	31	188	14	65	0	79	524
08:00 AM	0	0	0	0	0	57	11	68	0	35	14	49	6	20	0	26	143
08:15 AM	0	0	0	0	0	38	11	49	0	34	11	45	2	14	0	16	110
08:30 AM	0	0	0	0	0	34	18	52	0	43	11	54	1	14	0	15	121
08:45 AM	0	0	0	0	0	34	11	45	0	28	8	36	5	17	0	22	103
Total	0	0	0	0	0	163	51	214	0	140	44	184	14	65	0	79	477
*** BREAK ***																	
10:00 AM	0	0	0	0	0	30	14	44	0	35	7	42	4	22	0	26	112
10:15 AM	0	0	0	0	0	22	11	33	0	32	3	35	10	9	0	19	87
10:30 AM	0	0	0	0	0	33	10	43	0	44	13	57	5	10	0	15	115
10:45 AM	0	0	0	0	0	24	16	40	0	24	12	36	3	15	0	18	94
Total	0	0	0	0	0	109	51	160	0	135	35	170	22	56	0	78	408
11:00 AM	0	0	0	0	0	25	12	37	0	35	14	49	14	15	0	29	115
11:15 AM	0	0	0	0	0	34	7	41	0	31	4	35	3	18	0	21	97
11:30 AM	0	0	0	0	0	36	12	48	0	32	6	38	3	18	0	21	107
11:45 AM	0	0	0	0	0	32	17	49	0	48	8	56	8	16	0	24	129
Total	0	0	0	0	0	127	48	175	0	146	32	178	28	67	0	95	448
12:00 PM	0	0	0	0	0	36	22	58	0	48	13	61	6	10	0	16	135
12:15 PM	0	0	0	0	0	24	18	42	1	36	9	46	8	21	0	29	117
12:30 PM	0	0	0	0	0	28	16	44	0	36	9	45	8	28	0	36	125
12:45 PM	0	0	0	0	0	28	7	35	0	34	4	38	1	8	0	9	82
Total	0	0	0	0	0	116	63	179	1	154	35	190	23	67	0	90	459
01:00 PM	0	0	0	0	0	34	8	42	0	47	12	59	4	21	0	25	126
01:15 PM	0	0	0	0	0	24	11	35	1	37	8	46	6	23	0	29	110
01:30 PM	0	0	0	0	0	30	10	40	0	39	12	51	6	21	0	27	118
01:45 PM	0	0	0	0	0	31	9	40	1	39	5	45	3	21	0	24	109
Total	0	0	0	0	0	119	38	157	2	162	37	201	19	86	0	105	463
*** BREAK ***																	
04:00 PM	0	0	0	0	0	41	4	45	0	44	23	67	2	13	0	15	127
04:15 PM	0	0	0	0	0	37	14	51	0	52	21	73	2	21	0	23	147
04:30 PM	0	0	0	0	0	39	10	49	0	49	23	72	5	19	0	24	145
04:45 PM	0	0	0	0	0	27	13	40	0	51	15	66	4	22	0	26	132
Total	0	0	0	0	0	144	41	185	0	196	82	278	13	75	0	88	551

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

File Name : 7th&south
 Site Code : 00610402
 Start Date : 05/27/2010
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Groups Printed- Passenger Vehicles

Start Time	7TH STREET Southbound				SOUTH AVENUE Westbound				7TH STREET Northbound				SOUTH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	0	0	0	0	42	6	48	0	47	34	81	2	26	0	28	157
05:15 PM	0	0	0	0	0	34	16	50	0	56	29	85	3	22	0	25	160
05:30 PM	0	0	0	0	0	37	11	48	0	34	20	54	3	24	0	27	129
05:45 PM	0	0	0	0	0	37	17	54	0	19	12	31	3	30	0	33	118
Total	0	0	0	0	0	150	50	200	0	156	95	251	11	102	0	113	564
Grand Total	0	0	0	0	0	1136	391	1527	4	1245	391	1640	144	583	0	727	3894
Apprch %	0.0	0.0	0.0		0.0	74.4	25.6		0.2	75.9	23.8		19.8	80.2	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	29.2	10.0	39.2	0.1	32.0	10.0	42.1	3.7	15.0	0.0	18.7	

Start Time	7TH STREET Southbound				SOUTH AVENUE Westbound				7TH STREET Northbound				SOUTH AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	0	0	0	0	0	211	48	259	1	156	37	194	18	75	0	93	546
Percent	0.0	0.0	0.0		0.0	81.5	18.5		0.5	80.4	19.1		19.4	80.6	0.0		
08:00 Volume	0	0	0	0	0	57	11	68	0	35	14	49	6	20	0	26	143
Peak Factor																	0.955
High Int.	6:45:00 AM				07:15 AM				07:30 AM				07:30 AM				
Volume	0	0	0	0	0	58	16	74	1	44	8	53	8	19	0	27	
Peak Factor					0.875				0.915				0.861				
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:00 AM				07:15 AM				07:15 AM				07:15 AM				
Volume	0	0	0	0	0	211	48	259	1	156	37	194	18	75	0	93	
Percent	-	-	-		0.0	81.5	18.5		0.5	80.4	19.1		19.4	80.6	0.0		
High Int.	-				07:15 AM				07:30 AM				07:30 AM				
Volume	-	-	-	-	0	58	16	74	1	44	8	53	8	19	0	27	
Peak Factor	-				0.875				0.915				0.861				
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	11:45 AM																
Volume	0	0	0	0	0	120	73	193	1	168	39	208	30	75	0	105	506
Percent	0.0	0.0	0.0		0.0	62.2	37.8		0.5	80.8	18.8		28.6	71.4	0.0		
12:00 Volume	0	0	0	0	0	36	22	58	0	48	13	61	6	10	0	16	135
Peak Factor																	0.937
High Int.					12:00 PM				12:00 PM				12:30 PM				
Volume	0	0	0	0	0	36	22	58	0	48	13	61	8	28	0	36	
Peak Factor					0.832				0.852				0.729				

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

File Name : 7th&south
 Site Code : 00610402
 Start Date : 05/27/2010
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Start Time	7TH STREET Southbound				SOUTH AVENUE Westbound				7TH STREET Northbound				SOUTH AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	10:00 AM				11:30 AM				11:45 AM				11:45 AM				
Volume	0	0	0	0	0	128	69	197	1	168	39	208	30	75	0	105	
Percent	-	-	-	-	0.0	65.0	35.0		0.5	80.8	18.8		28.6	71.4	0.0		
High Int.	-	-	-	-	12:00 PM				12:00 PM				12:30 PM				
Volume	-	-	-	-	0	36	22	58	0	48	13	61	8	28	0	36	
Peak Factor	-	-	-	-	0.849				0.852				0.729				
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM				05:15 PM				05:15 PM				05:00 PM				
Volume	0	0	0	0	0	142	45	187	0	203	101	304	14	89	0	103	
Percent	0.0	0.0	0.0	0.0	0.0	75.9	24.1		0.0	66.8	33.2		13.6	86.4	0.0		
05:15 Volume	0	0	0	0	0	34	16	50	0	56	29	85	3	22	0	25	
Peak Factor	-	-	-	-	0.935				0.894				0.920				160
High Int.	-	-	-	-	0.928												
Volume	0	0	0	0	0	34	16	50	0	56	29	85	2	26	0	28	
Peak Factor	-	-	-	-	0.935				0.894				0.920				
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:00 PM				05:00 PM				04:30 PM				05:00 PM				
Volume	0	0	0	0	0	150	50	200	0	203	101	304	11	102	0	113	
Percent	-	-	-	-	0.0	75.0	25.0		0.0	66.8	33.2		9.7	90.3	0.0		
High Int.	-	-	-	-	05:45 PM				05:15 PM				05:45 PM				
Volume	-	-	-	-	0	37	17	54	0	56	29	85	3	30	0	33	
Peak Factor	-	-	-	-	0.926				0.894				0.856				

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : 7th&south
 Site Code : 00610402
 Start Date : 05/27/2010
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Groups Printed- Heavy Vehicles

Start Time	7TH STREET Southbound				SOUTH AVENUE Westbound				7TH STREET Northbound				SOUTH AVENUE 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	1	1	2	0	1	3	4	0	3	0	3	9
07:15 AM	0	0	0	0	0	2	2	4	0	0	1	1	0	1	0	1	6
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	1	1	2	0	0	2	4
Total	0	0	0	0	0	4	3	7	0	1	5	6	2	5	0	7	20
08:00 AM	0	0	0	0	0	1	2	3	0	1	0	1	0	1	0	1	5
08:15 AM	0	0	0	0	0	2	2	4	0	1	1	2	0	1	0	1	7
*** BREAK ***																	
08:45 AM	0	0	0	0	0	2	0	2	1	0	1	2	0	1	0	1	5
Total	0	0	0	0	0	5	4	9	1	2	2	5	0	3	0	3	17
*** BREAK ***																	
10:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	1	0	0	1	3
10:15 AM	0	0	0	0	0	2	1	3	0	1	0	1	0	1	0	1	5
*** BREAK ***																	
10:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	4	2	6	0	1	0	1	1	2	0	3	10
11:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
*** BREAK ***																	
11:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Total	0	0	0	0	0	1	0	1	0	2	0	2	0	1	0	1	4
12:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
12:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
12:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
Total	0	0	0	0	0	2	1	3	0	2	0	2	0	1	0	1	6
01:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
01:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
01:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	0	1	1	2	0	3	0	3	0	4	0	4	9
*** BREAK ***																	
04:00 PM	0	0	0	0	0	1	0	1	0	1	1	2	0	1	0	1	4
04:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
04:30 PM	0	0	0	0	0	2	1	3	0	2	0	2	1	0	0	1	6
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	5	1	6	0	4	1	5	1	1	0	2	13

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

File Name : 7th&south
 Site Code : 00610402
 Start Date : 05/27/2010
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Groups Printed- Heavy Vehicles

Start Time	7TH STREET Southbound				SOUTH AVENUE Westbound				7TH STREET Northbound				SOUTH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	0	0	0	0	2	0	2	0	2	0	2	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	3	0	3	0	3	0	3	0	0	0	0	6
Grand Total	0	0	0	0	0	25	12	37	1	18	8	27	4	17	0	21	85
Apprch %	0.0	0.0	0.0		0.0	67.6	32.4		3.7	66.7	29.6		19.0	81.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	29.4	14.1	43.5	1.2	21.2	9.4	31.8	4.7	20.0	0.0	24.7	

Start Time	7TH STREET Southbound				SOUTH AVENUE Westbound				7TH STREET Northbound				SOUTH AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	0	0	0	0	0	4	3	7	0	1	5	6	2	5	0	7	20
Percent	0.0	0.0	0.0		0.0	57.1	42.9		0.0	16.7	83.3		28.6	71.4	0.0		
07:00 Volume	0	0	0	0	0	1	1	2	0	1	3	4	0	3	0	3	9
Peak Factor																	0.556
High Int.	6:45:00 AM				07:15 AM				07:00 AM				07:00 AM				
Volume	0	0	0	0	0	2	2	4	0	1	3	4	0	3	0	3	
Peak Factor					0.438				0.375				0.583				
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:00 AM				08:00 AM				07:00 AM				07:00 AM				
Volume	0	0	0	0	0	5	4	9	0	1	5	6	2	5	0	7	
Percent	-	-	-		0.0	55.6	44.4		0.0	16.7	83.3		28.6	71.4	0.0		
High Int.	-				08:15 AM				07:00 AM				07:00 AM				
Volume	-	-	-	-	0	2	2	4	0	1	3	4	0	3	0	3	
Peak Factor	-				0.563				0.375				0.583				
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	10:00 AM																
Volume	0	0	0	0	0	4	2	6	0	1	0	1	1	2	0	3	10
Percent	0.0	0.0	0.0		0.0	66.7	33.3		0.0	100.0	0.0		33.3	66.7	0.0		
10:15 Volume	0	0	0	0	0	2	1	3	0	1	0	1	0	1	0	1	5
Peak Factor																	0.500
High Int.					10:15 AM				10:15 AM				10:00 AM				
Volume	0	0	0	0	0	2	1	3	0	1	0	1	1	0	0	1	
Peak Factor					0.500				0.250				0.750				

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

File Name : 7th&south
 Site Code : 00610402
 Start Date : 05/27/2010
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Start Time	7TH STREET Southbound				SOUTH AVENUE Westbound				7TH STREET Northbound				SOUTH AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																		
By Approach	10:00 AM				10:00 AM				12:15 PM				01:00 PM					
Volume	0	0	0	0	0	4	2	6	0	4	0	4	0	4	0	4		
Percent	-	-	-	-	0.0	66.7	33.3		0.0	100.0	0.0		0.0	100.0	0.0			
High Int.	-	-	-	-	10:15 AM				01:00 PM				01:30 PM					
Volume	-	-	-	-	0	2	1	3	0	2	0	2	0	2	0	2		
Peak Factor	-	-	-	-					0.500					0.500				
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Intersection	04:00 PM																	
Volume	0	0	0	0	0	5	1	6	0	4	1	5	1	1	0	2		
Percent	0.0	0.0	0.0	0.0	0.0	83.3	16.7		0.0	80.0	20.0		50.0	50.0	0.0			
04:30 Volume	0	0	0	0	0	2	1	3	0	2	0	2	1	0	0	1		
Peak Factor																	0.542	
High Int.					04:30 PM				04:00 PM				04:00 PM					
Volume	0	0	0	0	0	2	1	3	0	1	1	2	0	1	0	1		
Peak Factor									0.500					0.625				
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																		
By Approach	04:00 PM				04:15 PM				04:00 PM				04:00 PM					
Volume	0	0	0	0	0	6	1	7	0	4	1	5	1	1	0	2		
Percent	-	-	-	-	0.0	85.7	14.3		0.0	80.0	20.0		50.0	50.0	0.0			
High Int.	-	-	-	-	04:30 PM				04:00 PM				04:00 PM					
Volume	-	-	-	-	0	2	1	3	0	1	1	2	0	1	0	1		
Peak Factor									0.583					0.625				

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : 7th&south
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 1

Groups Printed- U-Turns

Start Time	7TH STREET Southbound				SOUTH AVENUE Westbound				7TH STREET Northbound				SOUTH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %																	

Start Time	7TH STREET Southbound				SOUTH AVENUE Westbound				7TH STREET Northbound				SOUTH AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:00 AM																	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
07:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																	0.000
High Int. 6:45:00 AM					6:45:00 AM				6:45:00 AM				6:45:00 AM				
Volume																	
Peak Factor																	

Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach 07:00 AM					07:00 AM				07:00 AM				07:00 AM				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Int. -					-				-				-				
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor																	

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection 10:00 AM																	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
10:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																	0.000
High Int.																	
Volume																	
Peak Factor																	

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach 10:00 AM					10:00 AM				10:00 AM				10:00 AM				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Int. -					-				-				-				
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor																	

Turning Movement Count Field Data Sheet

Date: 5/25/10

Count Times: 7-9 AM; 10 AM - 2 PM; 4-6 PM

Major Street: SR 54

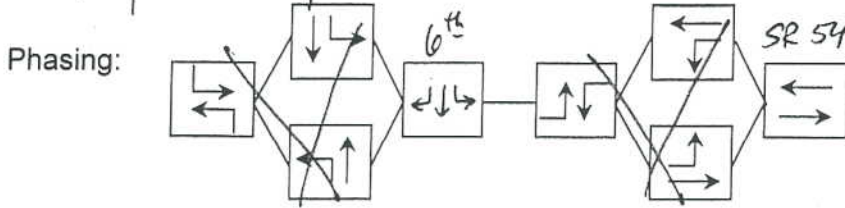
Direction: E-W Speed Limit: 30 mph

Minor Street: 6th Street

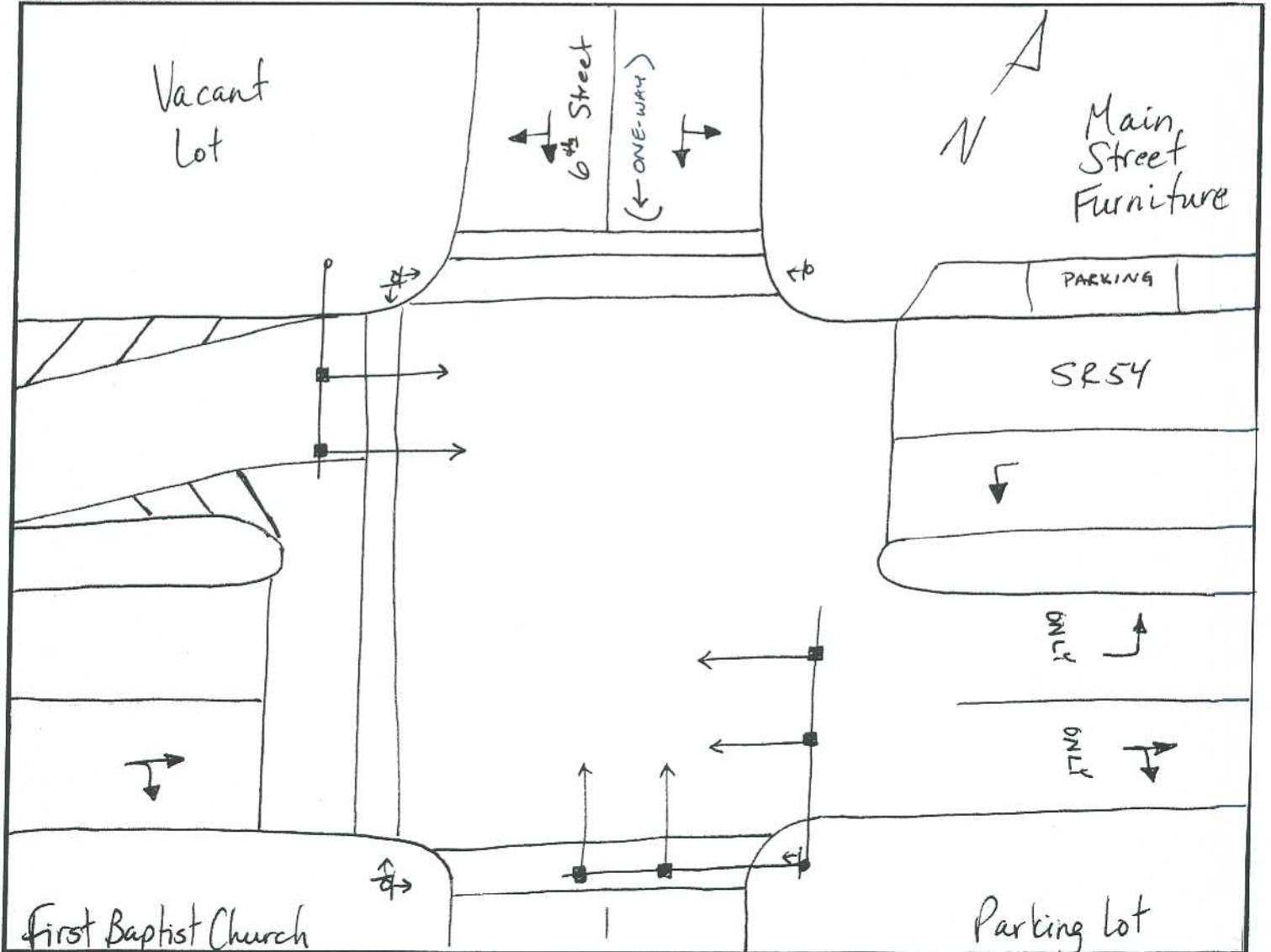
Direction: N-S Speed Limit: 30 mph

City/County: Zephyrhills / Pasco

Weather: Clear



Intersection Sketch



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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : 6th&sr54
 Site Code : 00610402
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Groups Printed- Passenger Vehicles - Heavy Vehicles - U-Turns

Start Time	6TH STREET Southbound					SR 54 (5TH AVENUE) Westbound					6TH STREET Northbound					SR 54 (5TH AVENUE) 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	30	1	5	39	0	27	0	0	27	0	0	0	0	0	0	57	8	1	66	132
07:15 AM	4	34	2	5	45	2	33	0	0	35	0	0	0	0	0	0	82	6	1	89	169
07:30 AM	4	42	11	5	62	0	40	0	0	40	0	0	0	0	0	0	83	6	1	90	192
07:45 AM	4	43	5	4	56	2	46	0	0	48	0	0	0	0	0	0	81	6	3	90	194
Total	15	149	19	19	202	4	146	0	0	150	0	0	0	0	0	0	303	26	6	335	687
08:00 AM	1	32	11	8	52	2	55	0	0	57	0	0	0	0	0	0	74	11	2	87	196
08:15 AM	2	36	12	7	57	2	70	0	0	72	0	0	0	0	0	0	98	6	1	105	234
08:30 AM	2	43	11	19	75	0	51	0	0	51	0	0	0	0	0	0	90	3	2	95	221
08:45 AM	7	33	19	14	73	0	49	0	0	49	0	0	0	0	0	0	94	3	1	98	220
Total	12	144	53	48	257	4	225	0	0	229	0	0	0	0	0	0	356	23	6	385	871
*** BREAK ***																					
10:00 AM	6	31	19	11	67	1	60	0	0	61	0	0	0	0	0	0	109	10	1	120	248
10:15 AM	8	48	22	8	86	2	57	0	0	59	0	0	0	0	0	0	90	5	1	96	241
10:30 AM	8	35	21	9	73	1	44	0	0	45	0	0	0	0	0	0	83	9	1	93	211
10:45 AM	2	35	15	15	67	1	46	0	0	47	0	0	0	0	0	0	79	2	4	85	199
Total	24	149	77	43	293	5	207	0	0	212	0	0	0	0	0	0	361	26	7	394	899
11:00 AM	9	44	16	6	75	1	63	0	0	64	0	0	0	0	0	0	86	8	2	96	235
11:15 AM	9	34	19	7	69	2	51	0	0	53	0	0	0	0	0	0	98	2	1	101	223
11:30 AM	4	41	17	17	79	0	50	0	0	50	0	0	0	0	0	0	87	7	2	96	225
11:45 AM	13	43	15	14	85	0	61	0	0	61	0	0	0	0	0	0	80	6	0	86	232
Total	35	162	67	44	308	3	225	0	0	228	0	0	0	0	0	0	351	23	5	379	915
12:00 PM	4	54	18	8	84	1	59	0	0	60	0	0	0	0	0	0	96	4	1	101	245
12:15 PM	4	47	21	12	84	1	42	0	0	43	0	0	0	0	0	0	98	4	0	102	229
12:30 PM	6	44	17	13	80	2	56	0	0	58	0	0	0	0	0	0	90	4	2	96	234
12:45 PM	11	44	21	11	87	1	47	0	0	48	0	0	0	0	0	0	110	5	2	117	252
Total	25	189	77	44	335	5	204	0	0	209	0	0	0	0	0	0	394	17	5	416	960
01:00 PM	8	47	12	17	84	2	61	0	0	63	0	0	0	0	0	0	93	8	2	103	250
01:15 PM	8	27	15	8	58	0	52	0	0	52	0	0	0	0	0	0	91	5	0	96	206
01:30 PM	11	58	32	18	119	3	65	0	0	68	0	0	0	0	0	0	82	8	3	93	280
01:45 PM	4	38	11	17	70	4	44	0	0	48	0	0	0	0	0	0	97	6	3	106	224
Total	31	170	70	60	331	9	222	0	0	231	0	0	0	0	0	0	363	27	8	398	960
*** BREAK ***																					
04:00 PM	4	53	25	6	88	1	66	0	0	67	0	0	0	0	0	0	79	8	1	88	243
04:15 PM	2	46	14	13	75	0	62	0	0	62	0	0	0	0	0	0	96	8	0	104	241
04:30 PM	5	46	13	6	70	1	68	0	0	69	0	0	0	0	0	0	86	5	3	94	233
04:45 PM	3	42	7	9	61	2	63	0	0	65	0	0	0	0	0	0	86	4	1	91	217
Total	14	187	59	34	294	4	259	0	0	263	0	0	0	0	0	0	347	25	5	377	934

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

File Name : 6th&sr54
 Site Code : 00610402
 Start Date : 05/25/2010
 Page No : 2

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

Start Time	6TH STREET Southbound					SR 54 (5TH AVENUE) Westbound					6TH STREET Northbound					SR 54 (5TH AVENUE) 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	
05:00 PM	8	55	14	12	89	1	68	0	0	69	0	0	0	0	0	0	103	5	1	109	267
05:15 PM	2	37	6	10	55	2	64	0	0	66	0	0	0	0	0	0	97	4	0	101	222
05:30 PM	5	48	16	12	81	1	57	0	0	58	0	0	0	0	0	0	87	8	2	97	236
05:45 PM	2	31	7	13	53	1	78	0	0	79	0	0	0	0	0	0	79	10	4	93	225
Total	17	171	43	47	278	5	267	0	0	272	0	0	0	0	0	0	366	27	7	400	950
Grand Total	173	1321	465	339	2298	39	1755	0	0	1794	0	0	0	0	0	0	2841	194	49	3084	7176
Apprch %	7.5	57.5	20.2	14.8		2.2	97.8	0.0	0.0		0.0	0.0	0.0	0.0		0.0	92.1	6.3	1.6		
Total %	2.4	18.4	6.5	4.7	32.0	0.5	24.5	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	39.6	2.7	0.7	43.0	

Start Time	6TH STREET Southbound					SR 54 (5TH AVENUE) Westbound					6TH STREET Northbound					SR 54 (5TH AVENUE) Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 08:00 AM																					
Volume	12	144	53	48	257	4	225	0	0	229	0	0	0	0	0	0	356	23	6	385	871
Percent	4.7	56.0	20.6	18.7		1.7	98.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	92.5	6.0	1.6		
08:15 Volume	2	36	12	7	57	2	70	0	0	72	0	0	0	0	0	0	98	6	1	105	234
Peak Factor																					0.931
High Int. 08:30 AM						08:15 AM					6:45:00 AM					08:15 AM					
Volume	2	43	11	19	75	2	70	0	0	72	0	0	0	0	0	0	98	6	1	105	
Peak Factor	0.857										0.795										0.917

Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
By Approach 08:00 AM						08:00 AM					07:00 AM					08:00 AM					
Volume	12	144	53	48	257	4	225	0	0	229	0	0	0	0	0	0	356	23	6	385	
Percent	4.7	56.0	20.6	18.7		1.7	98.3	0.0	0.0		-	-	-	-	-	-	92.5	6.0	1.6		
High Int. 08:30 AM						08:15 AM					-					08:15 AM					
Volume	2	43	11	19	75	2	70	0	0	72	-	-	-	-	-	-	98	6	1	105	
Peak Factor	0.857										0.795										0.917

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Intersection 12:45 PM																					
Volume	38	176	80	54	348	6	225	0	0	231	0	0	0	0	0	0	376	26	7	409	988
Percent	10.9	50.6	23.0	15.5		2.6	97.4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	91.9	6.4	1.7		
01:30 Volume	11	58	32	18	119	3	65	0	0	68	0	0	0	0	0	0	82	8	3	93	280
Peak Factor																					0.882
High Int. 01:30 PM						01:30 PM										12:45 PM					
Volume	11	58	32	18	119	3	65	0	0	68	0	0	0	0	0	0	110	5	2	117	
Peak Factor	0.731										0.849										0.874

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

File Name : 6th&sr54
 Site Code : 00610402
 Start Date : 05/25/2010
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Start Time	6TH STREET Southbound					SR 54 (5TH AVENUE) Westbound					6TH STREET Northbound					SR 54 (5TH AVENUE) Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
By Approach	12:45 PM					12:45 PM					10:00 AM					12:15 PM					
Volume	38	176	80	54	348	6	225	0	0	231	0	0	0	0	0	0	391	21	6	418	
Percent	10.9	50.6	23.0	15.5		2.6	97.4	0.0	0.0		-	-	-	-	-	0.0	93.5	5.0	1.4		
High Int.	01:30 PM					01:30 PM					-					12:45 PM					
Volume	11	58	32	18	119	3	65	0	0	68	-	-	-	-	-	0	110	5	2	117	
Peak Factor	0.731					0.849					-					0.893					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:15 PM																				
Volume	18	189	48	40	295	4	261	0	0	265	0	0	0	0	0	0	371	22	5	398	958
Percent	6.1	64.1	16.3	13.6		1.5	98.5	0.0	0.0		0.0	0.0	0.0	0.0		0.0	93.2	5.5	1.3		
05:00 Volume	8	55	14	12	89	1	68	0	0	69	0	0	0	0	0	0	103	5	1	109	267
Peak Factor	0.829					0.960										0.897					
High Int.	05:00 PM					04:30 PM										05:00 PM					
Volume	8	55	14	12	89	1	68	0	0	69	0	0	0	0	0	0	103	5	1	109	
Peak Factor	0.829					0.960										0.913					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach	04:15 PM					05:00 PM					04:00 PM					05:00 PM					
Volume	18	189	48	40	295	5	267	0	0	272	0	0	0	0	0	0	366	27	7	400	
Percent	6.1	64.1	16.3	13.6		1.8	98.2	0.0	0.0		-	-	-	-	-	0.0	91.5	6.8	1.8		
High Int.	05:00 PM					05:45 PM					-					05:00 PM					
Volume	8	55	14	12	89	1	78	0	0	79	-	-	-	-	-	0	103	5	1	109	
Peak Factor	0.829					0.861					-					0.917					

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : 6th&sr54
 Site Code : 00610402
 Start Date : 05/25/2010
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	6TH STREET Southbound					SR 54 (5TH AVENUE) Westbound					6TH STREET Northbound					SR 54 (5TH AVENUE) 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	27	1	5	36	0	26	0	0	26	0	0	0	0	0	0	52	8	1	61	123
07:15 AM	4	34	1	5	44	2	31	0	0	33	0	0	0	0	0	0	78	6	1	85	162
07:30 AM	4	39	10	5	58	0	38	0	0	38	0	0	0	0	0	0	81	6	1	88	184
07:45 AM	3	40	5	4	52	2	39	0	0	41	0	0	0	0	0	0	79	6	3	88	181
Total	14	140	17	19	190	4	134	0	0	138	0	0	0	0	0	0	290	26	6	322	650
08:00 AM	1	29	11	8	49	1	49	0	0	50	0	0	0	0	0	0	69	9	2	80	179
08:15 AM	2	36	12	7	57	2	66	0	0	68	0	0	0	0	0	0	97	6	1	104	229
08:30 AM	2	38	11	16	67	0	50	0	0	50	0	0	0	0	0	0	87	3	2	92	209
08:45 AM	6	33	19	13	71	0	44	0	0	44	0	0	0	0	0	0	91	3	1	95	210
Total	11	136	53	44	244	3	209	0	0	212	0	0	0	0	0	0	344	21	6	371	827
*** BREAK ***																					
10:00 AM	6	31	19	11	67	1	58	0	0	59	0	0	0	0	0	0	105	10	1	116	242
10:15 AM	8	47	22	8	85	2	54	0	0	56	0	0	0	0	0	0	88	5	1	94	235
10:30 AM	8	35	21	9	73	1	44	0	0	45	0	0	0	0	0	0	81	8	1	90	208
10:45 AM	2	35	14	15	66	1	44	0	0	45	0	0	0	0	0	0	77	1	4	82	193
Total	24	148	76	43	291	5	200	0	0	205	0	0	0	0	0	0	351	24	7	382	878
11:00 AM	9	44	16	6	75	1	62	0	0	63	0	0	0	0	0	0	84	8	2	94	232
11:15 AM	9	34	19	7	69	2	50	0	0	52	0	0	0	0	0	0	96	2	1	99	220
11:30 AM	4	41	16	17	78	0	49	0	0	49	0	0	0	0	0	0	84	6	2	92	219
11:45 AM	12	43	13	13	81	0	59	0	0	59	0	0	0	0	0	0	79	6	0	85	225
Total	34	162	64	43	303	3	220	0	0	223	0	0	0	0	0	0	343	22	5	370	896
12:00 PM	4	52	17	8	81	1	59	0	0	60	0	0	0	0	0	0	92	4	1	97	238
12:15 PM	4	47	21	12	84	1	40	0	0	41	0	0	0	0	0	0	94	4	0	98	223
12:30 PM	6	44	17	12	79	2	55	0	0	57	0	0	0	0	0	0	86	4	2	92	228
12:45 PM	11	44	21	10	86	0	46	0	0	46	0	0	0	0	0	0	105	5	2	112	244
Total	25	187	76	42	330	4	200	0	0	204	0	0	0	0	0	0	377	17	5	399	933
01:00 PM	8	45	12	16	81	2	61	0	0	63	0	0	0	0	0	0	88	8	2	98	242
01:15 PM	8	27	14	8	57	0	50	0	0	50	0	0	0	0	0	0	89	5	0	94	201
01:30 PM	9	57	32	18	116	3	63	0	0	66	0	0	0	0	0	0	79	8	3	90	272
01:45 PM	4	35	11	17	67	4	42	0	0	46	0	0	0	0	0	0	94	6	3	103	216
Total	29	164	69	59	321	9	216	0	0	225	0	0	0	0	0	0	350	27	8	385	931
*** BREAK ***																					
04:00 PM	4	50	22	6	82	1	64	0	0	65	0	0	0	0	0	0	76	7	1	84	231
04:15 PM	2	45	14	13	74	0	58	0	0	58	0	0	0	0	0	0	93	8	0	101	233
04:30 PM	5	45	13	6	69	1	65	0	0	66	0	0	0	0	0	0	84	5	3	92	227
04:45 PM	3	42	7	9	61	2	62	0	0	64	0	0	0	0	0	0	86	3	1	90	215
Total	14	182	56	34	286	4	249	0	0	253	0	0	0	0	0	0	339	23	5	367	906

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

File Name : 6th&sr54
 Site Code : 00610402
 Start Date : 05/25/2010
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Groups Printed- Passenger Vehicles

Start Time	6TH STREET Southbound					SR 54 (5TH AVENUE) Westbound					6TH STREET Northbound					SR 54 (5TH AVENUE) 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	
05:00 PM	8	54	14	12	88	1	65	0	0	66	0	0	0	0	0	0	98	5	1	104	258
05:15 PM	2	37	6	10	55	2	64	0	0	66	0	0	0	0	0	0	97	4	0	101	222
05:30 PM	5	48	16	12	81	1	54	0	0	55	0	0	0	0	0	0	85	8	2	95	231
05:45 PM	2	31	7	13	53	1	76	0	0	77	0	0	0	0	0	0	78	10	3	91	221
Total	17	170	43	47	277	5	259	0	0	264	0	0	0	0	0	0	358	27	6	391	932
Grand Total	168	1289	454	331	2242	37	1687	0	0	1724	0	0	0	0	0	0	2752	187	48	2987	6953
Apprch %	7.5	57.5	20.2	14.8		2.1	97.9	0.0	0.0		0.0	0.0	0.0	0.0		0.0	92.1	6.3	1.6		
Total %	2.4	18.5	6.5	4.8	32.2	0.5	24.3	0.0	0.0	24.8	0.0	0.0	0.0	0.0	0.0	0.0	39.6	2.7	0.7	43.0	

Start Time	6TH STREET Southbound					SR 54 (5TH AVENUE) Westbound					6TH STREET Northbound					SR 54 (5TH AVENUE) Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 08:00 AM																					
Volume	11	136	53	44	244	3	209	0	0	212	0	0	0	0	0	0	344	21	6	371	827
Percent	4.5	55.7	21.7	18.0		1.4	98.6	0.0	0.0		0.0	0.0	0.0	0.0		0.0	92.7	5.7	1.6		
08:15 Volume	2	36	12	7	57	2	66	0	0	68	0	0	0	0	0	0	97	6	1	104	229
Peak Factor																					0.903
High Int. 08:45 AM						08:15 AM					6:45:00 AM					08:15 AM					
Volume	6	33	19	13	71	2	66	0	0	68	0	0	0	0	0	0	97	6	1	104	
Peak Factor	0.859										0.779										0.892

Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
By Approach 08:00 AM						08:00 AM					07:00 AM					08:00 AM					
Volume	11	136	53	44	244	3	209	0	0	212	0	0	0	0	0	0	344	21	6	371	
Percent	4.5	55.7	21.7	18.0		1.4	98.6	0.0	0.0		-	-	-	-	-	-	92.7	5.7	1.6		
High Int. 08:45 AM						08:15 AM					-					08:15 AM					
Volume	6	33	19	13	71	2	66	0	0	68	-	-	-	-	-	-	97	6	1	104	
Peak Factor	0.859										0.779										0.892

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Intersection 12:45 PM																					
Volume	36	173	79	52	340	5	220	0	0	225	0	0	0	0	0	0	361	26	7	394	959
Percent	10.6	50.9	23.2	15.3		2.2	97.8	0.0	0.0		0.0	0.0	0.0	0.0		0.0	91.6	6.6	1.8		
01:30 Volume	9	57	32	18	116	3	63	0	0	66	0	0	0	0	0	0	79	8	3	90	272
Peak Factor																					0.881
High Int. 01:30 PM						01:30 PM										12:45 PM					
Volume	9	57	32	18	116	3	63	0	0	66	0	0	0	0	0	0	105	5	2	112	
Peak Factor	0.733										0.852										0.879

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

File Name : 6th&sr54
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 Start Date : 05/25/2010
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Start Time	6TH STREET Southbound					SR 54 (5TH AVENUE) Westbound					6TH STREET Northbound					SR 54 (5TH AVENUE) Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
By Approach	12:45 PM					12:45 PM					10:00 AM					12:15 PM					
Volume	36	173	79	52	340	5	220	0	0	225	0	0	0	0	0	0	373	21	6	400	
Percent	10.6	50.9	23.2	15.3		2.2	97.8	0.0	0.0		-	-	-	-	-	0.0	93.3	5.3	1.5		
High Int.	01:30 PM					01:30 PM					-					12:45 PM					
Volume	9	57	32	18	116	3	63	0	0	66	-	-	-	-	-	0	105	5	2	112	
Peak Factor	0.733					0.852					-					0.893					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:15 PM																				
Volume	18	186	48	40	292	4	250	0	0	254	0	0	0	0	0	0	361	21	5	387	933
Percent	6.2	63.7	16.4	13.7		1.6	98.4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	93.3	5.4	1.3		
05:00 Volume	8	54	14	12	88	1	65	0	0	66	0	0	0	0	0	0	98	5	1	104	258
Peak Factor	0.830					0.962										0.904					
High Int.	05:00 PM					04:30 PM										05:00 PM					
Volume	8	54	14	12	88	1	65	0	0	66	0	0	0	0	0	0	98	5	1	104	
Peak Factor	0.830					0.962										0.930					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach	04:15 PM					05:00 PM					04:00 PM					05:00 PM					
Volume	18	186	48	40	292	5	259	0	0	264	0	0	0	0	0	0	358	27	6	391	
Percent	6.2	63.7	16.4	13.7		1.9	98.1	0.0	0.0		-	-	-	-		0.0	91.6	6.9	1.5		
High Int.	05:00 PM					05:45 PM					-					05:00 PM					
Volume	8	54	14	12	88	1	76	0	0	77	-	-	-	-	-	0	98	5	1	104	
Peak Factor	0.830					0.857					-					0.940					

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : 6th&sr54
 Site Code : 00610402
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Groups Printed- Heavy Vehicles

Start Time	6TH STREET Southbound					SR 54 (5TH AVENUE) Westbound					6TH STREET Northbound					SR 54 (5TH AVENUE) 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	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	9
07:15 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	7
07:30 AM	0	3	1	0	4	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	8
07:45 AM	1	3	0	0	4	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	13
Total	1	9	2	0	12	0	12	0	0	12	0	0	0	0	0	0	13	0	0	13	37
08:00 AM	0	3	0	0	3	1	6	0	0	7	0	0	0	0	0	0	5	2	0	7	17
08:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	5
08:30 AM	0	5	0	3	8	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	12
08:45 AM	1	0	0	1	2	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	10
Total	1	8	0	4	13	1	16	0	0	17	0	0	0	0	0	0	12	2	0	14	44
*** BREAK ***																					
10:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
10:15 AM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	3
10:45 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	6
Total	0	1	1	0	2	0	7	0	0	7	0	0	0	0	0	0	10	2	0	12	21
11:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
11:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
11:30 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	6
11:45 AM	1	0	2	1	4	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	7
Total	1	0	3	1	5	0	5	0	0	5	0	0	0	0	0	0	8	1	0	9	19
12:00 PM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	7
12:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	6
12:30 PM	0	0	0	1	1	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	6
12:45 PM	0	0	0	1	1	1	1	0	0	2	0	0	0	0	0	0	5	0	0	5	8
Total	0	2	1	2	5	1	4	0	0	5	0	0	0	0	0	0	17	0	0	17	27
01:00 PM	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	8
01:15 PM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	5
01:30 PM	2	1	0	0	3	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	8
01:45 PM	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	8
Total	2	6	1	1	10	0	6	0	0	6	0	0	0	0	0	0	13	0	0	13	29
*** BREAK ***																					
04:00 PM	0	3	3	0	6	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	12
04:15 PM	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	8
04:30 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6
04:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
Total	0	5	3	0	8	0	10	0	0	10	0	0	0	0	0	0	8	2	0	10	28

Turning Movement Count
 Adams Traffic, Inc.
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File Name : 6th&sr54
 Site Code : 00610402
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Groups Printed- Heavy Vehicles

Start Time	6TH STREET Southbound					SR 54 (5TH AVENUE) Westbound					6TH STREET Northbound					SR 54 (5TH AVENUE) 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	
05:00 PM	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	9
*** BREAK ***																					
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	1	0	1	2	4
Total	0	1	0	0	1	0	8	0	0	8	0	0	0	0	0	0	8	0	1	9	18
Grand Total	5	32	11	8	56	2	68	0	0	70	0	0	0	0	0	0	89	7	1	97	223
Apprch %	8.9	57.1	19.6	14.3		2.9	97.1	0.0	0.0		0.0	0.0	0.0	0.0		0.0	91.8	7.2	1.0		
Total %	2.2	14.3	4.9	3.6	25.1	0.9	30.5	0.0	0.0	31.4	0.0	0.0	0.0	0.0	0.0	0.0	39.9	3.1	0.4	43.5	

Start Time	6TH STREET Southbound					SR 54 (5TH AVENUE) Westbound					6TH STREET Northbound					SR 54 (5TH AVENUE) Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 07:45 AM																					
Volume	1	11	0	3	15	1	18	0	0	19	0	0	0	0	0	0	11	2	0	13	47
Percent	6.7	73.3	0.0	20.0		5.3	94.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	84.6	15.4	0.0		
08:00 Volume	0	3	0	0	3	1	6	0	0	7	0	0	0	0	0	0	5	2	0	7	17
Peak Factor																					0.691
High Int. 08:30 AM						07:45 AM					6:45:00 AM					08:00 AM					
Volume	0	5	0	3	8	0	7	0	0	7	0	0	0	0	0	0	5	2	0	7	
Peak Factor	0.469					0.679										0.464					

Start Time	6TH STREET Southbound					SR 54 (5TH AVENUE) Westbound					6TH STREET Northbound					SR 54 (5TH AVENUE) Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
By Approach 07:45 AM						07:30 AM					07:00 AM					07:15 AM					
Volume	1	11	0	3	15	1	19	0	0	20	0	0	0	0	0	0	13	2	0	15	
Percent	6.7	73.3	0.0	20.0		5.0	95.0	0.0	0.0		-	-	-	-		0.0	86.7	13.3	0.0		
High Int. 08:30 AM						07:45 AM					-					08:00 AM					
Volume	0	5	0	3	8	0	7	0	0	7	-	-	-	-	-	0	5	2	0	7	
Peak Factor	0.469					0.714										0.536					

Start Time	6TH STREET Southbound					SR 54 (5TH AVENUE) Westbound					6TH STREET Northbound					SR 54 (5TH AVENUE) Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Intersection 12:45 PM																					
Volume	2	3	1	2	8	1	5	0	0	6	0	0	0	0	0	0	15	0	0	15	29
Percent	25.0	37.5	12.5	25.0		16.7	83.3	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
01:30 Volume	2	1	0	0	3	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	8
Peak Factor																					0.906
High Int. 01:00 PM						12:45 PM										12:45 PM					
Volume	0	2	0	1	3	1	1	0	0	2	0	0	0	0	0	0	5	0	0	5	
Peak Factor	0.667					0.750										0.750					

Turning Movement Count
 Adams Traffic, Inc.
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Start Time	6TH STREET Southbound					SR 54 (5TH AVENUE) Westbound					6TH STREET Northbound					SR 54 (5TH AVENUE) Eastbound					Int. Total		
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total			
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																							
By Approach 01:00 PM						10:00 AM						10:00 AM						12:15 PM					
Volume	2	6	1	1	10	0	7	0	0	7	0	0	0	0	0	0	18	0	0	18			
Percent	20.0	60.0	10.0	10.0		0.0	100.0	0.0	0.0		-	-	-	-	-	0.0	100.0	0.0	0.0				
High Int.	01:00 PM					10:15 AM					-					12:45 PM							
Volume	0	2	0	1	3	0	3	0	0	3	-	-	-	-	-	0	5	0	0	5			
Peak Factor	0.833					0.583					-					0.900							
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																							
Intersection 04:00 PM																							
Volume	0	5	3	0	8	0	10	0	0	10	0	0	0	0	0	0	8	2	0	10	28		
Percent	0.0	62.5	37.5	0.0		0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	80.0	20.0	0.0				
04:00 Volume	0	3	3	0	6	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	12		
Peak Factor	0.333					0.625					0.583					0.625							
High Int.	04:00 PM					04:15 PM					04:00 PM					04:00 PM							
Volume	0	3	3	0	6	0	4	0	0	4	0	0	0	0	0	0	3	1	0	4			
Peak Factor	0.333					0.625					0.625					0.625							
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																							
By Approach 04:00 PM						04:15 PM						04:00 PM						04:15 PM					
Volume	0	5	3	0	8	0	11	0	0	11	0	0	0	0	0	0	10	1	0	11			
Percent	0.0	62.5	37.5	0.0		0.0	100.0	0.0	0.0		-	-	-	-	-	0.0	90.9	9.1	0.0				
High Int.	04:00 PM					04:15 PM					-					05:00 PM							
Volume	0	3	3	0	6	0	4	0	0	4	-	-	-	-	-	0	5	0	0	5			
Peak Factor	0.333					0.688					-					0.550							

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : 6th&sr54
 Site Code : 00610402
 Start Date : 05/25/2010
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Groups Printed- U-Turns

Start Time	6TH STREET Southbound					SR 54 (5TH AVENUE) Westbound					6TH STREET Northbound					SR 54 (5TH AVENUE) Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %																					

Start Time	6TH STREET Southbound					SR 54 (5TH AVENUE) Westbound					6TH STREET Northbound					SR 54 (5TH AVENUE) Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 07:00 AM																					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
07:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																					
High Int. 6:45:00 AM						6:45:00 AM						6:45:00 AM						0.000			
Volume																					
Peak Factor																					

Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																							
By Approach 07:00 AM						07:00 AM						07:00 AM						07:00 AM					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	-	-	-	-		-	-	-	-		-	-	-	-		-	-	-	-				
High Int. -																							
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Peak Factor																							

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Intersection 10:00 AM																					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
10:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																					
High Int.																					
Volume																					
Peak Factor																					

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

File Name : 6th&sr54
 Site Code : 00610402
 Start Date : 05/25/2010
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Start Time	6TH STREET Southbound					SR 54 (5TH AVENUE) Westbound					6TH STREET Northbound					SR 54 (5TH AVENUE) Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
By Approach 10:00 AM	10:00 AM					10:00 AM					10:00 AM					10:00 AM					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Int. Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 04:00 PM	04:00 PM					04:00 PM					04:00 PM					04:00 PM					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
04:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.000
High Int. Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach 04:00 PM	04:00 PM					04:00 PM					04:00 PM					04:00 PM					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Int. Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Adams Traffic, Inc.

P.O. Box 997

Plant City, FL 33564

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

Project No.: 06104.02

Turning Movement Count Field Data Sheet

Date: 5/27/10

Count Times: 7-9AM; 10AM-2pm, 4-6pm

Major Street: US 301

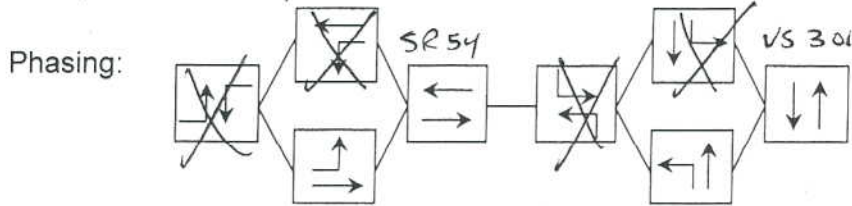
Direction: N-S Speed Limit: 35 mph

Minor Street: SR 54 / 5th Avenue

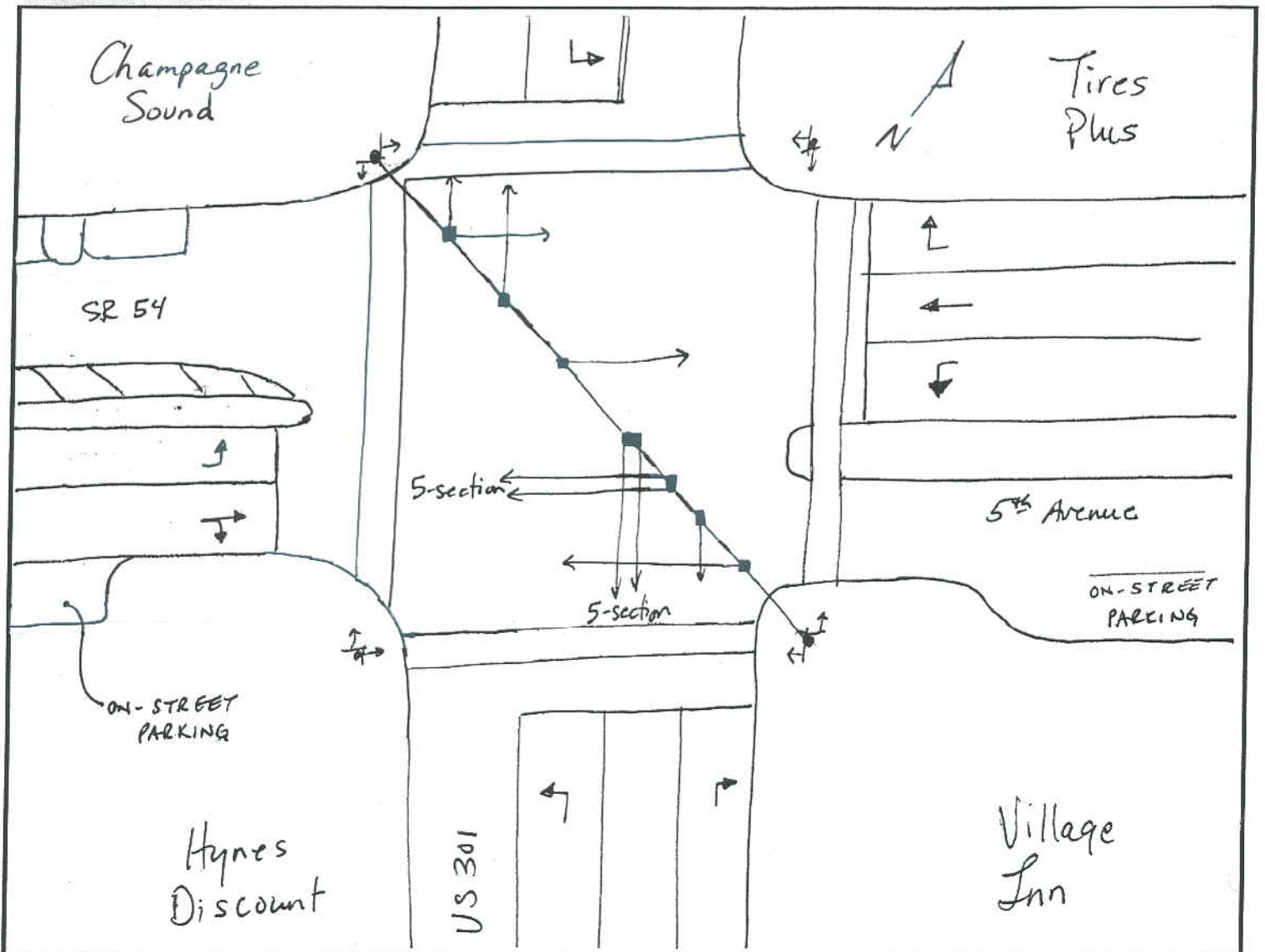
Direction: E-W Speed Limit: 30 mph

City/County: Zephyrhills Pasco

Weather: Clear



Intersection Sketch



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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&5th
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 1

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

Start Time	US 301 Southbound					5TH AVENUE Westbound					US 301 Northbound					SR 54 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	79	4	0	86	10	12	0	0	22	9	48	0	0	57	17	17	15	2	51	216
07:15 AM	2	79	2	0	83	4	20	3	0	27	18	52	0	2	72	27	33	26	2	88	270
07:30 AM	0	90	3	0	93	5	18	2	2	27	14	57	0	1	72	29	29	9	5	72	264
07:45 AM	2	52	4	0	58	6	29	0	3	38	16	66	1	2	85	29	27	19	3	78	259
Total	7	300	13	0	320	25	79	5	5	114	57	223	1	5	286	102	106	69	12	289	1009
08:00 AM	5	83	4	2	94	3	21	3	4	31	22	82	2	1	107	40	45	12	3	100	332
08:15 AM	2	60	9	2	73	10	48	0	3	61	15	65	1	2	83	46	40	16	6	108	325
08:30 AM	4	73	5	3	85	3	21	3	3	30	23	70	3	2	98	40	47	21	2	110	323
08:45 AM	1	59	6	1	67	8	18	1	2	29	14	70	1	3	88	35	32	16	2	85	269
Total	12	275	24	8	319	24	108	7	12	151	74	287	7	8	376	161	164	65	13	403	1249
*** BREAK ***																					
10:00 AM	4	82	7	1	94	5	13	2	3	23	24	103	1	2	130	36	43	19	4	102	349
10:15 AM	5	66	7	3	81	4	21	1	1	27	20	45	2	0	67	50	28	15	6	99	274
10:30 AM	6	64	10	0	80	8	18	0	0	26	13	77	0	0	90	50	26	21	6	103	299
10:45 AM	3	67	7	3	80	4	24	1	0	29	8	69	4	1	82	55	45	21	2	123	314
Total	18	279	31	7	335	21	76	4	4	105	65	294	7	3	369	191	142	76	18	427	1236
11:00 AM	6	78	11	2	97	7	24	3	2	36	20	85	3	3	111	52	35	16	1	104	348
11:15 AM	3	84	8	1	96	6	27	2	4	39	17	95	3	2	117	51	37	15	5	108	360
11:30 AM	9	78	6	1	94	6	31	2	2	41	27	84	3	3	117	45	26	13	8	92	344
11:45 AM	8	73	5	3	89	4	25	1	0	30	19	87	0	0	106	65	34	25	7	131	356
Total	26	313	30	7	376	23	107	8	8	146	83	351	9	8	451	213	132	69	21	435	1408
12:00 PM	10	83	14	2	109	8	28	5	4	45	28	98	4	1	131	51	26	22	2	101	386
12:15 PM	4	90	10	1	105	5	31	0	2	38	21	83	1	2	107	63	47	9	0	119	369
12:30 PM	4	102	9	0	115	6	25	3	4	38	23	98	2	2	125	58	35	15	1	109	387
12:45 PM	6	67	8	2	83	10	23	0	1	34	15	82	0	3	100	50	33	13	3	99	316
Total	24	342	41	5	412	29	107	8	11	155	87	361	7	8	463	222	141	59	6	428	1458
01:00 PM	6	85	19	2	112	7	34	0	1	42	24	110	3	1	138	41	29	8	6	84	376
01:15 PM	3	79	14	2	98	5	31	0	2	38	30	77	1	2	110	53	30	17	2	102	348
01:30 PM	4	84	12	4	104	9	25	2	1	37	19	80	4	2	105	43	44	12	3	102	348
01:45 PM	4	74	12	0	90	6	20	2	2	30	16	63	4	1	84	57	31	11	4	103	307
Total	17	322	57	8	404	27	110	4	6	147	89	330	12	6	437	194	134	48	15	391	1379
*** BREAK ***																					
04:00 PM	6	85	10	2	103	7	28	3	1	39	30	101	1	1	133	60	32	14	5	111	386
04:15 PM	6	78	9	1	94	3	26	0	3	32	28	91	0	1	120	50	50	11	1	112	358
04:30 PM	3	66	7	1	77	7	19	3	0	29	18	90	3	1	112	32	32	10	5	79	297
04:45 PM	2	80	8	3	93	5	29	3	2	39	12	89	0	2	103	38	38	12	2	90	325
Total	17	309	34	7	367	22	102	9	6	139	88	371	4	5	468	180	152	47	13	392	1366

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

File Name : us301&5th
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 2

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

Start Time	US 301 Southbound					5TH AVENUE Westbound					US 301 Northbound					SR 54 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	
05:00 PM	5	109	14	2	130	7	35	4	2	48	23	87	0	1	111	47	42	12	2	103	392
05:15 PM	0	85	12	0	97	3	28	3	2	36	20	80	2	1	103	40	52	20	1	113	349
05:30 PM	4	71	8	2	85	8	29	6	5	48	29	76	3	0	108	30	33	10	7	80	321
05:45 PM	8	85	10	3	106	4	29	2	5	40	16	80	4	2	102	41	45	16	2	104	352
Total	17	350	44	7	418	22	121	15	14	172	88	323	9	4	424	158	172	58	12	400	1414
Grand Total	138	2490	274	49	2951	193	810	60	66	1129	631	2540	56	47	3274	1421	1143	491	110	3165	10519
Apprch %	4.7	84.4	9.3	1.7		17.1	71.7	5.3	5.8		19.3	77.6	1.7	1.4		44.9	36.1	15.5	3.5		
Total %	1.3	23.7	2.6	0.5	28.1	1.8	7.7	0.6	0.6	10.7	6.0	24.1	0.5	0.4	31.1	13.5	10.9	4.7	1.0	30.1	

Start Time	US 301 Southbound					5TH AVENUE Westbound					US 301 Northbound					SR 54 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 08:00 AM																					
Volume	12	275	24	8	319	24	108	7	12	151	74	287	7	8	376	161	164	65	13	403	1249
Percent	3.8	86.2	7.5	2.5		15.9	71.5	4.6	7.9		19.7	76.3	1.9	2.1		40.0	40.7	16.1	3.2		
08:00 Volume	5	83	4	2	94	3	21	3	4	31	22	82	2	1	107	40	45	12	3	100	332
Peak Factor																					0.941
High Int. 08:00 AM																					
Volume	5	83	4	2	94	10	48	0	3	61	22	82	2	1	107	40	47	21	2	110	
Peak Factor	0.848										0.619					0.879					0.916

Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
By Approach 07:15 AM																					
Volume	9	304	13	2	328	22	119	6	13	160	74	287	7	8	376	161	164	65	13	403	
Percent	2.7	92.7	4.0	0.6		13.8	74.4	3.8	8.1		19.7	76.3	1.9	2.1		40.0	40.7	16.1	3.2		
High Int. 08:00 AM																					
Volume	5	83	4	2	94	10	48	0	3	61	22	82	2	1	107	40	47	21	2	110	
Peak Factor	0.872					0.656					0.879					0.916					

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Intersection 11:45 AM																					
Volume	26	348	38	6	418	23	109	9	10	151	91	366	7	5	469	237	142	71	10	460	1498
Percent	6.2	83.3	9.1	1.4		15.2	72.2	6.0	6.6		19.4	78.0	1.5	1.1		51.5	30.9	15.4	2.2		
12:30 Volume	4	102	9	0	115	6	25	3	4	38	23	98	2	2	125	58	35	15	1	109	387
Peak Factor																					0.968
High Int. 12:30 PM																					
Volume	4	102	9	0	115	8	28	5	4	45	28	98	4	1	131	65	34	25	7	131	
Peak Factor	0.909					0.839					0.895					0.878					

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

File Name : us301&5th
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Start Time	US 301 Southbound					5TH AVENUE Westbound					US 301 Northbound					SR 54 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
By Approach	11:45 AM					11:15 AM					12:30 PM					11:45 AM					
Volume	26	348	38	6	418	24	111	10	10	155	92	367	6	8	473	237	142	71	10	460	
Percent	6.2	83.3	9.1	1.4		15.5	71.6	6.5	6.5		19.5	77.6	1.3	1.7		51.5	30.9	15.4	2.2		
High Int.	12:30 PM					12:00 PM					01:00 PM					11:45 AM					
Volume	4	102	9	0	115	8	28	5	4	45	24	110	3	1	138	65	34	25	7	131	
Peak Factor	0.909					0.861					0.857					0.878					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM					05:00 PM					05:00 PM					05:15 PM					
Volume	17	350	44	7	418	22	121	15	14	172	88	323	9	4	424	158	172	58	12	400	1414
Percent	4.1	83.7	10.5	1.7		12.8	70.3	8.7	8.1		20.8	76.2	2.1	0.9		39.5	43.0	14.5	3.0		
05:00 Volume	5	109	14	2	130	7	35	4	2	48	23	87	0	1	111	47	42	12	2	103	392
Peak Factor	0.804					0.896					0.955					0.885					0.902
High Int.	05:00 PM					05:00 PM					05:00 PM					05:15 PM					
Volume	5	109	14	2	130	7	35	4	2	48	23	87	0	1	111	40	52	20	1	113	
Peak Factor	0.804					0.896					0.880					0.885					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach	05:00 PM					05:00 PM					04:00 PM					05:00 PM					
Volume	17	350	44	7	418	22	121	15	14	172	88	371	4	5	468	158	172	58	12	400	
Percent	4.1	83.7	10.5	1.7		12.8	70.3	8.7	8.1		18.8	79.3	0.9	1.1		39.5	43.0	14.5	3.0		
High Int.	05:00 PM					05:00 PM					04:00 PM					05:15 PM					
Volume	5	109	14	2	130	7	35	4	2	48	30	101	1	1	133	40	52	20	1	113	
Peak Factor	0.804					0.896					0.880					0.885					

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&5th
 Site Code : 00610402
 Start Date : 05/27/2010
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Groups Printed- Passenger Vehicles

Start Time	US 301 Southbound					5TH AVENUE Westbound					US 301 Northbound					SR 54 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	75	4	0	82	9	12	0	0	21	8	44	0	0	52	16	13	15	2	46	201
07:15 AM	2	78	2	0	82	4	19	3	0	26	17	50	0	2	69	27	32	24	2	85	262
07:30 AM	0	87	3	0	90	5	18	2	2	27	14	54	0	1	69	28	29	9	5	71	257
07:45 AM	2	52	3	0	57	6	29	0	3	38	14	64	1	2	81	29	26	18	3	76	252
Total	7	292	12	0	311	24	78	5	5	112	53	212	1	5	271	100	100	66	12	278	972
08:00 AM	5	79	4	2	90	3	19	3	4	29	19	77	2	1	99	38	42	12	3	95	313
08:15 AM	2	58	9	1	70	10	44	0	3	57	15	64	1	2	82	44	38	14	6	102	311
08:30 AM	4	68	5	3	80	2	20	3	3	28	23	64	3	2	92	39	47	17	2	105	305
08:45 AM	1	56	6	1	64	8	16	1	2	27	14	67	1	3	85	35	31	14	2	82	258
Total	12	261	24	7	304	23	99	7	12	141	71	272	7	8	358	156	158	57	13	384	1187
*** BREAK ***																					
10:00 AM	4	78	6	1	89	5	13	2	3	23	24	98	1	2	125	35	41	18	4	98	335
10:15 AM	4	62	6	3	75	4	20	1	1	26	19	43	2	0	64	49	28	15	6	98	263
10:30 AM	6	62	10	0	78	6	17	0	0	23	12	74	0	0	86	49	25	18	6	98	285
10:45 AM	3	64	7	3	77	4	24	0	0	28	8	64	4	1	77	52	44	19	2	117	299
Total	17	266	29	7	319	19	74	3	4	100	63	279	7	3	352	185	138	70	18	411	1182
11:00 AM	5	74	11	2	92	7	24	3	2	36	20	81	3	3	107	52	34	16	1	103	338
11:15 AM	3	83	8	1	95	6	27	2	4	39	17	89	3	2	111	48	37	13	4	102	347
11:30 AM	9	78	6	1	94	6	31	2	2	41	25	83	3	3	114	43	26	13	8	90	339
11:45 AM	8	69	5	3	85	4	25	1	0	30	19	85	0	0	104	62	34	22	7	125	344
Total	25	304	30	7	366	23	107	8	8	146	81	338	9	8	436	205	131	64	20	420	1368
12:00 PM	10	79	13	2	104	8	28	5	4	45	27	89	4	1	121	48	25	20	2	95	365
12:15 PM	4	84	9	1	98	5	31	0	2	38	21	79	1	2	103	62	47	9	0	118	357
12:30 PM	4	99	8	0	111	6	24	3	4	37	22	93	2	2	119	55	35	14	1	105	372
12:45 PM	6	63	8	2	79	10	23	0	1	34	14	79	0	3	96	49	32	11	3	95	304
Total	24	325	38	5	392	29	106	8	11	154	84	340	7	8	439	214	139	54	6	413	1398
01:00 PM	6	79	18	1	104	6	33	0	1	40	22	107	3	0	132	40	28	8	6	82	358
01:15 PM	3	76	14	2	95	5	31	0	2	38	30	75	1	2	108	53	30	17	2	102	343
01:30 PM	4	80	12	4	100	9	25	2	1	37	18	78	4	2	102	42	42	11	3	98	337
01:45 PM	4	72	12	0	88	6	18	2	2	28	14	61	4	1	80	56	31	11	3	101	297
Total	17	307	56	7	387	26	107	4	6	143	84	321	12	5	422	191	131	47	14	383	1335
*** BREAK ***																					
04:00 PM	6	77	10	2	95	7	28	3	1	39	28	99	1	1	129	59	29	14	5	107	370
04:15 PM	6	76	9	1	92	3	23	0	3	29	27	88	0	1	116	50	50	11	1	112	349
04:30 PM	3	65	7	1	76	7	19	3	0	29	16	85	3	1	105	32	32	9	5	78	288
04:45 PM	2	79	8	3	92	5	29	3	2	39	11	84	0	2	97	38	37	11	2	88	316
Total	17	297	34	7	355	22	99	9	6	136	82	356	4	5	447	179	148	45	13	385	1323

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

File Name : us301&5th
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Groups Printed- Passenger Vehicles

Start Time	US 301 Southbound					5TH AVENUE Westbound					US 301 Northbound					SR 54 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	
05:00 PM	5	107	14	2	128	7	35	4	2	48	21	86	0	1	108	47	41	12	1	101	385
05:15 PM	0	84	12	0	96	3	28	3	2	36	20	76	2	1	99	39	52	20	1	112	343
05:30 PM	4	71	8	2	85	7	29	6	5	47	28	75	3	0	106	30	33	9	7	79	317
05:45 PM	8	84	10	3	105	4	29	2	5	40	16	78	4	2	100	41	45	15	2	103	348
Total	17	346	44	7	414	21	121	15	14	171	85	315	9	4	413	157	171	56	11	395	1393
Grand Total	136	2398	267	47	2848	187	791	59	66	1103	603	2433	56	46	3138	1387	1116	459	107	3069	10158
Apprch %	4.8	84.2	9.4	1.7		17.0	71.7	5.3	6.0		19.2	77.5	1.8	1.5		45.2	36.4	15.0	3.5		
Total %	1.3	23.6	2.6	0.5	28.0	1.8	7.8	0.6	0.6	10.9	5.9	24.0	0.6	0.5	30.9	13.7	11.0	4.5	1.1	30.2	

Start Time	US 301 Southbound					5TH AVENUE Westbound					US 301 Northbound					SR 54 Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Intersection 08:00 AM																						
Volume	12	261	24	7	304	23	99	7	12	141	71	272	7	8	358	156	158	57	13	384	1187	
Percent	3.9	85.9	7.9	2.3		16.3	70.2	5.0	8.5		19.8	76.0	2.0	2.2		40.6	41.1	14.8	3.4			
08:00 Volume	5	79	4	2	90	3	19	3	4	29	19	77	2	1	99	38	42	12	3	95	313	
Peak Factor																						
High Int. 08:00 AM																						
Volume	5	79	4	2	90	10	44	0	3	57	19	77	2	1	99	39	47	17	2	105	0.948	
Peak Factor	0.844					0.618					0.904					0.914						

Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																						
By Approach 07:15 AM																						
Volume	9	296	12	2	319	21	112	6	13	152	71	272	7	8	358	156	158	57	13	384		
Percent	2.8	92.8	3.8	0.6		13.8	73.7	3.9	8.6		19.8	76.0	2.0	2.2		40.6	41.1	14.8	3.4			
High Int. 07:30 AM																						
Volume	0	87	3	0	90	10	44	0	3	57	19	77	2	1	99	39	47	17	2	105		
Peak Factor	0.886					0.667					0.904					0.914						

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																						
Intersection 11:45 AM																						
Volume	26	331	35	6	398	23	108	9	10	150	89	346	7	5	447	227	141	65	10	443	1438	
Percent	6.5	83.2	8.8	1.5		15.3	72.0	6.0	6.7		19.9	77.4	1.6	1.1		51.2	31.8	14.7	2.3			
12:30 Volume	4	99	8	0	111	6	24	3	4	37	22	93	2	2	119	55	35	14	1	105	372	
Peak Factor																						
High Int. 12:30 PM																						
Volume	4	99	8	0	111	8	28	5	4	45	27	89	4	1	121	62	34	22	7	125	0.966	
Peak Factor	0.896					0.833					0.924					0.886						

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 Adams Traffic, Inc.
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Start Time	US 301 Southbound					5TH AVENUE Westbound					US 301 Northbound					SR 54 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
By Approach 11:45 AM						11:15 AM					12:30 PM					11:45 AM					
Volume	26	331	35	6	398	24	111	10	10	155	88	354	6	7	455	227	141	65	10	443	
Percent	6.5	83.2	8.8	1.5		15.5	71.6	6.5	6.5		19.3	77.8	1.3	1.5		51.2	31.8	14.7	2.3		
High Int.						12:00 PM					01:00 PM					11:45 AM					
Volume	4	99	8	0	111	8	28	5	4	45	22	107	3	0	132	62	34	22	7	125	
Peak Factor	0.896					0.861					0.862					0.886					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 05:00 PM																					
Volume	17	346	44	7	414	21	121	15	14	171	85	315	9	4	413	157	171	56	11	395	1393
Percent	4.1	83.6	10.6	1.7		12.3	70.8	8.8	8.2		20.6	76.3	2.2	1.0		39.7	43.3	14.2	2.8		
05:00 Volume	5	107	14	2	128	7	35	4	2	48	21	86	0	1	108	47	41	12	1	101	385
Peak Factor	0.809					0.891					0.956					0.882					0.905
High Int.	05:00 PM					05:00 PM					05:00 PM					05:15 PM					
Volume	5	107	14	2	128	7	35	4	2	48	21	86	0	1	108	39	52	20	1	112	
Peak Factor	0.809					0.891					0.866					0.882					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach 05:00 PM						05:00 PM					04:00 PM					05:00 PM					
Volume	17	346	44	7	414	21	121	15	14	171	82	356	4	5	447	157	171	56	11	395	
Percent	4.1	83.6	10.6	1.7		12.3	70.8	8.8	8.2		18.3	79.6	0.9	1.1		39.7	43.3	14.2	2.8		
High Int.	05:00 PM					05:00 PM					04:00 PM					05:15 PM					
Volume	5	107	14	2	128	7	35	4	2	48	28	99	1	1	129	39	52	20	1	112	
Peak Factor	0.809					0.891					0.866					0.882					

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&5th
 Site Code : 00610402
 Start Date : 05/27/2010
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Groups Printed- Heavy Vehicles

Start Time	US 301 Southbound					5TH AVENUE Westbound					US 301 Northbound					SR 54 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	4	0	0	4	1	0	0	0	1	1	4	0	0	5	1	4	0	0	5	15
07:15 AM	0	1	0	0	1	0	1	0	0	1	1	2	0	0	3	0	1	2	0	3	8
07:30 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	7
07:45 AM	0	0	1	0	1	0	0	0	0	0	2	2	0	0	4	0	1	1	0	2	7
Total	0	8	1	0	9	1	1	0	0	2	4	11	0	0	15	2	6	3	0	11	37
08:00 AM	0	4	0	0	4	0	2	0	0	2	3	5	0	0	8	2	3	0	0	5	19
08:15 AM	0	2	0	1	3	0	4	0	0	4	0	1	0	0	1	2	2	2	0	6	14
08:30 AM	0	5	0	0	5	1	1	0	0	2	0	6	0	0	6	0	0	4	0	4	17
08:45 AM	0	3	0	0	3	0	2	0	0	2	0	3	0	0	3	0	1	2	0	3	11
Total	0	14	0	1	15	1	9	0	0	10	3	15	0	0	18	4	6	8	0	18	61
*** BREAK ***																					
10:00 AM	0	4	1	0	5	0	0	0	0	0	0	5	0	0	5	1	2	1	0	4	14
10:15 AM	1	4	1	0	6	0	1	0	0	1	1	2	0	0	3	1	0	0	0	1	11
10:30 AM	0	2	0	0	2	2	1	0	0	3	1	3	0	0	4	1	1	3	0	5	14
10:45 AM	0	3	0	0	3	0	0	1	0	1	0	5	0	0	5	1	1	2	0	4	13
Total	1	13	2	0	16	2	2	1	0	5	2	15	0	0	17	4	4	6	0	14	52
11:00 AM	1	4	0	0	5	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	10
11:15 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	3	0	2	1	6	13
11:30 AM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3	2	0	0	0	2	5
11:45 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	2	0	3	0	5	11
Total	1	9	0	0	10	0	0	0	0	0	2	13	0	0	15	7	1	5	1	14	39
12:00 PM	0	4	1	0	5	0	0	0	0	0	1	9	0	0	10	3	1	2	0	6	21
12:15 PM	0	6	1	0	7	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	12
12:30 PM	0	3	1	0	4	0	1	0	0	1	1	5	0	0	6	2	0	1	0	3	14
12:45 PM	0	4	0	0	4	0	0	0	0	0	1	3	0	0	4	1	1	2	0	4	12
Total	0	17	3	0	20	0	1	0	0	1	3	21	0	0	24	7	2	5	0	14	59
01:00 PM	0	6	1	1	8	1	1	0	0	2	2	3	0	1	6	1	1	0	0	2	18
01:15 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
01:30 PM	0	4	0	0	4	0	0	0	0	0	1	2	0	0	3	1	2	1	0	4	11
01:45 PM	0	2	0	0	2	0	2	0	0	2	2	2	0	0	4	1	0	0	1	2	10
Total	0	15	1	1	17	1	3	0	0	4	5	9	0	1	15	3	3	1	1	8	44
*** BREAK ***																					
04:00 PM	0	8	0	0	8	0	0	0	0	0	2	2	0	0	4	1	3	0	0	4	16
04:15 PM	0	2	0	0	2	0	3	0	0	3	1	3	0	0	4	0	0	0	0	0	9
04:30 PM	0	1	0	0	1	0	0	0	0	0	2	5	0	0	7	0	0	1	0	1	9
04:45 PM	0	1	0	0	1	0	0	0	0	0	1	5	0	0	6	0	1	1	0	2	9
Total	0	12	0	0	12	0	3	0	0	3	6	15	0	0	21	1	4	2	0	7	43

Turning Movement Count
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Groups Printed- Heavy Vehicles

Start Time	US 301 Southbound					5TH AVENUE Westbound					US 301 Northbound					SR 54 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	
05:00 PM	0	2	0	0	2	0	0	0	0	0	2	1	0	0	3	0	1	0	1	2	7
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	6
05:30 PM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	0	1	0	1	4
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	4
Total	0	4	0	0	4	1	0	0	0	1	3	8	0	0	11	1	1	2	1	5	21
Grand Total	2	92	7	2	103	6	19	1	0	26	28	107	0	1	136	29	27	32	3	91	356
Apprch %	1.9	89.3	6.8	1.9		23.1	73.1	3.8	0.0		20.6	78.7	0.0	0.7		31.9	29.7	35.2	3.3		
Total %	0.6	25.8	2.0	0.6	28.9	1.7	5.3	0.3	0.0	7.3	7.9	30.1	0.0	0.3	38.2	8.1	7.6	9.0	0.8	25.6	

Start Time	US 301 Southbound					5TH AVENUE Westbound					US 301 Northbound					SR 54 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 08:00 AM																					
Volume	0	14	0	1	15	1	9	0	0	10	3	15	0	0	18	4	6	8	0	18	61
Percent	0.0	93.3	0.0	6.7		10.0	90.0	0.0	0.0		16.7	83.3	0.0	0.0		22.2	33.3	44.4	0.0		
08:00 Volume	0	4	0	0	4	0	2	0	0	2	3	5	0	0	8	2	3	0	0	5	19
Peak Factor																					0.803
High Int.	08:30 AM					08:15 AM					08:00 AM					08:15 AM					
Volume	0	5	0	0	5	0	4	0	0	4	3	5	0	0	8	2	2	2	0	6	
Peak Factor	0.750					0.625					0.563					0.750					

Start Time	US 301 Southbound					5TH AVENUE Westbound					US 301 Northbound					SR 54 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
By Approach 08:00 AM																					
Volume	0	14	0	1	15	1	9	0	0	10	5	14	0	0	19	4	6	8	0	18	
Percent	0.0	93.3	0.0	6.7		10.0	90.0	0.0	0.0		26.3	73.7	0.0	0.0		22.2	33.3	44.4	0.0		
High Int.	08:30 AM					08:15 AM					08:00 AM					08:15 AM					
Volume	0	5	0	0	5	0	4	0	0	4	3	5	0	0	8	2	2	2	0	6	
Peak Factor	0.750					0.625					0.594					0.750					

Start Time	US 301 Southbound					5TH AVENUE Westbound					US 301 Northbound					SR 54 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Intersection 12:00 PM																					
Volume	0	17	3	0	20	0	1	0	0	1	3	21	0	0	24	7	2	5	0	14	59
Percent	0.0	85.0	15.0	0.0		0.0	100.0	0.0	0.0		12.5	87.5	0.0	0.0		50.0	14.3	35.7	0.0		
12:00 Volume	0	4	1	0	5	0	0	0	0	0	1	9	0	0	10	3	1	2	0	6	21
Peak Factor																					0.702
High Int.	12:15 PM					12:30 PM					12:00 PM					12:00 PM					
Volume	0	6	1	0	7	0	1	0	0	1	1	9	0	0	10	3	1	2	0	6	
Peak Factor	0.714					0.250					0.600					0.583					

Turning Movement Count
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Start Time	US 301 Southbound					5TH AVENUE Westbound					US 301 Northbound					SR 54 Eastbound					Int. Total			
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																								
By Approach 12:15 PM						10:00 AM						12:00 PM						11:15 AM						
Volume	0	19	3	1	23	2	2	1	0	5	3	21	0	0	24	10	1	7	1	19				
Percent	0.0	82.6	13.0	4.3		40.0	40.0	20.0	0.0		12.5	87.5	0.0	0.0		52.6	5.3	36.8	5.3					
High Int.						01:00 PM						12:00 PM						11:15 AM						
Volume	0	6	1	1	8	2	1	0	0	3	1	9	0	0	10	3	0	2	1	6				
Peak Factor	0.719					0.417					0.600					0.792								
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																								
Intersection 04:00 PM																								
Volume	0	12	0	0	12	0	3	0	0	3	6	15	0	0	21	1	4	2	0	7	43			
Percent	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		28.6	71.4	0.0	0.0		14.3	57.1	28.6	0.0					
04:00 Volume	0	8	0	0	8	0	0	0	0	0	2	2	0	0	4	1	3	0	0	4	16			
Peak Factor	0.375					0.250					0.750					0.438					0.672			
High Int.						04:15 PM						04:30 PM						04:00 PM						
Volume	0	8	0	0	8	0	3	0	0	3	2	5	0	0	7	1	3	0	0	4				
Peak Factor	0.375					0.250					0.750					0.438								
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																								
By Approach 04:00 PM						04:00 PM						04:00 PM						04:00 PM						
Volume	0	12	0	0	12	0	3	0	0	3	6	15	0	0	21	1	4	2	0	7				
Percent	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		28.6	71.4	0.0	0.0		14.3	57.1	28.6	0.0					
High Int.						04:15 PM						04:30 PM						04:00 PM						
Volume	0	8	0	0	8	0	3	0	0	3	2	5	0	0	7	1	3	0	0	4				
Peak Factor	0.375					0.250					0.750					0.438								

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&5th
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 1

Groups Printed- U-Turns

Start Time	US 301 Southbound					5TH AVENUE Westbound					US 301 Northbound					SR 54 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 ***																					
08:30 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 ***																					
10:45 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	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
*** BREAK ***																					
11:45 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	1	0	0	0	1	1
*** BREAK ***																					
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
Apprch %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	

Start Time	US 301 Southbound					5TH AVENUE Westbound					US 301 Northbound					SR 54 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 07:45 AM																					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
08:30 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Peak Factor																					0.250
High Int. 6:45:00 AM																					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Peak Factor																					0.250

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

File Name : us301&5th
 Site Code : 00610402
 Start Date : 05/27/2010
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Start Time	US 301 Southbound					5TH AVENUE Westbound					US 301 Northbound					SR 54 Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																						
By Approach	07:00 AM					07:00 AM					07:00 AM					07:45 AM						
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1		
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	0.0	0.0	0.0	100.0		
High Int.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	08:30 AM	-	-	-	-	-	
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0	0	0	1		
Peak Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.250	
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																						
Intersection	10:00 AM					10:00 AM					10:00 AM					10:45 AM						
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	
Percent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0		
10:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	
Peak Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.250	
High Int.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10:45 AM	-	-	-	-	-	
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2		
Peak Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.250	
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																						
By Approach	10:00 AM					10:00 AM					10:00 AM					10:45 AM						
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2		
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	0.0	0.0	0.0	100.0		
High Int.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10:45 AM	-	-	-	-	-	
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	0	0	0	2		
Peak Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.250	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Intersection	04:00 PM					04:00 PM					04:00 PM					04:00 PM						
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Percent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
04:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.000	
High Int.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Peak Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																						
By Approach	04:00 PM					04:00 PM					04:00 PM					04:00 PM						
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
High Int.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Peak Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		

Adams Traffic, Inc.

P.O. Box 997

Plant City, FL 33564

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

Project No.: 06104.02

Turning Movement Count Field Data Sheet

Date: 5/26/10

Count Times: 7-9am; 10am-2pm; 4-6pm

Major Street: 5th Avenue

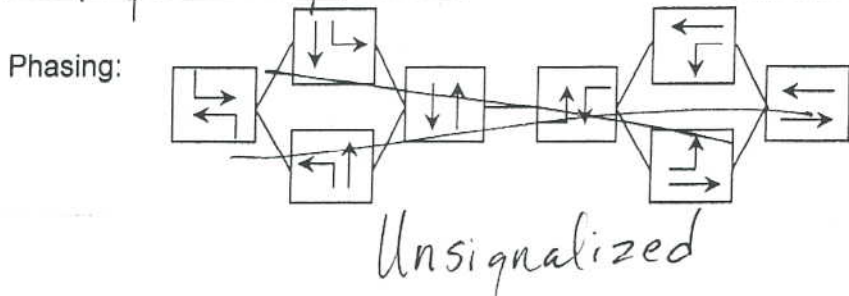
Direction: E-W Speed Limit: 30 mph

Minor Street: 7th Street

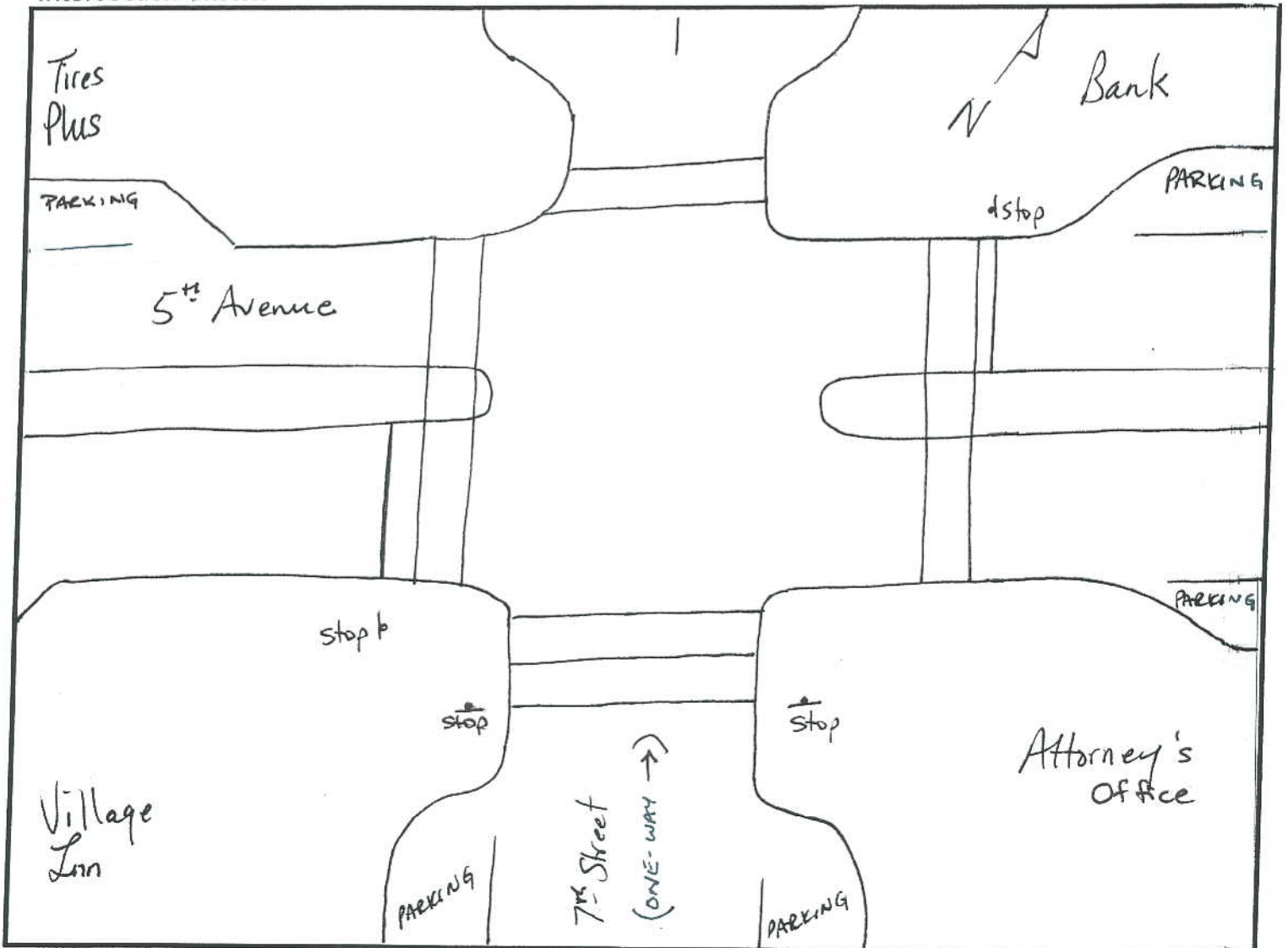
Direction: N-S Speed Limit: 30 mph

City/County: Zephyrhills / Pasco

Weather: Clear



Intersection Sketch



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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : 7th&5th
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 1

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

Start Time	7TH STREET Southbound				5TH AVENUE Westbound				7TH STREET Northbound				5TH AVENUE 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	29	4	33	1	35	7	43	12	20	0	32	108
07:15 AM	0	0	0	0	0	33	7	40	4	59	10	73	16	22	0	38	151
07:30 AM	0	0	0	0	0	29	2	31	3	46	5	54	12	23	0	35	120
07:45 AM	0	0	0	0	0	23	4	27	2	54	4	60	13	29	0	42	129
Total	0	0	0	0	0	114	17	131	10	194	26	230	53	94	0	147	508
08:00 AM	0	0	0	0	0	34	7	41	6	45	7	58	18	26	0	44	143
08:15 AM	0	0	0	0	0	50	4	54	5	45	11	61	21	43	0	64	179
08:30 AM	0	0	0	0	0	43	8	51	6	52	6	64	7	25	0	32	147
08:45 AM	0	0	0	0	1	35	4	40	9	37	5	51	11	40	0	51	142
Total	0	0	0	0	1	162	23	186	26	179	29	234	57	134	0	191	611
*** BREAK ***																	
10:00 AM	0	0	0	0	0	42	6	48	1	34	6	41	15	36	0	51	140
10:15 AM	0	0	0	0	0	31	7	38	12	40	4	56	11	33	0	44	138
10:30 AM	0	0	0	0	0	32	8	40	3	48	0	51	14	20	0	34	125
10:45 AM	0	0	0	0	0	27	7	34	1	45	5	51	9	30	0	39	124
Total	0	0	0	0	0	132	28	160	17	167	15	199	49	119	0	168	527
11:00 AM	0	0	0	0	0	35	8	43	5	37	3	45	12	40	0	52	140
11:15 AM	0	0	0	0	0	29	8	37	5	38	5	48	6	33	0	39	124
11:30 AM	0	0	0	0	0	31	3	34	8	37	3	48	11	31	0	42	124
11:45 AM	0	0	0	0	0	51	11	62	5	45	8	58	8	30	0	38	158
Total	0	0	0	0	0	146	30	176	23	157	19	199	37	134	0	171	546
12:00 PM	0	0	0	0	0	35	9	44	3	50	11	64	11	33	0	44	152
12:15 PM	0	0	0	0	0	28	15	43	2	51	3	56	13	31	0	44	143
12:30 PM	0	0	0	0	0	31	7	38	8	46	6	60	10	21	0	31	129
12:45 PM	0	0	0	0	0	41	4	45	5	51	12	68	10	35	0	45	158
Total	0	0	0	0	0	135	35	170	18	198	32	248	44	120	0	164	582
01:00 PM	0	0	0	0	0	31	6	37	4	40	13	57	16	30	0	46	140
01:15 PM	0	0	0	0	0	25	8	33	7	47	10	64	6	25	0	31	128
01:30 PM	0	0	0	0	0	32	7	39	5	44	12	61	13	42	0	55	155
01:45 PM	0	0	0	0	0	31	4	35	1	37	5	43	16	34	0	50	128
Total	0	0	0	0	0	119	25	144	17	168	40	225	51	131	0	182	551
*** BREAK ***																	
04:00 PM	0	0	0	0	0	32	7	39	2	55	7	64	9	32	0	41	144
04:15 PM	0	0	0	0	0	36	3	39	6	60	5	71	9	43	0	52	162
04:30 PM	0	0	0	0	0	42	2	44	3	67	11	81	7	33	0	40	165
04:45 PM	0	0	0	0	0	29	5	34	8	59	20	87	4	38	0	42	163
Total	0	0	0	0	0	139	17	156	19	241	43	303	29	146	0	175	634

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

File Name : 7th&5th
 Site Code : 00610402
 Start Date : 05/26/2010
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Groups Printed- Passenger Vehicles - Heavy Vehicles - U-Turns

Start Time	7TH STREET Southbound				5TH AVENUE Westbound				7TH STREET Northbound				5TH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	0	0	0	0	39	5	44	3	67	17	87	12	35	0	47	178
05:15 PM	0	0	0	0	0	37	3	40	8	63	18	89	7	44	0	51	180
05:30 PM	0	0	0	0	0	32	4	36	4	66	12	82	6	38	0	44	162
05:45 PM	0	0	0	0	0	40	5	45	3	56	16	75	4	31	0	35	155
Total	0	0	0	0	0	148	17	165	18	252	63	333	29	148	0	177	675
Grand Total	0	0	0	0	1	1095	192	1288	148	1556	267	1971	349	1026	0	1375	4634
Apprch %	0.0	0.0	0.0		0.1	85.0	14.9		7.5	78.9	13.5		25.4	74.6	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	23.6	4.1	27.8	3.2	33.6	5.8	42.5	7.5	22.1	0.0	29.7	

Start Time	7TH STREET Southbound				5TH AVENUE Westbound				7TH STREET Northbound				5TH AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Intersection 08:00 AM																			
Volume	0	0	0	0	1	162	23	186	26	179	29	234	57	134	0	191	611		
Percent	0.0	0.0	0.0		0.5	87.1	12.4		11.1	76.5	12.4		29.8	70.2	0.0				
08:15 Volume	0	0	0	0	0	50	4	54	5	45	11	61	21	43	0	64	179		
Peak Factor																	0.853		
High Int. 6:45:00 AM																			
Volume	0	0	0	0	08:15 AM	0	50	4	54	08:30 AM	6	52	6	64	08:15 AM	21	43	0	64
Peak Factor									0.861								0.746		
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																			
By Approach 07:00 AM																			
Volume	0	0	0	0	08:00 AM	1	162	23	186	07:15 AM	15	204	26	245	08:00 AM	57	134	0	191
Percent	-	-	-		08:15 AM	0.5	87.1	12.4		07:15 AM	6.1	83.3	10.6		29.8	70.2	0.0		
High Int.	-	-	-		08:15 AM	0	50	4	54	07:15 AM	4	59	10	73	08:15 AM	21	43	0	64
Volume	-	-	-	-		0	50	4	54		4	59	10	73		21	43	0	64
Peak Factor									0.861								0.746		
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																			
Intersection 11:45 AM																			
Volume	0	0	0	0	0	145	42	187	18	192	28	238	42	115	0	157	582		
Percent	0.0	0.0	0.0		0.0	77.5	22.5		7.6	80.7	11.8		26.8	73.2	0.0				
11:45 Volume	0	0	0	0	0	51	11	62	5	45	8	58	8	30	0	38	158		
Peak Factor																	0.921		
High Int. 11:45 AM																			
Volume	0	0	0	0	11:45 AM	0	51	11	62	12:00 PM	3	50	11	64	12:00 PM	11	33	0	44
Peak Factor									0.754								0.892		

Turning Movement Count
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 Start Date : 05/26/2010
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Start Time	7TH STREET Southbound				5TH AVENUE Westbound				7TH STREET Northbound				5TH AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	10:00 AM				11:45 AM				12:45 PM				01:00 PM				
Volume	0	0	0	0	0	145	42	187	21	182	47	250	51	131	0	182	
Percent	-	-	-	-	0.0	77.5	22.5		8.4	72.8	18.8		28.0	72.0	0.0		
High Int.	-	-	-	-	11:45 AM				12:45 PM				01:30 PM				
Volume	-	-	-	-	0	51	11	62	5	51	12	68	13	42	0	55	
Peak Factor	-	-	-	-	-	-	-	0.754	-	-	-	0.919	-	-	-	0.827	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	0	0	0	0	0	147	15	162	22	256	66	344	30	150	0	180	
Percent	0.0	0.0	0.0	0.0	0.0	90.7	9.3		6.4	74.4	19.2		16.7	83.3	0.0		
05:15 Volume	0	0	0	0	0	37	3	40	8	63	18	89	7	44	0	51	
Peak Factor	-	-	-	-	-	-	-		-	-	-		-	-	-	0.953	
High Int.	-	-	-	-	04:30 PM				05:15 PM				05:15 PM				
Volume	0	0	0	0	0	42	2	44	8	63	18	89	7	44	0	51	
Peak Factor	-	-	-	-	-	-	-	0.920	-	-	-	0.966	-	-	-	0.882	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:00 PM				05:00 PM				04:45 PM				04:45 PM				
Volume	0	0	0	0	0	148	17	165	23	255	67	345	29	155	0	184	
Percent	-	-	-	-	0.0	89.7	10.3		6.7	73.9	19.4		15.8	84.2	0.0		
High Int.	-	-	-	-	05:45 PM				05:15 PM				05:15 PM				
Volume	-	-	-	-	0	40	5	45	8	63	18	89	7	44	0	51	
Peak Factor	-	-	-	-	-	-	-	0.917	-	-	-	0.969	-	-	-	0.902	

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : 7th&5th
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	7TH STREET Southbound				5TH AVENUE Westbound				7TH STREET Northbound				5TH AVENUE 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	29	4	33	1	34	7	42	10	17	0	27	102
07:15 AM	0	0	0	0	0	31	7	38	4	57	10	71	14	22	0	36	145
07:30 AM	0	0	0	0	0	29	2	31	3	44	5	52	12	22	0	34	117
07:45 AM	0	0	0	0	0	23	4	27	2	51	4	57	13	26	0	39	123
Total	0	0	0	0	0	112	17	129	10	186	26	222	49	87	0	136	487
08:00 AM	0	0	0	0	0	32	7	39	6	44	7	57	15	25	0	40	136
08:15 AM	0	0	0	0	0	47	4	51	4	41	11	56	20	42	0	62	169
08:30 AM	0	0	0	0	0	43	8	51	6	52	6	64	7	25	0	32	147
08:45 AM	0	0	0	0	0	32	4	36	9	37	5	51	11	38	0	49	136
Total	0	0	0	0	0	154	23	177	25	174	29	228	53	130	0	183	588
*** BREAK ***																	
10:00 AM	0	0	0	0	0	42	6	48	1	33	5	39	14	36	0	50	137
10:15 AM	0	0	0	0	0	29	7	36	11	39	4	54	11	30	0	41	131
10:30 AM	0	0	0	0	0	32	7	39	3	47	0	50	13	20	0	33	122
10:45 AM	0	0	0	0	0	27	7	34	1	45	4	50	9	30	0	39	123
Total	0	0	0	0	0	130	27	157	16	164	13	193	47	116	0	163	513
11:00 AM	0	0	0	0	0	35	8	43	5	36	3	44	11	39	0	50	137
11:15 AM	0	0	0	0	0	29	8	37	5	37	5	47	6	32	0	38	122
11:30 AM	0	0	0	0	0	31	3	34	7	37	3	47	11	31	0	42	123
11:45 AM	0	0	0	0	0	51	11	62	5	45	8	58	8	30	0	38	158
Total	0	0	0	0	0	146	30	176	22	155	19	196	36	132	0	168	540
12:00 PM	0	0	0	0	0	35	9	44	3	50	11	64	10	32	0	42	150
12:15 PM	0	0	0	0	0	28	15	43	2	48	3	53	13	31	0	44	140
12:30 PM	0	0	0	0	0	31	7	38	8	46	6	60	10	21	0	31	129
12:45 PM	0	0	0	0	0	41	3	44	5	51	12	68	10	35	0	45	157
Total	0	0	0	0	0	135	34	169	18	195	32	245	43	119	0	162	576
01:00 PM	0	0	0	0	0	31	6	37	4	39	11	54	15	29	0	44	135
01:15 PM	0	0	0	0	0	24	8	32	7	46	10	63	6	25	0	31	126
01:30 PM	0	0	0	0	0	32	7	39	4	43	11	58	13	41	0	54	151
01:45 PM	0	0	0	0	0	30	4	34	1	37	5	43	16	34	0	50	127
Total	0	0	0	0	0	117	25	142	16	165	37	218	50	129	0	179	539
*** BREAK ***																	
04:00 PM	0	0	0	0	0	31	7	38	2	54	7	63	8	31	0	39	140
04:15 PM	0	0	0	0	0	35	3	38	6	58	5	69	9	43	0	52	159
04:30 PM	0	0	0	0	0	42	2	44	3	64	11	78	7	32	0	39	161
04:45 PM	0	0	0	0	0	29	5	34	8	59	20	87	4	38	0	42	163
Total	0	0	0	0	0	137	17	154	19	235	43	297	28	144	0	172	623

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

File Name : 7th&5th
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 2

Groups Printed- Passenger Vehicles

Start Time	7TH STREET Southbound				5TH AVENUE Westbound				7TH STREET Northbound				5TH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	0	0	0	0	39	5	44	3	66	17	86	11	35	0	46	176
05:15 PM	0	0	0	0	0	35	3	38	8	62	17	87	7	44	0	51	176
05:30 PM	0	0	0	0	0	31	4	35	4	66	12	82	6	38	0	44	161
05:45 PM	0	0	0	0	0	40	5	45	3	56	16	75	4	31	0	35	155
Total	0	0	0	0	0	145	17	162	18	250	62	330	28	148	0	176	668
Grand Total	0	0	0	0	0	1076	190	1266	144	1524	261	1929	334	1005	0	1339	4534
Apprch %	0.0	0.0	0.0		0.0	85.0	15.0		7.5	79.0	13.5		24.9	75.1	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	23.7	4.2	27.9	3.2	33.6	5.8	42.5	7.4	22.2	0.0	29.5	

Start Time	7TH STREET Southbound				5TH AVENUE Westbound				7TH STREET Northbound				5TH AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																			
Intersection 08:00 AM																			
Volume	0	0	0	0	0	154	23	177	25	174	29	228	53	130	0	183	588		
Percent	0.0	0.0	0.0		0.0	87.0	13.0		11.0	76.3	12.7		29.0	71.0	0.0				
08:15 Volume	0	0	0	0	0	47	4	51	4	41	11	56	20	42	0	62	169		
Peak Factor																	0.870		
High Int. 6:45:00 AM																			
Volume	0	0	0	0	08:15 AM	0	47	4	51	08:30 AM	6	52	6	64	08:15 AM	20	42	0	62
Peak Factor					0.868				0.891				0.738						
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																			
By Approach 07:00 AM																			
Volume	0	0	0	0	08:00 AM	0	154	23	177	07:15 AM	15	196	26	237	08:00 AM	53	130	0	183
Percent	-	-	-		0.0	87.0	13.0		6.3	82.7	11.0		29.0	71.0	0.0				
High Int.	-	-	-		08:15 AM	0	47	4	51	07:15 AM	4	57	10	71	08:15 AM	20	42	0	62
Volume	-	-	-	-	0	47	4	51	4	57	10	71	20	42	0	62			
Peak Factor					0.868				0.835				0.738						
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																			
Intersection 11:45 AM																			
Volume	0	0	0	0	0	145	42	187	18	189	28	235	41	114	0	155	577		
Percent	0.0	0.0	0.0		0.0	77.5	22.5		7.7	80.4	11.9		26.5	73.5	0.0				
11:45 Volume	0	0	0	0	0	51	11	62	5	45	8	58	8	30	0	38	158		
Peak Factor																	0.913		
High Int. 11:45 AM																			
Volume	0	0	0	0	11:45 AM	0	51	11	62	12:00 PM	3	50	11	64	12:15 PM	13	31	0	44
Peak Factor					0.754				0.918				0.881						

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

File Name : 7th&5th
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 3

Start Time	7TH STREET Southbound				5TH AVENUE Westbound				7TH STREET Northbound				5TH AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	10:00 AM				11:45 AM				12:00 PM				01:00 PM				
Volume	0	0	0	0	0	145	42	187	18	195	32	245	50	129	0	179	
Percent	-	-	-	-	0.0	77.5	22.5		7.3	79.6	13.1		27.9	72.1	0.0		
High Int.	-	-	-	-	11:45 AM				12:45 PM				01:30 PM				
Volume	-	-	-	-	0	51	11	62	5	51	12	68	13	41	0	54	
Peak Factor	-	-	-	-	-	-	-	0.754	-	-	-	0.901	-	-	-	0.829	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	0	0	0	0	0	145	15	160	22	251	65	338	29	149	0	178	676
Percent	0.0	0.0	0.0	0.0	0.0	90.6	9.4		6.5	74.3	19.2		16.3	83.7	0.0		
05:15 Volume	0	0	0	0	0	35	3	38	8	62	17	87	7	44	0	51	176
Peak Factor	-	-	-	-	-	-	-		-	-	-		-	-	-	0.960	
High Int.	-	-	-	-	04:30 PM				04:45 PM				05:15 PM				
Volume	0	0	0	0	0	42	2	44	8	59	20	87	7	44	0	51	
Peak Factor	-	-	-	-	-	-	-	0.909	-	-	-	0.971	-	-	-	0.873	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:00 PM				05:00 PM				04:45 PM				04:45 PM				
Volume	0	0	0	0	0	145	17	162	23	253	66	342	28	155	0	183	
Percent	-	-	-	-	0.0	89.5	10.5		6.7	74.0	19.3		15.3	84.7	0.0		
High Int.	-	-	-	-	05:45 PM				04:45 PM				05:15 PM				
Volume	-	-	-	-	0	40	5	45	8	59	20	87	7	44	0	51	
Peak Factor	-	-	-	-	-	-	-	0.900	-	-	-	0.983	-	-	-	0.897	

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : 7th&5th
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	7TH STREET Southbound				5TH AVENUE Westbound				7TH STREET Northbound				5TH AVENUE 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	0	0	0	0	1	0	1	2	3	0	5	6
07:15 AM	0	0	0	0	0	2	0	2	0	2	0	2	1	0	0	1	5
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	3	0	3	6
Total	0	0	0	0	0	2	0	2	0	8	0	8	3	7	0	10	20
08:00 AM	0	0	0	0	0	2	0	2	0	1	0	1	3	1	0	4	7
08:15 AM	0	0	0	0	0	3	0	3	1	4	0	5	1	1	0	2	10
*** BREAK ***																	
08:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total	0	0	0	0	0	8	0	8	1	5	0	6	4	4	0	8	22
*** BREAK ***																	
10:00 AM	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	1	3
10:15 AM	0	0	0	0	0	2	0	2	1	1	0	2	0	3	0	3	7
10:30 AM	0	0	0	0	0	0	1	1	0	1	0	1	1	0	0	1	3
10:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	2	1	3	1	3	2	6	2	3	0	5	14
11:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	1	0	2	3
11:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
11:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	1	2	0	3	1	2	0	3	6
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
12:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
*** BREAK ***																	
12:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	0	3	0	3	1	1	0	2	6
01:00 PM	0	0	0	0	0	0	0	0	0	1	2	3	1	1	0	2	5
01:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
01:30 PM	0	0	0	0	0	0	0	0	1	1	1	3	0	1	0	1	4
01:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	1	3	3	7	1	2	0	3	12
*** BREAK ***																	
04:00 PM	0	0	0	0	0	1	0	1	0	1	0	1	1	1	0	2	4
04:15 PM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4
*** BREAK ***																	
Total	0	0	0	0	0	2	0	2	0	6	0	6	1	2	0	3	11

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

File Name : 7th&5th
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	7TH STREET Southbound				5TH AVENUE Westbound				7TH STREET Northbound				5TH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	2
05:15 PM	0	0	0	0	0	2	0	2	0	1	1	2	0	0	0	0	4
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	3	0	3	0	2	1	3	1	0	0	1	7
Grand Total	0	0	0	0	0	19	2	21	4	32	6	42	14	21	0	35	98
Apprch %	0.0	0.0	0.0		0.0	90.5	9.5		9.5	76.2	14.3		40.0	60.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	19.4	2.0	21.4	4.1	32.7	6.1	42.9	14.3	21.4	0.0	35.7	

Start Time	7TH STREET Southbound				5TH AVENUE Westbound				7TH STREET Northbound				5TH AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:30 AM																	
Volume	0	0	0	0	0	5	0	5	1	10	0	11	4	6	0	10	26
Percent	0.0	0.0	0.0		0.0	100.0	0.0		9.1	90.9	0.0		40.0	60.0	0.0		
08:15 Volume	0	0	0	0	0	3	0	3	1	4	0	5	1	1	0	2	10
Peak Factor																	
High Int.	6:45:00 AM				08:15 AM				08:15 AM				08:00 AM				
Volume	0	0	0	0	0	3	0	3	1	4	0	5	3	1	0	4	
Peak Factor					0.417				0.550				0.625				
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach 07:00 AM																	
Volume	0	0	0	0	0	8	0	8	1	10	0	11	3	7	0	10	
Percent	-	-	-		0.0	100.0	0.0		9.1	90.9	0.0		30.0	70.0	0.0		
High Int.	-				08:15 AM				08:15 AM				07:00 AM				
Volume	-	-	-	-	0	3	0	3	1	4	0	5	2	3	0	5	
Peak Factor	-				0.667				0.550				0.500				
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection 10:00 AM																	
Volume	0	0	0	0	0	2	1	3	1	3	2	6	2	3	0	5	14
Percent	0.0	0.0	0.0		0.0	66.7	33.3		16.7	50.0	33.3		40.0	60.0	0.0		
10:15 Volume	0	0	0	0	0	2	0	2	1	1	0	2	0	3	0	3	7
Peak Factor																	
High Int.	-				10:15 AM				10:00 AM				10:15 AM				
Volume	0	0	0	0	0	2	0	2	0	1	1	2	0	3	0	3	
Peak Factor					0.375				0.750				0.417				

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

File Name : 7th&5th
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 3

Start Time	7TH STREET Southbound				5TH AVENUE Westbound				7TH STREET Northbound				5TH AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																			
By Approach	10:00 AM				10:00 AM				12:45 PM				10:15 AM						
Volume	0	0	0	0	0	2	1	3	1	3	3	7	2	4	0	6			
Percent	-	-	-	-	0.0	66.7	33.3		14.3	42.9	42.9		33.3	66.7	0.0				
High Int.	-	-	-	-	10:15 AM				01:00 PM				10:15 AM						
Volume	-	-	-	-	0	2	0	2	0	1	2	3	0	3	0	3			
Peak Factor	-	-	-	-					0.375					0.583					0.500
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Intersection	04:00 PM																		
Volume	0	0	0	0	0	2	0	2	0	6	0	6	1	2	0	3	11		
Percent	0.0	0.0	0.0	0.0	0.0	100.0	0.0		0.0	100.0	0.0		33.3	66.7	0.0				
04:30 Volume	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4		
Peak Factor																	0.688		
High Int.					04:00 PM				04:30 PM				04:00 PM						
Volume	0	0	0	0	0	1	0	1	0	3	0	3	1	1	0	2			
Peak Factor									0.500					0.500					0.375
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																			
By Approach	04:00 PM				04:45 PM				04:00 PM				04:00 PM						
Volume	0	0	0	0	0	3	0	3	0	6	0	6	1	2	0	3			
Percent	-	-	-	-	0.0	100.0	0.0		0.0	100.0	0.0		33.3	66.7	0.0				
High Int.	-	-	-	-	05:15 PM				04:30 PM				04:00 PM						
Volume	-	-	-	-	0	2	0	2	0	3	0	3	1	1	0	2			
Peak Factor	-	-	-	-					0.375					0.500					0.375

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : 7th&5th
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 1

Groups Printed- U-Turns

Start Time	7TH STREET Southbound				5TH AVENUE Westbound				7TH STREET Northbound				5TH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
*** BREAK ***																	
08:45 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
*** BREAK ***																	
Grand Total	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	2
Apprch %	0.0	0.0	0.0		100.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	

Start Time	7TH STREET Southbound				5TH AVENUE Westbound				7TH STREET Northbound				5TH AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Percent	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
07:15 Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Peak Factor																	0.250
High Int.	6:45:00 AM				6:45:00 AM				6:45:00 AM				07:15 AM				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
Peak Factor																	0.250
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:00 AM				08:00 AM				07:00 AM				07:00 AM				
Volume	0	0	0	0	1	0	0	1	0	0	0	0	1	0	0	1	
Percent	-	-	-		100.0	0.0	0.0		-	-	-		100.0	0.0	0.0		
High Int.	-				08:45 AM				-				07:15 AM				
Volume	-	-	-	-	1	0	0	1	-	-	-	-	1	0	0	1	
Peak Factor	-				0.250				-				0.250				
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	10:00 AM																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
10:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																	0.000
High Int.																	
Volume																	
Peak Factor																	

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

File Name : 7th&5th
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 2

Start Time	7TH STREET Southbound				5TH AVENUE Westbound				7TH STREET Northbound				5TH AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	10:00 AM				10:00 AM				10:00 AM				10:00 AM				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
High Int. Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Peak Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
04:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																	0.000
High Int. Volume																	
Peak Factor																	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
High Int. Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Peak Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Adams Traffic, Inc.

P.O. Box 997

Plant City, FL 33564

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

Project No.: 06104.02

Turning Movement Count Field Data Sheet

Date: 5/27/10

Count Times: 7-9 AM; 10 AM-2 PM; 4-6 PM

Major Street: 6th Street

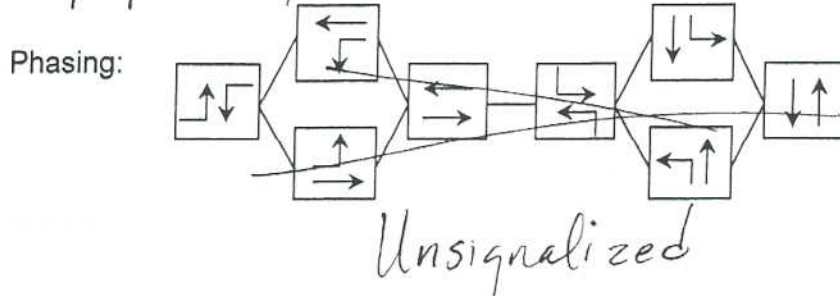
Direction: N-S Speed Limit: 30 mph

Minor Street: 12th Avenue

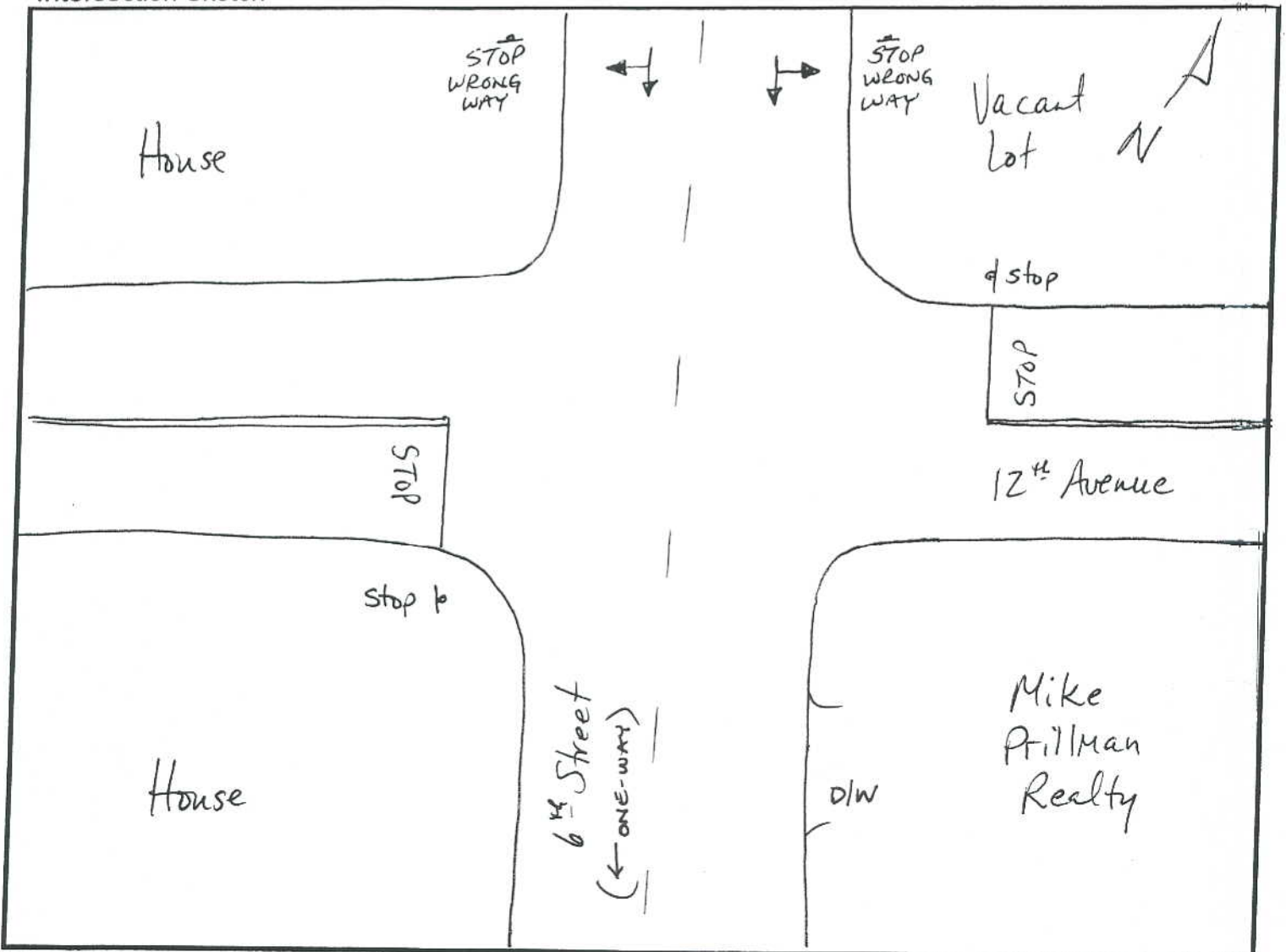
Direction: E-W Speed Limit: 30 mph

City/County: Zephyrhills / Pasco

Weather: Clear



Intersection Sketch



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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : 6th&12th
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 1

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

Start Time	6TH STREET Southbound				12TH AVENUE Westbound				6TH STREET Northbound				12TH AVENUE 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	35	0	36	4	12	0	16	0	0	0	0	0	12	2	14	66
07:15 AM	2	50	0	52	0	9	0	9	0	0	0	0	0	12	0	12	73
07:30 AM	1	63	0	64	2	13	0	15	0	0	0	0	0	16	3	19	98
07:45 AM	2	38	1	41	1	9	0	10	0	0	0	0	0	18	3	21	72
Total	6	186	1	193	7	43	0	50	0	0	0	0	0	58	8	66	309
08:00 AM	3	43	3	49	5	17	0	22	0	0	0	0	0	19	4	23	94
08:15 AM	4	53	0	57	6	29	0	35	0	0	0	0	0	39	7	46	138
08:30 AM	1	58	4	63	5	17	0	22	0	0	0	0	0	40	7	47	132
08:45 AM	1	50	1	52	4	12	0	16	0	0	0	0	0	28	2	30	98
Total	9	204	8	221	20	75	0	95	0	0	0	0	0	126	20	146	462
*** BREAK ***																	
10:00 AM	3	61	1	65	5	9	0	14	0	0	0	0	0	20	1	21	100
10:15 AM	2	58	1	61	6	5	0	11	0	0	0	0	0	16	1	17	89
10:30 AM	1	61	3	65	5	7	0	12	0	0	0	0	0	20	1	21	98
10:45 AM	4	68	1	73	7	7	0	14	0	0	0	0	0	33	3	36	123
Total	10	248	6	264	23	28	0	51	0	0	0	0	0	89	6	95	410
11:00 AM	5	78	0	83	4	10	0	14	0	0	0	0	0	21	1	22	119
11:15 AM	4	50	0	54	6	10	0	16	0	0	0	0	0	25	1	26	96
11:30 AM	5	78	4	87	6	6	0	12	0	0	0	0	0	14	0	14	113
11:45 AM	1	80	0	81	4	7	0	11	0	0	0	0	0	24	1	25	117
Total	15	286	4	305	20	33	0	53	0	0	0	0	0	84	3	87	445
12:00 PM	5	92	0	97	6	14	0	20	0	0	0	0	0	20	0	20	137
12:15 PM	2	74	2	78	3	14	0	17	0	0	0	0	0	25	2	27	122
12:30 PM	2	84	2	88	7	13	0	20	0	0	0	0	0	23	1	24	132
12:45 PM	1	63	1	65	5	14	0	19	0	0	0	0	0	28	1	29	113
Total	10	313	5	328	21	55	0	76	0	0	0	0	0	96	4	100	504
01:00 PM	3	62	2	67	6	14	0	20	0	0	0	0	0	28	1	29	116
01:15 PM	9	71	3	83	7	14	0	21	0	0	0	0	0	22	0	22	126
01:30 PM	7	73	0	80	11	4	0	15	0	0	0	0	0	37	0	37	132
01:45 PM	5	68	0	73	6	10	0	16	0	0	0	0	0	27	0	27	116
Total	24	274	5	303	30	42	0	72	0	0	0	0	0	114	1	115	490
*** BREAK ***																	
04:00 PM	7	84	0	91	8	11	0	19	0	0	0	0	0	22	2	24	134
04:15 PM	3	82	1	86	5	8	0	13	0	0	0	0	0	14	0	14	113
04:30 PM	2	81	1	84	1	10	0	11	0	0	0	0	0	24	1	25	120
04:45 PM	3	90	3	96	2	16	0	18	0	0	0	0	0	25	1	26	140
Total	15	337	5	357	16	45	0	61	0	0	0	0	0	85	4	89	507

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

File Name : 6th&12th
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 2

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

Start Time	6TH STREET Southbound				12TH AVENUE Westbound				6TH STREET Northbound				12TH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	6	83	1	90	4	13	0	17	0	0	0	0	0	19	3	22	129
05:15 PM	6	59	1	66	7	10	0	17	0	0	0	0	0	18	0	18	101
05:30 PM	2	48	1	51	8	7	0	15	0	0	0	0	0	18	1	19	85
05:45 PM	1	62	3	66	4	10	0	14	0	0	0	0	0	15	2	17	97
Total	15	252	6	273	23	40	0	63	0	0	0	0	0	70	6	76	412
Grand Total	104	2100	40	2244	160	361	0	521	0	0	0	0	0	722	52	774	3539
Apprch %	4.6	93.6	1.8		30.7	69.3	0.0		0.0	0.0	0.0		0.0	93.3	6.7		
Total %	2.9	59.3	1.1	63.4	4.5	10.2	0.0	14.7	0.0	0.0	0.0	0.0	0.0	20.4	1.5	21.9	

Start Time	6TH STREET Southbound				12TH AVENUE Westbound				6TH STREET Northbound				12TH AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	9	204	8	221	20	75	0	95	0	0	0	0	0	126	20	146	462
Percent	4.1	92.3	3.6		21.1	78.9	0.0		0.0	0.0	0.0		0.0	86.3	13.7		
08:15 Volume	4	53	0	57	6	29	0	35	0	0	0	0	0	39	7	46	138
Peak Factor																	0.837
High Int.	08:30 AM				08:15 AM				6:45:00 AM				08:30 AM				
Volume	1	58	4	63	6	29	0	35	0	0	0	0	0	40	7	47	
Peak Factor	0.877								0.679								0.777
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	08:00 AM				08:00 AM				07:00 AM				08:00 AM				
Volume	9	204	8	221	20	75	0	95	0	0	0	0	0	126	20	146	
Percent	4.1	92.3	3.6		21.1	78.9	0.0		-	-	-		0.0	86.3	13.7		
High Int.	08:30 AM				08:15 AM				-				08:30 AM				
Volume	1	58	4	63	6	29	0	35	-	-	-	-	0	40	7	47	
Peak Factor	0.877								0.679								0.777
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	11:45 AM																
Volume	10	330	4	344	20	48	0	68	0	0	0	0	0	92	4	96	508
Percent	2.9	95.9	1.2		29.4	70.6	0.0		0.0	0.0	0.0		0.0	95.8	4.2		
12:00 Volume	5	92	0	97	6	14	0	20	0	0	0	0	0	20	0	20	137
Peak Factor																	0.927
High Int.	12:00 PM				12:00 PM								12:15 PM				
Volume	5	92	0	97	6	14	0	20	0	0	0	0	0	25	2	27	
Peak Factor	0.887								0.850								0.889

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : 6th&12th
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	6TH STREET Southbound				12TH AVENUE Westbound				6TH STREET Northbound				12TH AVENUE 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	34	0	34	4	6	0	10	0	0	0	0	0	9	0	9	53
07:15 AM	2	49	0	51	0	5	0	5	0	0	0	0	0	11	0	11	67
07:30 AM	1	61	0	62	2	13	0	15	0	0	0	0	0	14	1	15	92
07:45 AM	2	37	1	40	1	9	0	10	0	0	0	0	0	17	0	17	67
Total	5	181	1	187	7	33	0	40	0	0	0	0	0	51	1	52	279
08:00 AM	3	40	3	46	5	16	0	21	0	0	0	0	0	17	2	19	86
08:15 AM	4	50	0	54	6	21	0	27	0	0	0	0	0	37	6	43	124
08:30 AM	1	57	4	62	4	17	0	21	0	0	0	0	0	37	3	40	123
08:45 AM	1	50	1	52	4	12	0	16	0	0	0	0	0	25	1	26	94
Total	9	197	8	214	19	66	0	85	0	0	0	0	0	116	12	128	427
*** BREAK ***																	
10:00 AM	3	59	1	63	5	8	0	13	0	0	0	0	0	19	1	20	96
10:15 AM	2	57	1	60	4	5	0	9	0	0	0	0	0	15	1	16	85
10:30 AM	1	59	3	63	5	7	0	12	0	0	0	0	0	20	1	21	96
10:45 AM	4	67	1	72	7	7	0	14	0	0	0	0	0	33	3	36	122
Total	10	242	6	258	21	27	0	48	0	0	0	0	0	87	6	93	399
11:00 AM	5	74	0	79	4	10	0	14	0	0	0	0	0	20	1	21	114
11:15 AM	4	50	0	54	6	9	0	15	0	0	0	0	0	24	1	25	94
11:30 AM	5	77	4	86	5	6	0	11	0	0	0	0	0	13	0	13	110
11:45 AM	1	79	0	80	4	7	0	11	0	0	0	0	0	22	1	23	114
Total	15	280	4	299	19	32	0	51	0	0	0	0	0	79	3	82	432
12:00 PM	5	90	0	95	6	14	0	20	0	0	0	0	0	18	0	18	133
12:15 PM	2	72	2	76	3	14	0	17	0	0	0	0	0	21	2	23	116
12:30 PM	2	82	2	86	7	13	0	20	0	0	0	0	0	23	1	24	130
12:45 PM	1	61	1	63	5	14	0	19	0	0	0	0	0	23	1	24	106
Total	10	305	5	320	21	55	0	76	0	0	0	0	0	85	4	89	485
01:00 PM	3	59	2	64	6	14	0	20	0	0	0	0	0	25	1	26	110
01:15 PM	9	70	3	82	7	14	0	21	0	0	0	0	0	17	0	17	120
01:30 PM	7	71	0	78	11	4	0	15	0	0	0	0	0	16	0	16	109
01:45 PM	5	68	0	73	6	10	0	16	0	0	0	0	0	26	0	26	115
Total	24	268	5	297	30	42	0	72	0	0	0	0	0	84	1	85	454
*** BREAK ***																	
04:00 PM	7	78	0	85	8	10	0	18	0	0	0	0	0	21	2	23	126
04:15 PM	3	82	1	86	5	7	0	12	0	0	0	0	0	14	0	14	112
04:30 PM	2	79	1	82	1	6	0	7	0	0	0	0	0	24	1	25	114
04:45 PM	3	86	3	92	2	16	0	18	0	0	0	0	0	25	1	26	136
Total	15	325	5	345	16	39	0	55	0	0	0	0	0	84	4	88	488

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

File Name : 6th&12th
 Site Code : 00610402
 Start Date : 05/27/2010
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Groups Printed- Passenger Vehicles

Start Time	6TH STREET Southbound				12TH AVENUE Westbound				6TH STREET Northbound				12TH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	6	80	1	87	4	12	0	16	0	0	0	0	0	19	3	22	125
05:15 PM	6	59	1	66	7	10	0	17	0	0	0	0	0	18	0	18	101
05:30 PM	2	48	1	51	8	7	0	15	0	0	0	0	0	17	1	18	84
05:45 PM	1	62	3	66	4	10	0	14	0	0	0	0	0	15	2	17	97
Total	15	249	6	270	23	39	0	62	0	0	0	0	0	69	6	75	407
Grand Total	103	2047	40	2190	156	333	0	489	0	0	0	0	0	655	37	692	3371
Apprch %	4.7	93.5	1.8		31.9	68.1	0.0		0.0	0.0	0.0		0.0	94.7	5.3		
Total %	3.1	60.7	1.2	65.0	4.6	9.9	0.0	14.5	0.0	0.0	0.0	0.0	0.0	19.4	1.1	20.5	

Start Time	6TH STREET Southbound				12TH AVENUE Westbound				6TH STREET Northbound				12TH AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	08:00 AM																
Volume	9	197	8	214	19	66	0	85	0	0	0	0	0	116	12	128	427
Percent	4.2	92.1	3.7		22.4	77.6	0.0		0.0	0.0	0.0		0.0	90.6	9.4		
08:15 Volume	4	50	0	54	6	21	0	27	0	0	0	0	0	37	6	43	124
Peak Factor																	0.861
High Int.	08:30 AM				08:15 AM				6:45:00 AM				08:15 AM				
Volume	1	57	4	62	6	21	0	27	0	0	0	0	0	37	6	43	
Peak Factor	0.863				0.787								0.744				
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	08:00 AM				08:00 AM				07:00 AM				08:00 AM				
Volume	9	197	8	214	19	66	0	85	0	0	0	0	0	116	12	128	
Percent	4.2	92.1	3.7		22.4	77.6	0.0		-	-	-		0.0	90.6	9.4		
High Int.	08:30 AM				08:15 AM				-				08:15 AM				
Volume	1	57	4	62	6	21	0	27	-	-	-	-	0	37	6	43	
Peak Factor	0.863				0.787								-				0.744
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	11:45 AM																
Volume	10	323	4	337	20	48	0	68	0	0	0	0	0	84	4	88	493
Percent	3.0	95.8	1.2		29.4	70.6	0.0		0.0	0.0	0.0		0.0	95.5	4.5		
12:00 Volume	5	90	0	95	6	14	0	20	0	0	0	0	0	18	0	18	133
Peak Factor																	0.927
High Int.	12:00 PM				12:00 PM								12:30 PM				
Volume	5	90	0	95	6	14	0	20	0	0	0	0	0	23	1	24	
Peak Factor	0.887				0.850								0.917				

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

File Name : 6th&12th
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 3

Start Time	6TH STREET Southbound				12TH AVENUE Westbound				6TH STREET Northbound				12TH AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	11:30 AM				12:30 PM				10:00 AM				10:30 AM				
Volume	13	318	6	337	25	55	0	80	0	0	0	0	0	97	6	103	
Percent	3.9	94.4	1.8		31.3	68.8	0.0		-	-	-	-	0.0	94.2	5.8		
High Int.	12:00 PM				01:15 PM				-				10:45 AM				
Volume	5	90	0	95	7	14	0	21	-	-	-	-	0	33	3	36	
Peak Factor	0.887				0.952				-				0.715				
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	15	325	5	345	16	39	0	55	0	0	0	0	0	84	4	88	
Percent	4.3	94.2	1.4		29.1	70.9	0.0		0.0	0.0	0.0	0.0	0.0	95.5	4.5		
04:45 Volume	3	86	3	92	2	16	0	18	0	0	0	0	0	25	1	26	
Peak Factor																	0.897
High Int.	04:45 PM				04:00 PM								04:45 PM				
Volume	3	86	3	92	8	10	0	18	0	0	0	0	0	25	1	26	
Peak Factor	0.938				0.764								0.846				
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:15 PM				04:45 PM				04:00 PM				04:30 PM				
Volume	14	327	6	347	21	45	0	66	0	0	0	0	0	86	5	91	
Percent	4.0	94.2	1.7		31.8	68.2	0.0		-	-	-	-	0.0	94.5	5.5		
High Int.	04:45 PM				04:45 PM				-				04:45 PM				
Volume	3	86	3	92	2	16	0	18	-	-	-	-	0	25	1	26	
Peak Factor	0.943				0.917				-				0.875				

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : 6th&12th
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	6TH STREET Southbound				12TH AVENUE Westbound				6TH STREET Northbound				12TH AVENUE 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	1	0	2	0	6	0	6	0	0	0	0	0	3	2	5	13
07:15 AM	0	1	0	1	0	4	0	4	0	0	0	0	0	1	0	1	6
07:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	2	2	4	6
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	3	4	5
Total	1	5	0	6	0	10	0	10	0	0	0	0	0	7	7	14	30
08:00 AM	0	3	0	3	0	1	0	1	0	0	0	0	0	2	2	4	8
08:15 AM	0	3	0	3	0	8	0	8	0	0	0	0	0	2	1	3	14
08:30 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	3	4	7	9
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4
Total	0	7	0	7	1	9	0	10	0	0	0	0	0	10	8	18	35
*** BREAK ***																	
10:00 AM	0	2	0	2	0	1	0	1	0	0	0	0	0	1	0	1	4
10:15 AM	0	1	0	1	2	0	0	2	0	0	0	0	0	1	0	1	4
10:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
10:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	6	0	6	2	1	0	3	0	0	0	0	0	2	0	2	11
11:00 AM	0	4	0	4	0	0	0	0	0	0	0	0	0	1	0	1	5
11:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
11:30 AM	0	1	0	1	1	0	0	1	0	0	0	0	0	1	0	1	3
11:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
Total	0	6	0	6	1	1	0	2	0	0	0	0	0	5	0	5	13
12:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0	2	4
12:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	4	0	4	6
12:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
12:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	5	0	5	7
Total	0	8	0	8	0	0	0	0	0	0	0	0	0	11	0	11	19
01:00 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	3	0	3	6
01:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	5	0	5	6
01:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	21	0	21	23
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	6	0	6	0	0	0	0	0	0	0	0	0	30	0	30	36
*** BREAK ***																	
04:00 PM	0	6	0	6	0	1	0	1	0	0	0	0	0	1	0	1	8
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	2	0	2	0	4	0	4	0	0	0	0	0	0	0	0	6
04:45 PM	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	12	0	12	0	6	0	6	0	0	0	0	0	1	0	1	19

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

File Name : 6th&12th
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	6TH STREET Southbound				12TH AVENUE Westbound				6TH STREET Northbound				12TH AVENUE Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
05:00 PM	0	3	0	3	0	1	0	1	0	0	0	0	0	0	0	0	0	4
*** BREAK ***																		
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
*** BREAK ***																		
Total	0	3	0	3	0	1	0	1	0	0	0	0	0	1	0	1	5	5
Grand Total	1	53	0	54	4	28	0	32	0	0	0	0	0	67	15	82	168	168
Apprch %	1.9	98.1	0.0		12.5	87.5	0.0		0.0	0.0	0.0	0.0	0.0	81.7	18.3			
Total %	0.6	31.5	0.0	32.1	2.4	16.7	0.0	19.0	0.0	0.0	0.0	0.0	0.0	39.9	8.9	48.8		

Start Time	6TH STREET Southbound				12TH AVENUE Westbound				6TH STREET Northbound				12TH AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	0	8	0	8	1	9	0	10	0	0	0	0	0	8	10	18	36
Percent	0.0	100.0	0.0		10.0	90.0	0.0		0.0	0.0	0.0	0.0	0.0	44.4	55.6		
08:15 Volume	0	3	0	3	0	8	0	8	0	0	0	0	0	2	1	3	14
Peak Factor																	0.643
High Int.	08:00 AM				08:15 AM				6:45:00 AM				08:30 AM				
Volume	0	3	0	3	0	8	0	8	0	0	0	0	0	3	4	7	
Peak Factor	0.667				0.313								0.643				
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:30 AM				07:00 AM				07:00 AM				07:45 AM				
Volume	0	9	0	9	0	10	0	10	0	0	0	0	0	8	10	18	
Percent	0.0	100.0	0.0		0.0	100.0	0.0		-	-	-	-	0.0	44.4	55.6		
High Int.	08:00 AM				07:00 AM								08:30 AM				
Volume	0	3	0	3	0	6	0	6	-	-	-	-	0	3	4	7	
Peak Factor	0.750				0.417								0.643				
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	12:45 PM																
Volume	0	8	0	8	0	0	0	0	0	0	0	0	0	34	0	34	42
Percent	0.0	100.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0	0.0		
01:30 Volume	0	2	0	2	0	0	0	0	0	0	0	0	0	21	0	21	23
Peak Factor																	0.457
High Int.	01:00 PM												01:30 PM				
Volume	0	3	0	3	0	0	0	0	0	0	0	0	0	21	0	21	
Peak Factor	0.667												0.405				

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

File Name : 6th&12th
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 3

Start Time	6TH STREET Southbound				12TH AVENUE Westbound				6TH STREET Northbound				12TH AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	12:15 PM				10:00 AM				10:00 AM				12:45 PM				
Volume	0	9	0	9	2	1	0	3	0	0	0	0	0	34	0	34	
Percent	0.0	100.0	0.0		66.7	33.3	0.0		-	-	-	-	0.0	100.0	0.0		
High Int.	01:00 PM				10:15 AM				-				01:30 PM				
Volume	0	3	0	3	2	0	0	2	-	-	-	-	0	21	0	21	
Peak Factor				0.750				0.375								0.405	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	0	12	0	12	0	6	0	6	0	0	0	0	0	1	0	1	
Percent	0.0	100.0	0.0		0.0	100.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
04:00 Volume	0	6	0	6	0	1	0	1	0	0	0	0	0	1	0	1	
Peak Factor																0.594	
High Int.	04:00 PM				04:30 PM								04:00 PM				
Volume	0	6	0	6	0	4	0	4	0	0	0	0	0	1	0	1	
Peak Factor				0.500				0.375								0.250	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:00 PM				04:00 PM				04:00 PM				04:00 PM				
Volume	0	12	0	12	0	6	0	6	0	0	0	0	0	1	0	1	
Percent	0.0	100.0	0.0		0.0	100.0	0.0		-	-	-	-	0.0	100.0	0.0		
High Int.	04:00 PM				04:30 PM				-				04:00 PM				
Volume	0	6	0	6	0	4	0	4	-	-	-	-	0	1	0	1	
Peak Factor				0.500				0.375								0.250	

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : 6th&12th
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 1

Groups Printed- U-Turns

Start Time	6TH STREET Southbound				12TH AVENUE Westbound				6TH STREET Northbound				12TH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %																	

Start Time	6TH STREET Southbound				12TH AVENUE Westbound				6TH STREET Northbound				12TH AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
07:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																	0.000
High Int.	6:45:00 AM				6:45:00 AM				6:45:00 AM				6:45:00 AM				
Volume																	
Peak Factor																	

Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Int.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor																	

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	10:00 AM																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
10:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																	0.000
High Int.																	
Volume																	
Peak Factor																	

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	10:00 AM				10:00 AM				10:00 AM				10:00 AM				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Int.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor																	

Pedestrian/Bicycle Count Field Data Sheet

Date: 5/27/10

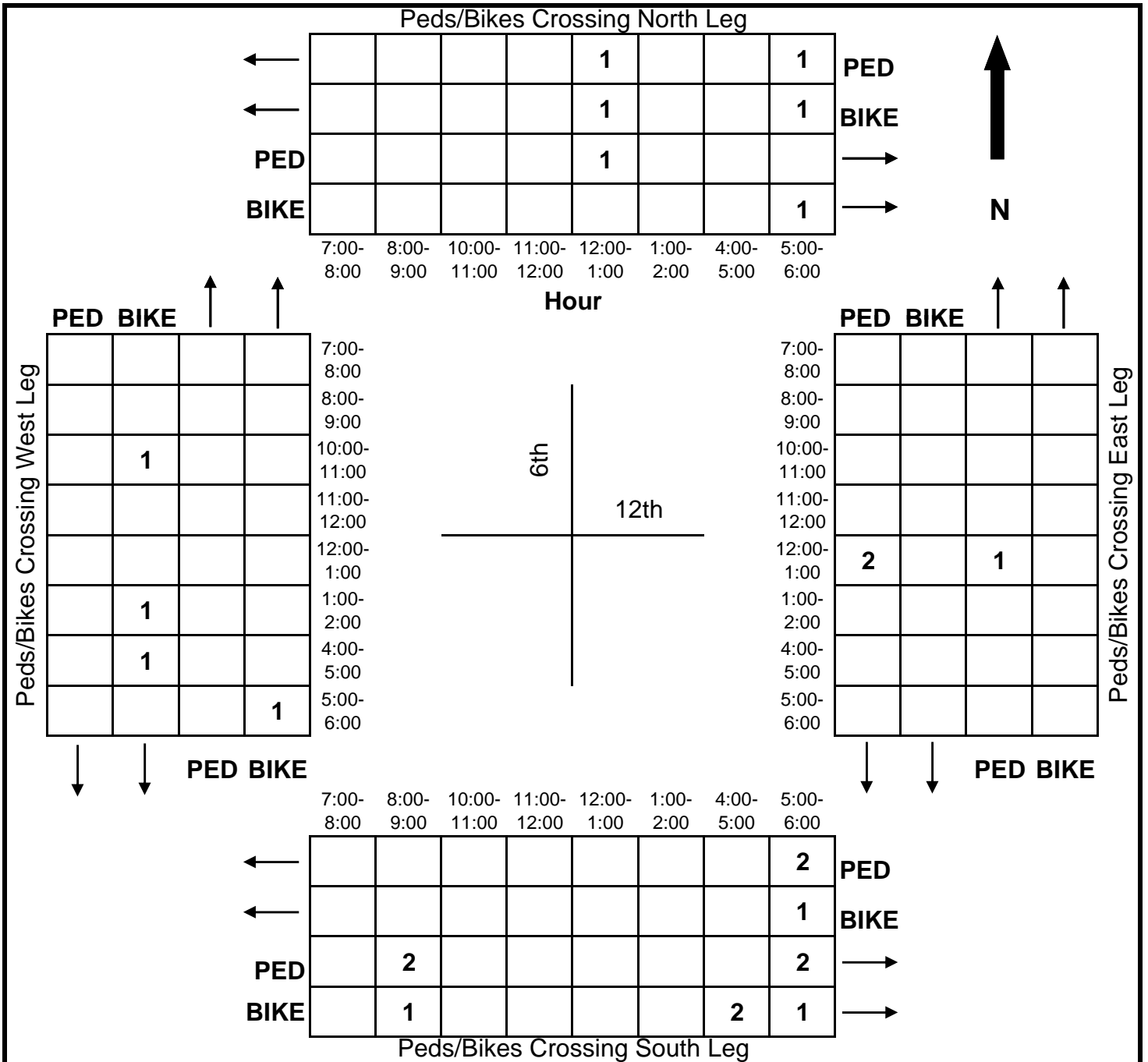
Day: Thursday

Count Times: 7-9am; 10am-2pm; 4-6pm

Weather: Clear

Intersection: 6th Street at 12th Avenue

Comments: _____



Adams Traffic, Inc.

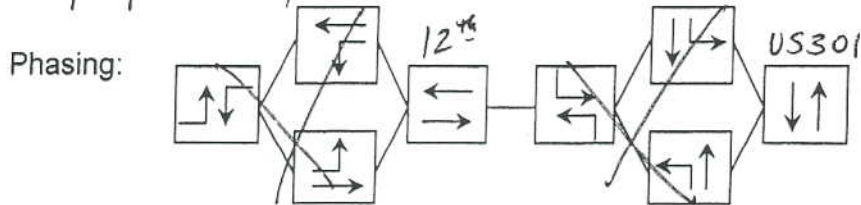
P.O. Box 997
Plant City, FL 33564
Tel:(813) 763-7763 Fax:(813) 659-8688

Project No.: 06104.02

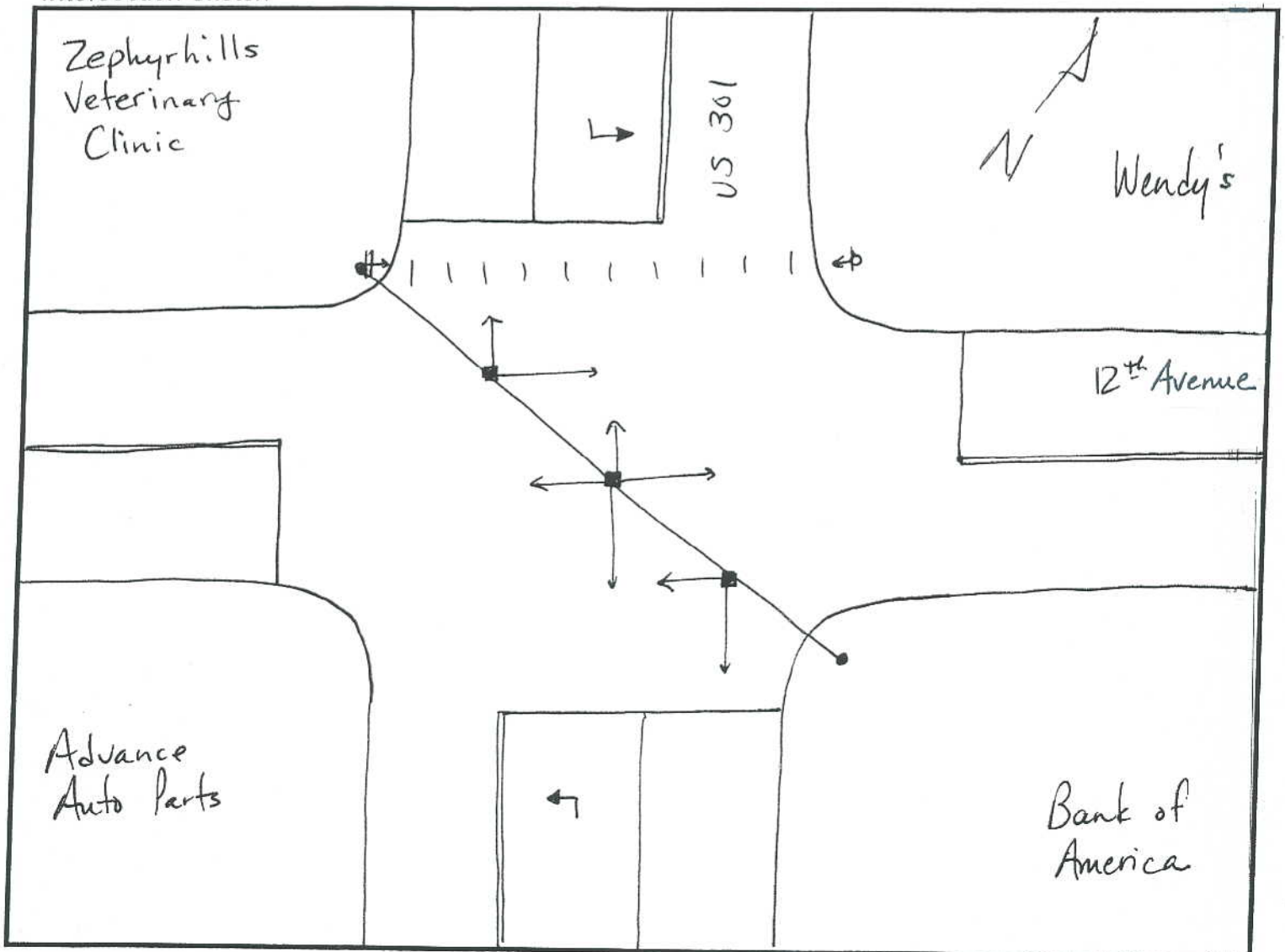
Turning Movement Count Field Data Sheet

Date: 5/25/10
Major Street: US 301
Minor Street: 12th Avenue
City/County: Zephyrhills / Pasco

Count Times: 7-9 AM; 10 AM-2 PM; 4-6 PM
Direction: N-S Speed Limit: 35 mph
Direction: E-W Speed Limit: 30 mph
Weather: Clear



Intersection Sketch



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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&12th
 Site Code : 00610402
 Start Date : 05/25/2010
 Page No : 1

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

Start Time	US 301 Southbound					12TH AVENUE Westbound					US 301 Northbound					12TH AVENUE 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	88	0	0	88	3	9	0	1	13	3	42	3	1	49	5	5	1	0	11	161
07:15 AM	5	100	1	0	106	5	13	1	1	20	2	93	5	0	100	6	4	0	0	10	236
07:30 AM	4	74	0	0	78	6	14	1	2	23	0	80	0	1	81	14	9	1	0	24	206
07:45 AM	3	81	3	0	87	9	9	2	2	22	3	95	3	0	101	14	2	2	0	18	228
Total	12	343	4	0	359	23	45	4	6	78	8	310	11	2	331	39	20	4	0	63	831
08:00 AM	4	88	0	1	93	11	20	4	1	36	3	93	5	1	102	13	8	0	1	22	253
08:15 AM	5	93	1	0	99	7	31	9	2	49	4	107	4	0	115	26	23	4	0	53	316
08:30 AM	0	99	0	0	99	7	14	2	0	23	5	99	5	0	109	35	16	3	0	54	285
08:45 AM	3	89	0	0	92	4	7	2	3	16	4	105	3	0	112	14	6	2	1	23	243
Total	12	369	1	1	383	29	72	17	6	124	16	404	17	1	438	88	53	9	2	152	1097
*** BREAK ***																					
10:00 AM	1	96	1	1	99	7	8	1	3	19	0	118	4	0	122	27	10	2	0	39	279
10:15 AM	1	93	2	0	96	6	9	3	2	20	1	107	4	0	112	17	8	1	0	26	254
10:30 AM	5	101	0	0	106	7	9	5	4	25	2	125	2	0	129	11	7	0	2	20	280
10:45 AM	2	110	0	0	112	6	14	6	1	27	1	119	4	0	124	8	8	1	0	17	280
Total	9	400	3	1	413	26	40	15	10	91	4	469	14	0	487	63	33	4	2	102	1093
11:00 AM	3	118	0	0	121	4	12	1	2	19	3	118	1	0	122	13	9	0	2	24	286
11:15 AM	2	102	1	1	106	6	8	4	3	21	3	147	5	0	155	13	6	4	2	25	307
11:30 AM	7	110	0	0	117	19	10	5	1	35	8	102	3	1	114	20	6	0	1	27	293
11:45 AM	7	109	0	0	116	4	14	5	0	23	3	119	8	0	130	19	10	2	0	31	300
Total	19	439	1	1	460	33	44	15	6	98	17	486	17	1	521	65	31	6	5	107	1186
12:00 PM	5	124	4	0	133	12	14	1	4	31	2	125	5	1	133	13	4	0	1	18	315
12:15 PM	1	108	2	0	111	15	8	4	3	30	0	112	1	0	113	15	7	2	1	25	279
12:30 PM	1	112	0	0	113	10	17	2	3	32	2	126	1	2	131	17	6	1	1	25	301
12:45 PM	2	105	1	0	108	14	15	2	2	33	3	146	1	1	151	25	6	3	0	34	326
Total	9	449	7	0	465	51	54	9	12	126	7	509	8	4	528	70	23	6	3	102	1221
01:00 PM	2	90	0	0	92	7	13	5	4	29	3	105	6	1	115	19	9	2	2	32	268
01:15 PM	1	96	1	0	98	9	7	9	3	28	2	133	5	0	140	11	5	2	0	18	284
01:30 PM	4	102	0	0	106	11	15	2	2	30	3	109	5	0	117	20	32	3	1	56	309
01:45 PM	5	98	1	0	104	8	16	4	5	33	0	112	3	1	116	26	6	1	1	34	287
Total	12	386	2	0	400	35	51	20	14	120	8	459	19	2	488	76	52	8	4	140	1148
*** BREAK ***																					
04:00 PM	1	98	3	0	102	6	20	1	2	29	0	126	5	1	132	21	7	0	4	32	295
04:15 PM	3	99	3	0	105	5	6	1	0	12	3	114	3	0	120	13	5	0	0	18	255
04:30 PM	1	104	1	0	106	7	9	6	3	25	0	128	7	1	136	13	6	0	1	20	287
04:45 PM	8	107	1	0	116	5	6	3	5	19	4	124	4	0	132	25	16	1	1	43	310
Total	13	408	8	0	429	23	41	11	10	85	7	492	19	2	520	72	34	1	6	113	1147

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

File Name : us301&12th
 Site Code : 00610402
 Start Date : 05/25/2010
 Page No : 3

Start Time	US 301 Southbound					12TH AVENUE Westbound					US 301 Northbound					12TH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
By Approach 11:30 AM						12:00 PM					12:30 PM					12:45 PM					
Volume	20	451	6	0	477	51	54	9	12	126	10	510	13	4	537	75	52	10	3	140	
Percent	4.2	94.5	1.3	0.0		40.5	42.9	7.1	9.5		1.9	95.0	2.4	0.7		53.6	37.1	7.1	2.1		
High Int.	12:00 PM					12:45 PM					12:45 PM					01:30 PM					
Volume	5	124	4	0	133	14	15	2	2	33	3	146	1	1	151	20	32	3	1	56	
Peak Factor	0.897					0.955					0.889					0.625					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 04:30 PM																					
Volume	17	405	3	1	426	30	43	11	9	93	7	514	17	2	540	63	43	5	5	116	1175
Percent	4.0	95.1	0.7	0.2		32.3	46.2	11.8	9.7		1.3	95.2	3.1	0.4		54.3	37.1	4.3	4.3		
04:45 Volume	8	107	1	0	116	5	6	3	5	19	4	124	4	0	132	25	16	1	1	43	310
Peak Factor	0.918					0.861					0.957					0.674					0.948
High Int.	04:45 PM					05:00 PM					05:15 PM					04:45 PM					
Volume	8	107	1	0	116	9	17	1	0	27	0	139	2	0	141	25	16	1	1	43	
Peak Factor	0.918					0.861					0.957					0.674					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach 04:15 PM						05:00 PM					05:00 PM					04:15 PM					
Volume	16	415	6	0	437	25	57	7	7	96	4	515	16	8	543	66	41	5	4	116	
Percent	3.7	95.0	1.4	0.0		26.0	59.4	7.3	7.3		0.7	94.8	2.9	1.5		56.9	35.3	4.3	3.4		
High Int.	04:45 PM					05:00 PM					05:15 PM					04:45 PM					
Volume	8	107	1	0	116	9	17	1	0	27	0	139	2	0	141	25	16	1	1	43	
Peak Factor	0.942					0.889					0.963					0.674					

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

City/County: Zephyrhills/Pasco
Weather: Clear
Comments:

File Name : us301&12th
Site Code : 00610402
Start Date : 05/25/2010
Page No : 1

Groups Printed- Passenger Vehicles

Start Time	US 301 Southbound					12TH AVENUE Westbound					US 301 Northbound					12TH AVENUE 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	86	0	0	86	3	6	0	1	10	3	40	3	1	47	4	3	1	0	8	151
07:15 AM	5	97	1	0	103	5	10	1	1	17	2	87	5	0	94	5	4	0	0	9	223
07:30 AM	4	72	0	0	76	6	14	1	2	23	0	75	0	1	76	14	9	0	0	23	198
07:45 AM	3	77	3	0	83	9	9	2	2	22	3	93	3	0	99	12	2	1	0	15	219
Total	12	332	4	0	348	23	39	4	6	72	8	295	11	2	316	35	18	2	0	55	791
08:00 AM	3	82	0	1	86	11	19	4	1	35	3	87	4	1	95	12	6	0	1	19	235
08:15 AM	5	93	1	0	99	7	23	9	2	41	4	100	4	0	108	25	21	4	0	50	298
08:30 AM	0	95	0	0	95	6	13	2	0	21	5	96	5	0	106	33	15	3	0	51	273
08:45 AM	2	86	0	0	88	4	7	2	3	16	4	99	3	0	106	13	5	2	1	21	231
Total	10	356	1	1	368	28	62	17	6	113	16	382	16	1	415	83	47	9	2	141	1037
*** BREAK ***																					
10:00 AM	1	92	1	1	95	7	7	1	3	18	0	118	4	0	122	26	10	2	0	38	273
10:15 AM	1	86	2	0	89	5	9	3	2	19	1	100	4	0	105	17	8	1	0	26	239
10:30 AM	5	97	0	0	102	7	9	5	4	25	2	121	2	0	125	11	7	0	2	20	272
10:45 AM	2	108	0	0	110	6	14	5	1	26	1	114	4	0	119	8	8	1	0	17	272
Total	9	383	3	1	396	25	39	14	10	88	4	453	14	0	471	62	33	4	2	101	1056
11:00 AM	3	113	0	0	116	4	12	1	2	19	3	110	1	0	114	13	9	0	2	24	273
11:15 AM	2	97	1	1	101	6	8	4	3	21	3	140	5	0	148	13	6	4	0	23	293
11:30 AM	7	105	0	0	112	19	10	5	1	35	8	95	3	1	107	19	6	0	1	26	280
11:45 AM	7	103	0	0	110	4	14	5	0	23	3	115	7	0	125	19	10	1	0	30	288
Total	19	418	1	1	439	33	44	15	6	98	17	460	16	1	494	64	31	5	3	103	1134
12:00 PM	5	118	4	0	127	12	14	1	4	31	2	119	5	1	127	13	4	0	1	18	303
12:15 PM	1	106	2	0	109	15	8	4	3	30	0	108	1	0	109	14	7	2	1	24	272
12:30 PM	1	107	0	0	108	10	17	2	2	31	2	113	1	2	118	16	6	1	1	24	281
12:45 PM	2	101	1	0	104	14	15	2	2	33	3	140	1	1	145	23	6	3	0	32	314
Total	9	432	7	0	448	51	54	9	11	125	7	480	8	4	499	66	23	6	3	98	1170
01:00 PM	2	87	0	0	89	7	13	5	4	29	3	101	6	1	111	13	9	2	2	26	255
01:15 PM	1	92	1	0	94	9	7	8	3	27	2	126	5	0	133	10	5	2	0	17	271
01:30 PM	4	92	0	0	96	11	15	2	2	30	3	101	5	0	109	20	9	3	1	33	268
01:45 PM	5	94	1	0	100	8	16	4	5	33	0	110	3	1	114	24	6	1	1	32	279
Total	12	365	2	0	379	35	51	19	14	119	8	438	19	2	467	67	29	8	4	108	1073
*** BREAK ***																					
04:00 PM	1	96	3	0	100	6	20	1	2	29	0	126	4	1	131	20	7	0	4	31	291
04:15 PM	3	95	3	0	101	5	5	1	0	11	3	110	3	0	116	13	5	0	0	18	246
04:30 PM	1	103	1	0	105	7	9	6	3	25	0	126	6	1	133	13	6	0	1	20	283
04:45 PM	8	105	1	0	114	5	5	3	5	18	1	121	3	0	125	25	16	1	1	43	300
Total	13	399	8	0	420	23	39	11	10	83	4	483	16	2	505	71	34	1	6	112	1120

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

File Name : us301&12th
 Site Code : 00610402
 Start Date : 05/25/2010
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Groups Printed- Passenger Vehicles

Start Time	US 301 Southbound					12TH AVENUE Westbound					US 301 Northbound					12TH AVENUE 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	
05:00 PM	4	103	1	0	108	9	15	1	0	25	2	121	4	1	128	15	14	4	2	35	296
05:15 PM	4	87	0	1	92	9	11	1	1	22	0	136	2	0	138	10	7	0	1	18	270
05:30 PM	9	82	0	0	91	2	15	2	3	22	1	119	6	3	129	6	10	0	2	18	260
05:45 PM	5	86	4	0	95	4	14	3	3	24	0	129	4	4	137	14	3	0	1	18	274
Total	22	358	5	1	386	24	55	7	7	93	3	505	16	8	532	45	34	4	6	89	1100
Grand Total	106	3043	31	4	3184	242	383	96	70	791	67	3496	116	20	3699	493	249	39	26	807	8481
Apprch %	3.3	95.6	1.0	0.1		30.6	48.4	12.1	8.8		1.8	94.5	3.1	0.5		61.1	30.9	4.8	3.2		
Total %	1.2	35.9	0.4	0.0	37.5	2.9	4.5	1.1	0.8	9.3	0.8	41.2	1.4	0.2	43.6	5.8	2.9	0.5	0.3	9.5	

Start Time	US 301 Southbound					12TH AVENUE Westbound					US 301 Northbound					12TH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM					08:15 AM					08:15 AM					08:30 AM					1037 298 0.870
Volume	10	356	1	1	368	28	62	17	6	113	16	382	16	1	415	83	47	9	2	141	
Percent	2.7	96.7	0.3	0.3		24.8	54.9	15.0	5.3		3.9	92.0	3.9	0.2		58.9	33.3	6.4	1.4		
08:15 Volume	5	93	1	0	99	7	23	9	2	41	4	100	4	0	108	25	21	4	0	50	
Peak Factor	0.929					0.689					0.961					0.691					

Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
By Approach	08:00 AM					07:30 AM					08:00 AM					08:00 AM					141 51 0.691
Volume	10	356	1	1	368	33	65	16	7	121	16	382	16	1	415	83	47	9	2	141	
Percent	2.7	96.7	0.3	0.3		27.3	53.7	13.2	5.8		3.9	92.0	3.9	0.2		58.9	33.3	6.4	1.4		
High Int.	08:15 AM					08:15 AM					08:15 AM					08:30 AM					
Volume	5	93	1	0	99	7	23	9	2	41	4	100	4	0	108	33	15	3	0	51	
Peak Factor	0.929					0.738					0.961					0.691					

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Intersection	12:00 PM					12:45 PM					12:45 PM					12:45 PM					1170 314 0.932
Volume	9	432	7	0	448	51	54	9	11	125	7	480	8	4	499	66	23	6	3	98	
Percent	2.0	96.4	1.6	0.0		40.8	43.2	7.2	8.8		1.4	96.2	1.6	0.8		67.3	23.5	6.1	3.1		
12:45 Volume	2	101	1	0	104	14	15	2	2	33	3	140	1	1	145	23	6	3	0	32	
Peak Factor	0.882					0.947					0.860					0.766					

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

File Name : us301&12th
 Site Code : 00610402
 Start Date : 05/25/2010
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Start Time	US 301 Southbound					12TH AVENUE Westbound					US 301 Northbound					12TH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
By Approach 11:30 AM						12:00 PM					11:15 AM					12:45 PM					
Volume	20	432	6	0	458	51	54	9	11	125	16	469	20	2	507	66	29	10	3	108	
Percent	4.4	94.3	1.3	0.0		40.8	43.2	7.2	8.8		3.2	92.5	3.9	0.4		61.1	26.9	9.3	2.8		
High Int.	12:00 PM					12:45 PM					11:15 AM					01:30 PM					
Volume	5	118	4	0	127	14	15	2	2	33	3	140	5	0	148	20	9	3	1	33	
Peak Factor	0.902					0.947					0.856					0.818					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 04:30 PM																					
Volume	17	398	3	1	419	30	40	11	9	90	3	504	15	2	524	63	43	5	5	116	1149
Percent	4.1	95.0	0.7	0.2		33.3	44.4	12.2	10.0		0.6	96.2	2.9	0.4		54.3	37.1	4.3	4.3		
04:45 Volume	8	105	1	0	114	5	5	3	5	18	1	121	3	0	125	25	16	1	1	43	300
Peak Factor	0.919					0.900					0.949					0.674					0.958
High Int.	04:45 PM					04:30 PM					05:15 PM					04:45 PM					
Volume	8	105	1	0	114	7	9	6	3	25	0	136	2	0	138	25	16	1	1	43	
Peak Factor	0.919					0.900					0.949					0.674					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach 04:15 PM						05:00 PM					05:00 PM					04:15 PM					
Volume	16	406	6	0	428	24	55	7	7	93	3	505	16	8	532	66	41	5	4	116	
Percent	3.7	94.9	1.4	0.0		25.8	59.1	7.5	7.5		0.6	94.9	3.0	1.5		56.9	35.3	4.3	3.4		
High Int.	04:45 PM					05:00 PM					05:15 PM					04:45 PM					
Volume	8	105	1	0	114	9	15	1	0	25	0	136	2	0	138	25	16	1	1	43	
Peak Factor	0.939					0.930					0.964					0.674					

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&12th
 Site Code : 00610402
 Start Date : 05/25/2010
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Groups Printed- Heavy Vehicles

Start Time	US 301 Southbound					12TH AVENUE Westbound					US 301 Northbound					12TH AVENUE 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	2	0	0	2	0	3	0	0	3	0	2	0	0	2	1	2	0	0	3	10
07:15 AM	0	3	0	0	3	0	3	0	0	3	0	6	0	0	6	1	0	0	0	1	13
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	8
07:45 AM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	2	0	1	0	3	9
Total	0	11	0	0	11	0	6	0	0	6	0	15	0	0	15	4	2	2	0	8	40
08:00 AM	1	6	0	0	7	0	1	0	0	1	0	6	1	0	7	1	2	0	0	3	18
08:15 AM	0	0	0	0	0	0	8	0	0	8	0	7	0	0	7	1	2	0	0	3	18
08:30 AM	0	4	0	0	4	1	1	0	0	2	0	3	0	0	3	2	1	0	0	3	12
08:45 AM	1	3	0	0	4	0	0	0	0	0	0	6	0	0	6	1	1	0	0	2	12
Total	2	13	0	0	15	1	10	0	0	11	0	22	1	0	23	5	6	0	0	11	60
*** BREAK ***																					
10:00 AM	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	6
10:15 AM	0	7	0	0	7	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	15
10:30 AM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
10:45 AM	0	2	0	0	2	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	8
Total	0	17	0	0	17	1	1	1	0	3	0	16	0	0	16	1	0	0	0	1	37
11:00 AM	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13
11:15 AM	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	0	0	0	2	2	14
11:30 AM	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	13
11:45 AM	0	6	0	0	6	0	0	0	0	0	0	4	1	0	5	0	0	1	0	1	12
Total	0	21	0	0	21	0	0	0	0	0	0	26	1	0	27	1	0	1	2	4	52
12:00 PM	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
12:15 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	7
12:30 PM	0	5	0	0	5	0	0	0	1	1	0	13	0	0	13	1	0	0	0	1	20
12:45 PM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	2	0	0	0	2	12
Total	0	17	0	0	17	0	0	0	1	1	0	29	0	0	29	4	0	0	0	4	51
01:00 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	6	0	0	0	6	13
01:15 PM	0	4	0	0	4	0	0	1	0	1	0	7	0	0	7	1	0	0	0	1	13
01:30 PM	0	10	0	0	10	0	0	0	0	0	0	8	0	0	8	0	23	0	0	23	41
01:45 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	2	0	0	0	2	8
Total	0	21	0	0	21	0	0	1	0	1	0	21	0	0	21	9	23	0	0	32	75
*** BREAK ***																					
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	4
04:15 PM	0	4	0	0	4	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	9
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	4
04:45 PM	0	2	0	0	2	0	1	0	0	1	3	3	1	0	7	0	0	0	0	0	10
Total	0	9	0	0	9	0	2	0	0	2	3	9	3	0	15	1	0	0	0	1	27

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

File Name : us301&12th
 Site Code : 00610402
 Start Date : 05/25/2010
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Groups Printed- Heavy Vehicles

Start Time	US 301 Southbound					12TH AVENUE Westbound					US 301 Northbound					12TH AVENUE 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		
05:00 PM	0	2	0	0	2	0	2	0	0	2	1	2	0	0	3	0	0	0	0	0	0	7
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5
05:30 PM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	3
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6
Total	0	7	0	0	7	1	2	0	0	3	1	10	0	0	11	0	0	0	0	0	0	21
Grand Total	2	116	0	0	118	3	21	2	1	27	4	148	5	0	157	25	31	3	2	61	363	
Apprch %	1.7	98.3	0.0	0.0		11.1	77.8	7.4	3.7		2.5	94.3	3.2	0.0		41.0	50.8	4.9	3.3			
Total %	0.6	32.0	0.0	0.0	32.5	0.8	5.8	0.6	0.3	7.4	1.1	40.8	1.4	0.0	43.3	6.9	8.5	0.8	0.6	16.8		

Start Time	US 301 Southbound					12TH AVENUE Westbound					US 301 Northbound					12TH AVENUE Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Intersection	08:00 AM					08:15 AM					08:00 AM					08:00 AM						
Volume	2	13	0	0	15	1	10	0	0	11	0	22	1	0	23	5	6	0	0	11	60	
Percent	13.3	86.7	0.0	0.0		9.1	90.9	0.0	0.0		0.0	95.7	4.3	0.0		45.5	54.5	0.0	0.0			
08:15 Volume	0	0	0	0	0	0	8	0	0	8	0	7	0	0	7	1	2	0	0	3	18	
Peak Factor																					0.833	
High Int.	08:00 AM					08:15 AM					08:00 AM					08:00 AM						
Volume	1	6	0	0	7	0	8	0	0	8	0	6	1	0	7	1	2	0	0	3		
Peak Factor	0.536					0.344					0.821					0.917						

Start Time	US 301 Southbound					12TH AVENUE Westbound					US 301 Northbound					12TH AVENUE Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																						
By Approach	07:15 AM					07:45 AM					08:00 AM					07:45 AM						
Volume	1	15	0	0	16	1	10	0	0	11	0	22	1	0	23	6	5	1	0	12		
Percent	6.3	93.8	0.0	0.0		9.1	90.9	0.0	0.0		0.0	95.7	4.3	0.0		50.0	41.7	8.3	0.0			
High Int.	08:00 AM					08:15 AM					08:00 AM					07:45 AM						
Volume	1	6	0	0	7	0	8	0	0	8	0	6	1	0	7	2	0	1	0	3		
Peak Factor	0.571					0.344					0.821					1.000						

Start Time	US 301 Southbound					12TH AVENUE Westbound					US 301 Northbound					12TH AVENUE Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																						
Intersection	12:45 PM					12:45 PM					01:30 PM					01:30 PM						
Volume	0	21	0	0	21	0	0	1	0	1	0	25	0	0	25	9	23	0	0	32	79	
Percent	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		0.0	100.0	0.0	0.0		28.1	71.9	0.0	0.0			
01:30 Volume	0	10	0	0	10	0	0	0	0	0	0	8	0	0	8	0	23	0	0	23	41	
Peak Factor																					0.482	
High Int.	01:30 PM					01:15 PM					01:30 PM					01:30 PM						
Volume	0	10	0	0	10	0	0	1	0	1	0	8	0	0	8	0	23	0	0	23		
Peak Factor	0.525					0.250					0.781					0.348						

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

File Name : us301&12th
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Start Time	US 301 Southbound					12TH AVENUE Westbound					US 301 Northbound					12TH AVENUE Eastbound					Int. Total			
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total				
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																								
By Approach 11:15 AM						10:00 AM						12:30 PM						12:45 PM						
Volume	0	22	0	0	22	1	1	1	0	3	0	30	0	0	30	9	23	0	0	32				
Percent	0.0	100.0	0.0	0.0		33.3	33.3	33.3	0.0		0.0	100.0	0.0	0.0		28.1	71.9	0.0	0.0					
High Int. 11:45 AM						10:00 AM						12:30 PM						01:30 PM						
Volume	0	6	0	0	6	0	1	0	0	1	0	13	0	0	13	0	23	0	0	23				
Peak Factor	0.917					0.750					0.577					0.348								
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																								
Intersection 04:15 PM																								
Volume	0	9	0	0	9	0	4	0	0	4	4	11	2	0	17	0	0	0	0	0	30			
Percent	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		23.5	64.7	11.8	0.0		0.0	0.0	0.0	0.0					
04:45 Volume	0	2	0	0	2	0	1	0	0	1	3	3	1	0	7	0	0	0	0	0	10			
Peak Factor	0.563					0.500					0.607					0.750								
High Int. 04:15 PM						05:00 PM						04:45 PM												
Volume	0	4	0	0	4	0	2	0	0	2	3	3	1	0	7									
Peak Factor	0.563					0.500					0.607													
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																								
By Approach 04:00 PM						04:15 PM						04:15 PM						04:00 PM						
Volume	0	9	0	0	9	0	4	0	0	4	4	11	2	0	17	1	0	0	0	1				
Percent	0.0	100.0	0.0	0.0		0.0	100.0	0.0	0.0		23.5	64.7	11.8	0.0		100.0	0.0	0.0	0.0					
High Int. 04:15 PM						05:00 PM						04:45 PM						04:00 PM						
Volume	0	4	0	0	4	0	2	0	0	2	3	3	1	0	7	1	0	0	0	1				
Peak Factor	0.563					0.500					0.607					0.250								

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&12th
 Site Code : 00610402
 Start Date : 05/25/2010
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Groups Printed- U-Turns

Start Time	US 301 Southbound					12TH AVENUE Westbound					US 301 Northbound					12TH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %																					

Start Time	US 301 Southbound					12TH AVENUE Westbound					US 301 Northbound					12TH AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 07:00 AM																					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
07:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																					
High Int. 6:45:00 AM						6:45:00 AM						6:45:00 AM						0.000			
Volume																					
Peak Factor																					

Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
By Approach 07:00 AM						07:00 AM						07:00 AM						07:00 AM			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-		-	-	-	-		-	-	-	-		-	-	-	-		
High Int. -																					
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor																					

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Intersection 10:00 AM																					
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
10:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																					
High Int.																					
Volume																					
Peak Factor																					

Turning Movement Count
 Adams Traffic, Inc.
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Start Time	US 301 Southbound					12TH AVENUE Westbound					US 301 Northbound					12TH AVENUE Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																						
By Approach 10:00 AM	10:00 AM					10:00 AM					10:00 AM					10:00 AM						
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
High Int. Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Peak Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Intersection 04:00 PM	04:00 PM					04:00 PM					04:00 PM					04:00 PM						
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.000
04:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Int. Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																						
By Approach 04:00 PM	04:00 PM					04:00 PM					04:00 PM					04:00 PM						
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Int. Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Pedestrian/Bicycle Count Field Data Sheet

Date: 5/25/10

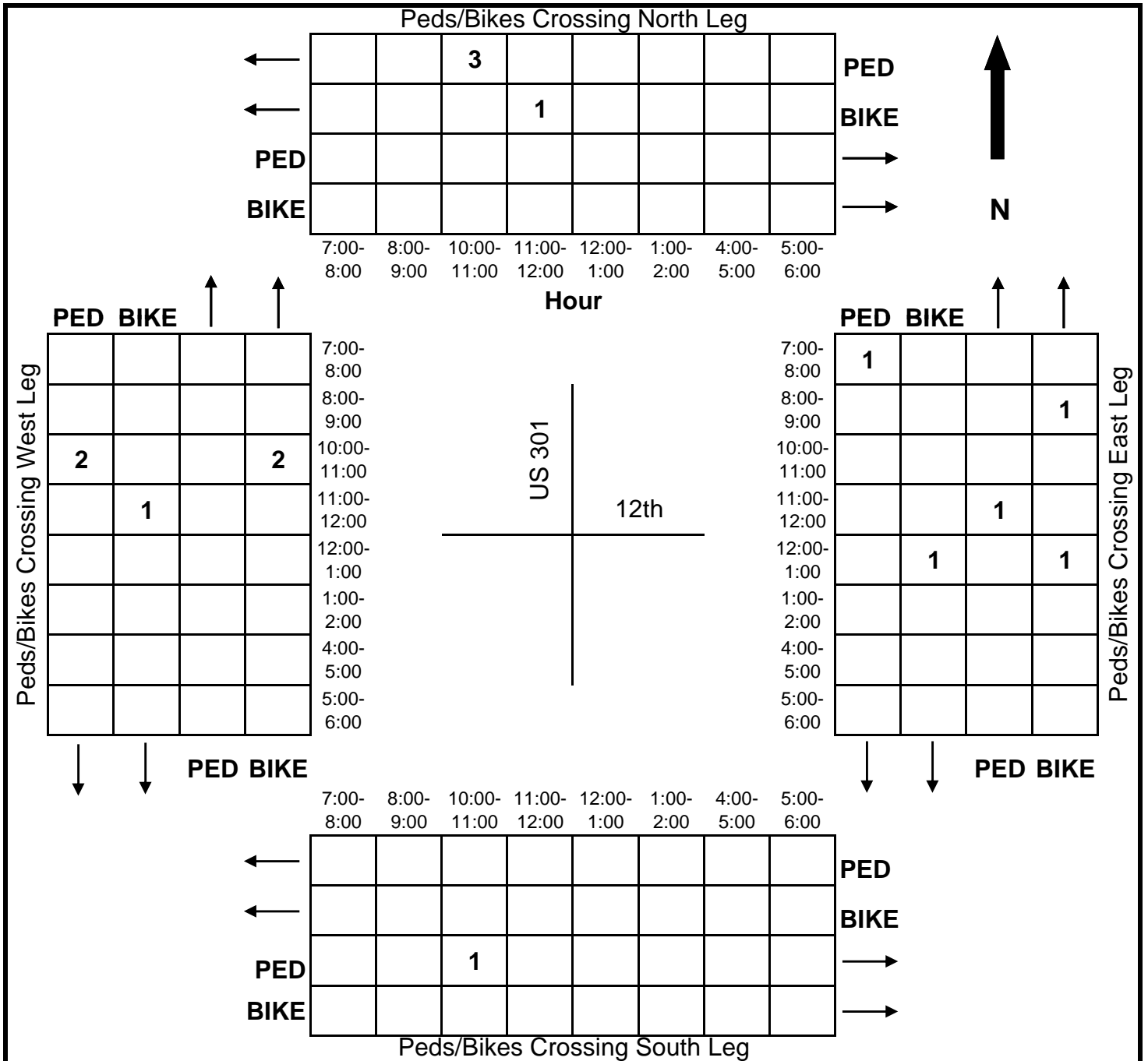
Day: Tuesday

Count Times: 7-9am; 10am-2pm; 4-6pm

Weather: Clear

Intersection: US 301 at 12th Avenue

Comments: _____



Adams Traffic, Inc.

P.O. Box 997

Plant City, FL 33564

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

Project No.: 06104.02

Turning Movement Count Field Data Sheet

Date: 5/26/10

Count Times: 7-9am; 10am-2pm; 4-6pm

Major Street: 7th Street

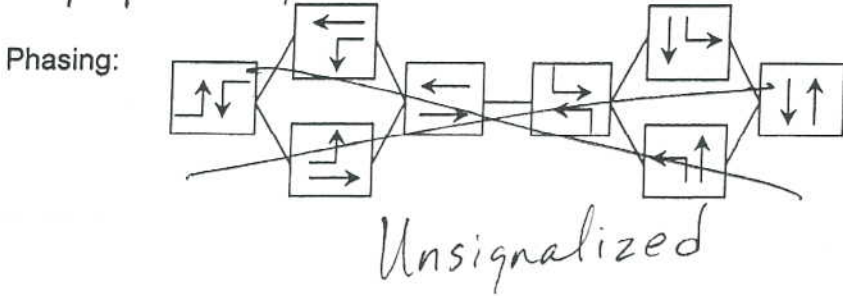
Direction: N-S Speed Limit: 30 mph

Minor Street: 12th Avenue

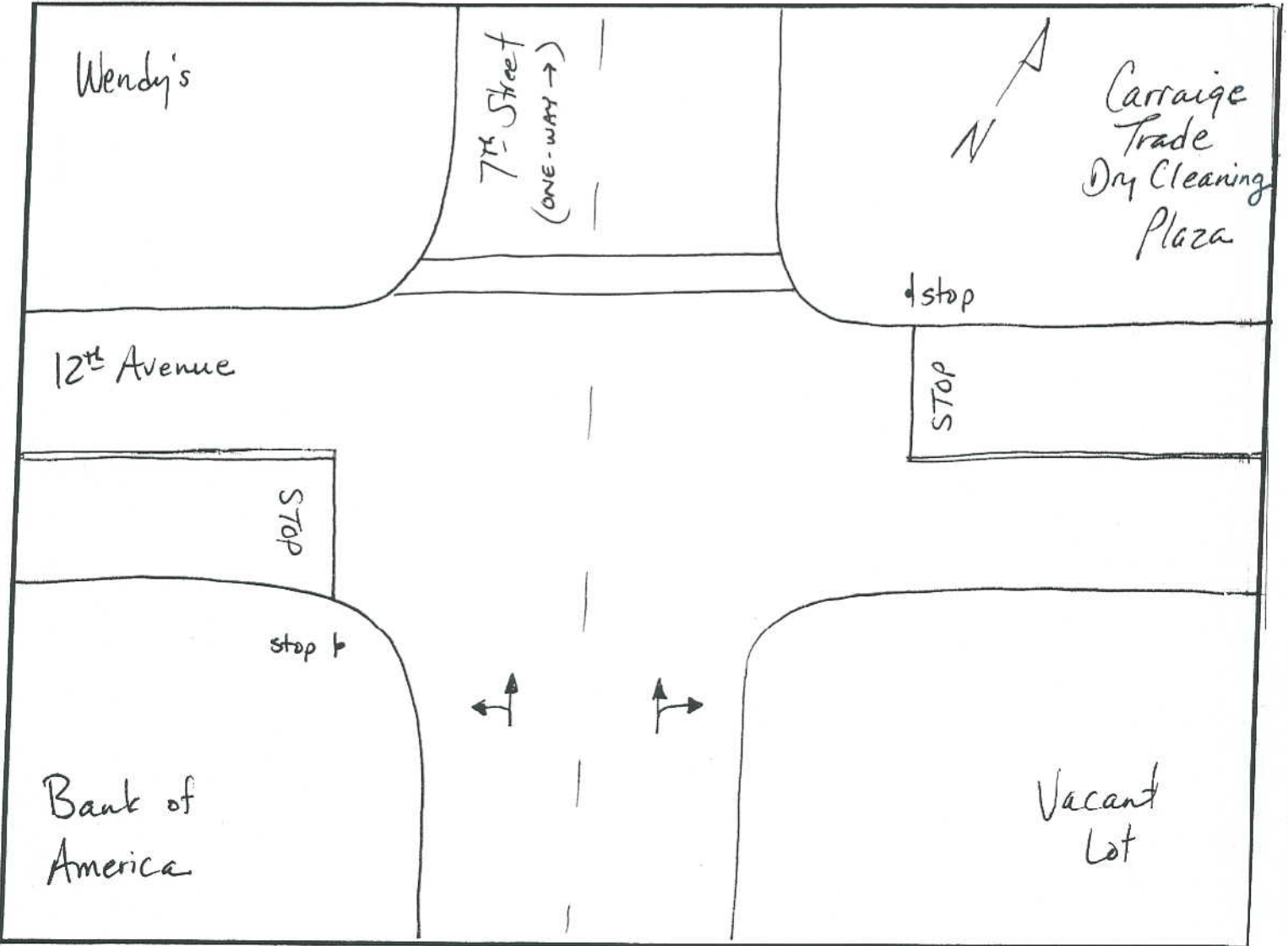
Direction: E-W Speed Limit: 30 mph

City/County: Zephyrhills / Pasco

Weather: Clear



Intersection Sketch



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

City/County: Zephyrhills/Pasco
Weather: Clear
Comments:

File Name : 7th&12th
Site Code : 00610402
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Groups Printed- Passenger Vehicles - Heavy Vehicles - U-Turns

Start Time	7TH STREET Southbound				12TH AVENUE Westbound				7TH STREET Northbound				12TH AVENUE 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	13	1	14	3	44	4	51	4	6	0	10	75
07:15 AM	0	0	0	0	0	21	4	25	7	74	2	83	3	8	0	11	119
07:30 AM	0	0	0	0	0	15	1	16	8	56	3	67	4	11	0	15	98
07:45 AM	0	0	0	0	0	12	4	16	12	70	2	84	3	9	0	12	112
Total	0	0	0	0	0	61	10	71	30	244	11	285	14	34	0	48	404
08:00 AM	0	0	0	0	0	27	3	30	19	54	7	80	2	9	0	11	121
08:15 AM	0	0	0	0	0	21	4	25	34	62	5	101	5	18	0	23	149
08:30 AM	0	0	0	0	0	20	3	23	17	84	8	109	2	16	0	18	150
08:45 AM	0	0	0	0	0	13	2	15	7	55	9	71	3	14	0	17	103
Total	0	0	0	0	0	81	12	93	77	255	29	361	12	57	0	69	523
*** BREAK ***																	
10:00 AM	0	0	0	0	0	11	0	11	16	55	9	80	2	11	0	13	104
10:15 AM	0	0	0	0	0	13	8	21	13	64	5	82	3	9	0	12	115
10:30 AM	0	0	0	0	0	9	5	14	11	66	6	83	1	6	0	7	104
10:45 AM	0	0	0	0	0	12	3	15	11	65	8	84	5	6	0	11	110
Total	0	0	0	0	0	45	16	61	51	250	28	329	11	32	0	43	433
11:00 AM	0	0	0	0	0	9	4	13	19	57	6	82	4	16	0	20	115
11:15 AM	0	0	0	0	0	17	4	21	12	51	9	72	7	10	0	17	110
11:30 AM	0	0	0	0	0	18	1	19	16	52	9	77	2	8	0	10	106
11:45 AM	0	0	0	0	0	15	4	19	17	70	10	97	3	18	0	21	137
Total	0	0	0	0	0	59	13	72	64	230	34	328	16	52	0	68	468
12:00 PM	0	0	0	0	0	14	3	17	32	79	7	118	5	13	0	18	153
12:15 PM	0	0	0	0	0	11	4	15	16	70	11	97	5	15	0	20	132
12:30 PM	0	0	0	0	0	20	5	25	16	72	6	94	6	21	0	27	146
12:45 PM	0	0	0	0	0	13	2	15	20	74	6	100	8	13	0	21	136
Total	0	0	0	0	0	58	14	72	84	295	30	409	24	62	0	86	567
01:00 PM	0	0	0	0	0	17	2	19	16	61	8	85	1	8	0	9	113
01:15 PM	0	0	0	0	0	13	3	16	15	60	4	79	5	11	0	16	111
01:30 PM	0	0	0	0	0	16	2	18	9	74	3	86	7	33	0	40	144
01:45 PM	0	0	0	0	0	10	2	12	8	69	8	85	8	10	0	18	115
Total	0	0	0	0	0	56	9	65	48	264	23	335	21	62	0	83	483
*** BREAK ***																	
04:00 PM	0	0	0	0	0	17	1	18	13	74	7	94	4	7	0	11	123
04:15 PM	0	0	0	0	0	13	1	14	18	73	9	100	2	17	0	19	133
04:30 PM	0	0	0	0	0	14	4	18	17	77	5	99	6	12	0	18	135
04:45 PM	0	0	0	0	0	19	6	25	15	60	14	89	6	12	0	18	132
Total	0	0	0	0	0	63	12	75	63	284	35	382	18	48	0	66	523

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

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

Start Time	7TH STREET Southbound				12TH AVENUE Westbound				7TH STREET Northbound				12TH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	0	0	0	0	36	5	41	7	87	15	109	5	22	0	27	177
05:15 PM	0	0	0	0	0	22	2	24	5	90	9	104	8	12	0	20	148
05:30 PM	0	0	0	0	0	15	3	18	6	82	11	99	4	14	0	18	135
05:45 PM	0	0	0	0	0	10	1	11	8	65	6	79	0	16	0	16	106
Total	0	0	0	0	0	83	11	94	26	324	41	391	17	64	0	81	566
Grand Total	0	0	0	0	0	506	97	603	443	2146	231	2820	133	411	0	544	3967
Apprch %	0.0	0.0	0.0		0.0	83.9	16.1		15.7	76.1	8.2		24.4	75.6	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	12.8	2.4	15.2	11.2	54.1	5.8	71.1	3.4	10.4	0.0	13.7	

Start Time	7TH STREET Southbound				12TH AVENUE Westbound				7TH STREET Northbound				12TH AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:45 AM																
Volume	0	0	0	0	0	80	14	94	82	270	22	374	12	52	0	64	532
Percent	0.0	0.0	0.0		0.0	85.1	14.9		21.9	72.2	5.9		18.8	81.3	0.0		
08:30 Volume	0	0	0	0	0	20	3	23	17	84	8	109	2	16	0	18	150
Peak Factor																	0.887
High Int.	6:45:00 AM				08:00 AM				08:30 AM				08:15 AM				
Volume	0	0	0	0	0	27	3	30	17	84	8	109	5	18	0	23	
Peak Factor					0.783				0.858				0.696				
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:00 AM				07:45 AM				07:45 AM				08:00 AM				
Volume	0	0	0	0	0	80	14	94	82	270	22	374	12	57	0	69	
Percent	-	-	-		0.0	85.1	14.9		21.9	72.2	5.9		17.4	82.6	0.0		
High Int.	-				08:00 AM				08:30 AM				08:15 AM				
Volume	-	-	-	-	0	27	3	30	17	84	8	109	5	18	0	23	
Peak Factor	-				0.783				0.858				0.750				
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	11:45 AM																
Volume	0	0	0	0	0	60	16	76	81	291	34	406	19	67	0	86	568
Percent	0.0	0.0	0.0		0.0	78.9	21.1		20.0	71.7	8.4		22.1	77.9	0.0		
12:00 Volume	0	0	0	0	0	14	3	17	32	79	7	118	5	13	0	18	153
Peak Factor																	0.928
High Int.					12:30 PM				12:00 PM				12:30 PM				
Volume	0	0	0	0	0	20	5	25	32	79	7	118	6	21	0	27	
Peak Factor					0.760				0.860				0.796				

Turning Movement Count
 Adams Traffic, Inc.
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File Name : 7th&12th
 Site Code : 00610402
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Start Time	7TH STREET Southbound				12TH AVENUE Westbound				7TH STREET Northbound				12TH AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	10:00 AM				11:15 AM				12:00 PM				11:45 AM				
Volume	0	0	0	0	0	64	12	76	84	295	30	409	19	67	0	86	
Percent	-	-	-	-	0.0	84.2	15.8		20.5	72.1	7.3		22.1	77.9	0.0		
High Int.	-	-	-	-	11:15 AM				12:00 PM				12:30 PM				
Volume	-	-	-	-	0	17	4	21	32	79	7	118	6	21	0	27	
Peak Factor	-	-	-	-	-	-	-	0.905	-	-	-	0.867	-	-	-	0.796	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:30 PM																
Volume	0	0	0	0	0	91	17	108	44	314	43	401	25	58	0	83	592
Percent	0.0	0.0	0.0	0.0	0.0	84.3	15.7		11.0	78.3	10.7		30.1	69.9	0.0		
05:00 Volume	0	0	0	0	0	36	5	41	7	87	15	109	5	22	0	27	177
Peak Factor	-	-	-	-	-	-	-		-	-	-		-	-	-	0.836	
High Int.	-	-	-	-	05:00 PM				05:00 PM				05:00 PM				
Volume	0	0	0	0	0	36	5	41	7	87	15	109	5	22	0	27	
Peak Factor	-	-	-	-	-	-	-	0.659	-	-	-	0.920	-	-	-	0.769	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:00 PM				04:30 PM				04:30 PM				04:30 PM				
Volume	0	0	0	0	0	91	17	108	44	314	43	401	25	58	0	83	
Percent	-	-	-	-	0.0	84.3	15.7		11.0	78.3	10.7		30.1	69.9	0.0		
High Int.	-	-	-	-	05:00 PM				05:00 PM				05:00 PM				
Volume	-	-	-	-	0	36	5	41	7	87	15	109	5	22	0	27	
Peak Factor	-	-	-	-	-	-	-	0.659	-	-	-	0.920	-	-	-	0.769	

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : 7th&12th
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	7TH STREET Southbound				12TH AVENUE Westbound				7TH STREET Northbound				12TH AVENUE 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	10	1	11	3	44	2	49	4	4	0	8	68
07:15 AM	0	0	0	0	0	17	4	21	7	73	2	82	3	8	0	11	114
07:30 AM	0	0	0	0	0	14	1	15	7	56	3	66	4	11	0	15	96
07:45 AM	0	0	0	0	0	12	4	16	11	68	2	81	2	9	0	11	108
Total	0	0	0	0	0	53	10	63	28	241	9	278	13	32	0	45	386
08:00 AM	0	0	0	0	0	27	2	29	18	54	6	78	2	6	0	8	115
08:15 AM	0	0	0	0	0	20	4	24	25	62	4	91	5	17	0	22	137
08:30 AM	0	0	0	0	0	18	2	20	17	83	8	108	2	15	0	17	145
08:45 AM	0	0	0	0	0	13	2	15	7	55	9	71	3	13	0	16	102
Total	0	0	0	0	0	78	10	88	67	254	27	348	12	51	0	63	499
*** BREAK ***																	
10:00 AM	0	0	0	0	0	11	0	11	16	55	9	80	2	11	0	13	104
10:15 AM	0	0	0	0	0	13	8	21	12	63	5	80	3	8	0	11	112
10:30 AM	0	0	0	0	0	9	5	14	11	65	6	82	1	6	0	7	103
10:45 AM	0	0	0	0	0	12	3	15	11	65	8	84	5	6	0	11	110
Total	0	0	0	0	0	45	16	61	50	248	28	326	11	31	0	42	429
11:00 AM	0	0	0	0	0	8	4	12	19	57	6	82	4	16	0	20	114
11:15 AM	0	0	0	0	0	17	4	21	12	50	9	71	7	10	0	17	109
11:30 AM	0	0	0	0	0	18	1	19	16	52	9	77	2	8	0	10	106
11:45 AM	0	0	0	0	0	15	4	19	17	70	9	96	3	18	0	21	136
Total	0	0	0	0	0	58	13	71	64	229	33	326	16	52	0	68	465
12:00 PM	0	0	0	0	0	14	3	17	31	78	7	116	5	13	0	18	151
12:15 PM	0	0	0	0	0	11	4	15	16	68	11	95	5	15	0	20	130
12:30 PM	0	0	0	0	0	20	5	25	16	72	6	94	6	21	0	27	146
12:45 PM	0	0	0	0	0	13	2	15	20	74	6	100	8	13	0	21	136
Total	0	0	0	0	0	58	14	72	83	292	30	405	24	62	0	86	563
01:00 PM	0	0	0	0	0	17	2	19	16	61	8	85	1	8	0	9	113
01:15 PM	0	0	0	0	0	13	3	16	15	60	4	79	5	9	0	14	109
01:30 PM	0	0	0	0	0	16	2	18	8	74	3	85	7	11	0	18	121
01:45 PM	0	0	0	0	0	10	2	12	8	69	8	85	8	10	0	18	115
Total	0	0	0	0	0	56	9	65	47	264	23	334	21	38	0	59	458
*** BREAK ***																	
04:00 PM	0	0	0	0	0	17	1	18	13	73	7	93	4	7	0	11	122
04:15 PM	0	0	0	0	0	13	1	14	17	72	9	98	2	17	0	19	131
04:30 PM	0	0	0	0	0	14	4	18	16	76	5	97	6	12	0	18	133
04:45 PM	0	0	0	0	0	18	6	24	14	59	14	87	6	12	0	18	129
Total	0	0	0	0	0	62	12	74	60	280	35	375	18	48	0	66	515

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

File Name : 7th&12th
 Site Code : 00610402
 Start Date : 05/26/2010
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Groups Printed- Passenger Vehicles

Start Time	7TH STREET Southbound				12TH AVENUE Westbound				7TH STREET Northbound				12TH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	0	0	0	0	36	5	41	6	87	15	108	5	22	0	27	176
05:15 PM	0	0	0	0	0	22	2	24	5	90	9	104	8	11	0	19	147
05:30 PM	0	0	0	0	0	14	3	17	5	82	11	98	4	13	0	17	132
05:45 PM	0	0	0	0	0	10	1	11	7	65	6	78	0	16	0	16	105
Total	0	0	0	0	0	82	11	93	23	324	41	388	17	62	0	79	560
Grand Total	0	0	0	0	0	492	95	587	422	2132	226	2780	132	376	0	508	3875
Apprch %	0.0	0.0	0.0		0.0	83.8	16.2		15.2	76.7	8.1		26.0	74.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	12.7	2.5	15.1	10.9	55.0	5.8	71.7	3.4	9.7	0.0	13.1	

Start Time	7TH STREET Southbound				12TH AVENUE Westbound				7TH STREET Northbound				12TH AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1

Intersection	07:45 AM																
Volume	0	0	0	0	0	77	12	89	71	267	20	358	11	47	0	58	505
Percent	0.0	0.0	0.0		0.0	86.5	13.5		19.8	74.6	5.6		19.0	81.0	0.0		
08:30 Volume	0	0	0	0	0	18	2	20	17	83	8	108	2	15	0	17	145
Peak Factor																	0.871
High Int.	6:45:00 AM				08:00 AM				08:30 AM				08:15 AM				
Volume	0	0	0	0	0	27	2	29	17	83	8	108	5	17	0	22	
Peak Factor					0.767				0.829				0.659				

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

By Approach	07:00 AM				07:45 AM				07:45 AM				08:00 AM				
Volume	0	0	0	0	0	77	12	89	71	267	20	358	12	51	0	63	
Percent	-	-	-		0.0	86.5	13.5		19.8	74.6	5.6		19.0	81.0	0.0		
High Int.	-				08:00 AM				08:30 AM				08:15 AM				
Volume	-	-	-	-	0	27	2	29	17	83	8	108	5	17	0	22	
Peak Factor	-				0.767				0.829				0.716				

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1

Intersection	11:45 AM																
Volume	0	0	0	0	0	60	16	76	80	288	33	401	19	67	0	86	563
Percent	0.0	0.0	0.0		0.0	78.9	21.1		20.0	71.8	8.2		22.1	77.9	0.0		
12:00 Volume	0	0	0	0	0	14	3	17	31	78	7	116	5	13	0	18	151
Peak Factor																	0.932
High Int.					12:30 PM				12:00 PM				12:30 PM				
Volume	0	0	0	0	0	20	5	25	31	78	7	116	6	21	0	27	
Peak Factor					0.760				0.864				0.796				

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

File Name : 7th&12th
 Site Code : 00610402
 Start Date : 05/26/2010
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Start Time	7TH STREET Southbound				12TH AVENUE Westbound				7TH STREET Northbound				12TH AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																		
By Approach	10:00 AM				11:15 AM				12:00 PM				11:45 AM					
Volume	0	0	0	0	0	64	12	76	83	292	30	405	19	67	0	86		
Percent	-	-	-	-	0.0	84.2	15.8		20.5	72.1	7.4		22.1	77.9	0.0			
High Int.	-	-	-	-	11:15 AM				12:00 PM				12:30 PM					
Volume	-	-	-	-	0	17	4	21	31	78	7	116	6	21	0	27		
Peak Factor	-	-	-	-					0.905					0.873				
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																		
Intersection	04:30 PM																	
Volume	0	0	0	0	0	90	17	107	41	312	43	396	25	57	0	82		
Percent	0.0	0.0	0.0	0.0	0.0	84.1	15.9		10.4	78.8	10.9		30.5	69.5	0.0			
05:00 Volume	0	0	0	0	0	36	5	41	6	87	15	108	5	22	0	27		
Peak Factor																	0.831	
High Int.					05:00 PM				05:00 PM				05:00 PM					
Volume	0	0	0	0	0	36	5	41	6	87	15	108	5	22	0	27		
Peak Factor									0.652					0.917				
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																		
By Approach	04:00 PM				04:30 PM				04:45 PM				04:15 PM					
Volume	0	0	0	0	0	90	17	107	30	318	49	397	19	63	0	82		
Percent	-	-	-	-	0.0	84.1	15.9		7.6	80.1	12.3		23.2	76.8	0.0			
High Int.	-	-	-	-	05:00 PM				05:00 PM				05:00 PM					
Volume	-	-	-	-	0	36	5	41	6	87	15	108	5	22	0	27		
Peak Factor	-	-	-	-					0.652					0.919				

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : 7th&12th
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	7TH STREET Southbound				12TH AVENUE Westbound				7TH STREET Northbound				12TH AVENUE 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	3	0	3	0	0	2	2	0	2	0	2	7
07:15 AM	0	0	0	0	0	4	0	4	0	1	0	1	0	0	0	0	5
07:30 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	1	2	0	3	1	0	0	1	4
Total	0	0	0	0	0	8	0	8	2	3	2	7	1	2	0	3	18
08:00 AM	0	0	0	0	0	0	1	1	1	0	1	2	0	3	0	3	6
08:15 AM	0	0	0	0	0	1	0	1	9	0	1	10	0	1	0	1	12
08:30 AM	0	0	0	0	0	2	1	3	0	1	0	1	0	1	0	1	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	3	2	5	10	1	2	13	0	6	0	6	24
*** BREAK ***																	
10:15 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	1	3
10:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	1	2	0	3	0	1	0	1	4
11:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
*** BREAK ***																	
11:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	1	1	2	0	0	0	0	3
12:00 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
12:15 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	1	3	0	4	0	0	0	0	4
*** BREAK ***																	
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
01:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	22	0	22	23
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	24	0	24	25
*** BREAK ***																	
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
04:45 PM	0	0	0	0	0	1	0	1	1	1	0	2	0	0	0	0	3
Total	0	0	0	0	0	1	0	1	3	4	0	7	0	0	0	0	8

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

File Name : 7th&12th
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	7TH STREET Southbound				12TH AVENUE Westbound				7TH STREET Northbound				12TH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	3	0	0	3	0	2	0	2	6
Grand Total	0	0	0	0	0	14	2	16	21	14	5	40	1	35	0	36	92
Apprch %	0.0	0.0	0.0		0.0	87.5	12.5		52.5	35.0	12.5		2.8	97.2	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	15.2	2.2	17.4	22.8	15.2	5.4	43.5	1.1	38.0	0.0	39.1	

Start Time	7TH STREET Southbound				12TH AVENUE Westbound				7TH STREET Northbound				12TH AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1

Intersection	07:45 AM																
Volume	0	0	0	0	0	3	2	5	11	3	2	16	1	5	0	6	27
Percent	0.0	0.0	0.0		0.0	60.0	40.0		68.8	18.8	12.5		16.7	83.3	0.0		
08:15 Volume	0	0	0	0	0	1	0	1	9	0	1	10	0	1	0	1	12
Peak Factor																	0.563
High Int.	6:45:00 AM				08:30 AM				08:15 AM				08:00 AM				
Volume	0	0	0	0	0	2	1	3	9	0	1	10	0	3	0	3	
Peak Factor					0.417				0.400				0.500				

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

By Approach	07:00 AM				07:00 AM				07:30 AM				07:45 AM				
Volume	0	0	0	0	0	8	0	8	12	2	2	16	1	5	0	6	
Percent	-	-	-		0.0	100.0	0.0		75.0	12.5	12.5		16.7	83.3	0.0		
High Int.	-				07:15 AM				08:15 AM				08:00 AM				
Volume	-	-	-	-	0	4	0	4	9	0	1	10	0	3	0	3	
Peak Factor	-				0.500				0.400				0.500				

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1

Intersection	12:45 PM																
Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	24	0	24	25
Percent	0.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		0.0	100.0	0.0		
01:30 Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	22	0	22	23
Peak Factor																	0.272
High Int.									01:30 PM				01:30 PM				
Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	22	0	22	
Peak Factor									0.250				0.273				

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

File Name : 7th&12th
 Site Code : 00610402
 Start Date : 05/26/2010
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Start Time	7TH STREET Southbound				12TH AVENUE Westbound				7TH STREET Northbound				12TH AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	10:00 AM				10:15 AM				11:30 AM				12:45 PM				
Volume	0	0	0	0	0	1	0	1	1	3	1	5	0	24	0	24	
Percent	-	-	-	-	0.0	100.0	0.0		20.0	60.0	20.0		0.0	100.0	0.0		
High Int.	-	-	-	-	11:00 AM				12:00 PM				01:30 PM				
Volume	-	-	-	-	0	1	0	1	1	1	0	2	0	22	0	22	
Peak Factor	-	-	-	-				0.250				0.625				0.273	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	0	0	0	0	0	1	0	1	3	4	0	7	0	0	0	0	8
Percent	0.0	0.0	0.0		0.0	100.0	0.0		42.9	57.1	0.0		0.0	0.0	0.0		
04:45 Volume	0	0	0	0	0	1	0	1	1	1	0	2	0	0	0	0	3
Peak Factor																	0.667
High Int.	-	-	-	-	04:45 PM				04:15 PM								
Volume	0	0	0	0	0	1	0	1	1	1	0	2					
Peak Factor								0.250				0.875					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:00 PM				04:45 PM				04:00 PM				04:45 PM				
Volume	0	0	0	0	0	2	0	2	3	4	0	7	0	2	0	2	
Percent	-	-	-	-	0.0	100.0	0.0		42.9	57.1	0.0		0.0	100.0	0.0		
High Int.	-	-	-	-	04:45 PM				04:15 PM				05:15 PM				
Volume	-	-	-	-	0	1	0	1	1	1	0	2	0	1	0	1	
Peak Factor	-	-	-	-				0.500				0.875				0.500	

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : 7th&12th
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 1

Groups Printed- U-Turns

Start Time	7TH STREET Southbound				12TH AVENUE Westbound				7TH STREET Northbound				12TH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Aprch %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %																	

Start Time	7TH STREET Southbound				12TH AVENUE Westbound				7TH STREET Northbound				12TH AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
07:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																	0.000
High Int.	6:45:00 AM				6:45:00 AM				6:45:00 AM				6:45:00 AM				
Volume																	
Peak Factor																	

Start Time	7TH STREET Southbound				12TH AVENUE Westbound				7TH STREET Northbound				12TH AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Int.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor																	

Start Time	7TH STREET Southbound				12TH AVENUE Westbound				7TH STREET Northbound				12TH AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	10:00 AM																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
10:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																	0.000
High Int.																	
Volume																	
Peak Factor																	

Start Time	7TH STREET Southbound				12TH AVENUE Westbound				7TH STREET Northbound				12TH AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	10:00 AM				10:00 AM				10:00 AM				10:00 AM				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Int.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor																	

Pedestrian/Bicycle Count Field Data Sheet

Date: 5/26/10

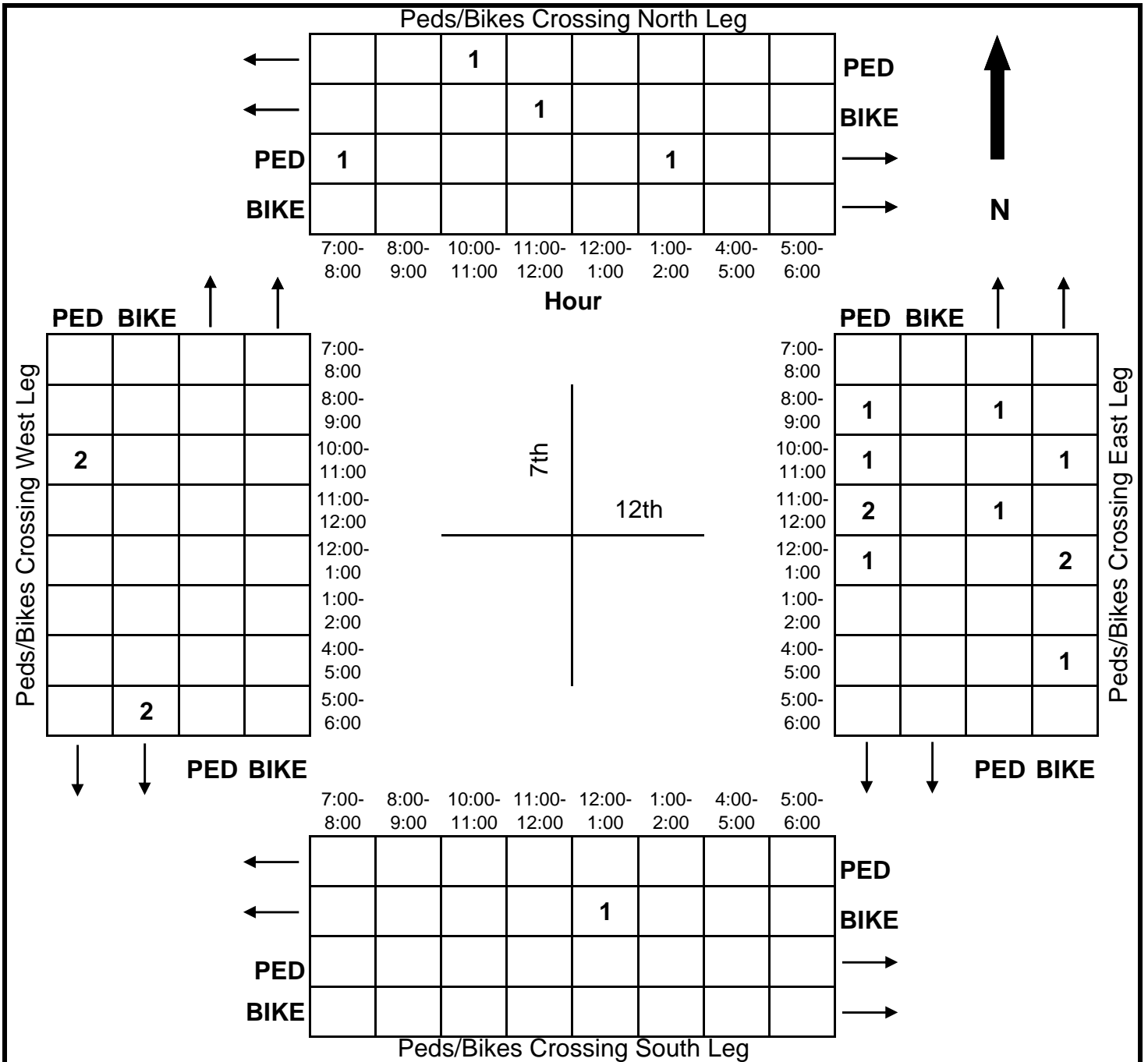
Day: Wednesday

Count Times: 7-9am; 10am-2pm; 4-6pm

Weather: Clear

Intersection: 7th Street at 12th Avenue

Comments: _____



Adams Traffic, Inc.

P.O. Box 997

Plant City, FL 33564

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

Project No.: 06/04.02

Turning Movement Count Field Data Sheet

Date: 5/25/10

Count Times: 7-9 AM; 10 AM - 2 pm; 4-6 pm

Major Street: US 301

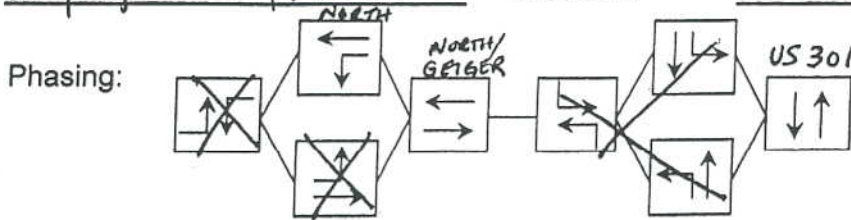
Direction: N-S Speed Limit: 35 mph

Minor Street: Geiger Rd. / North Ave.

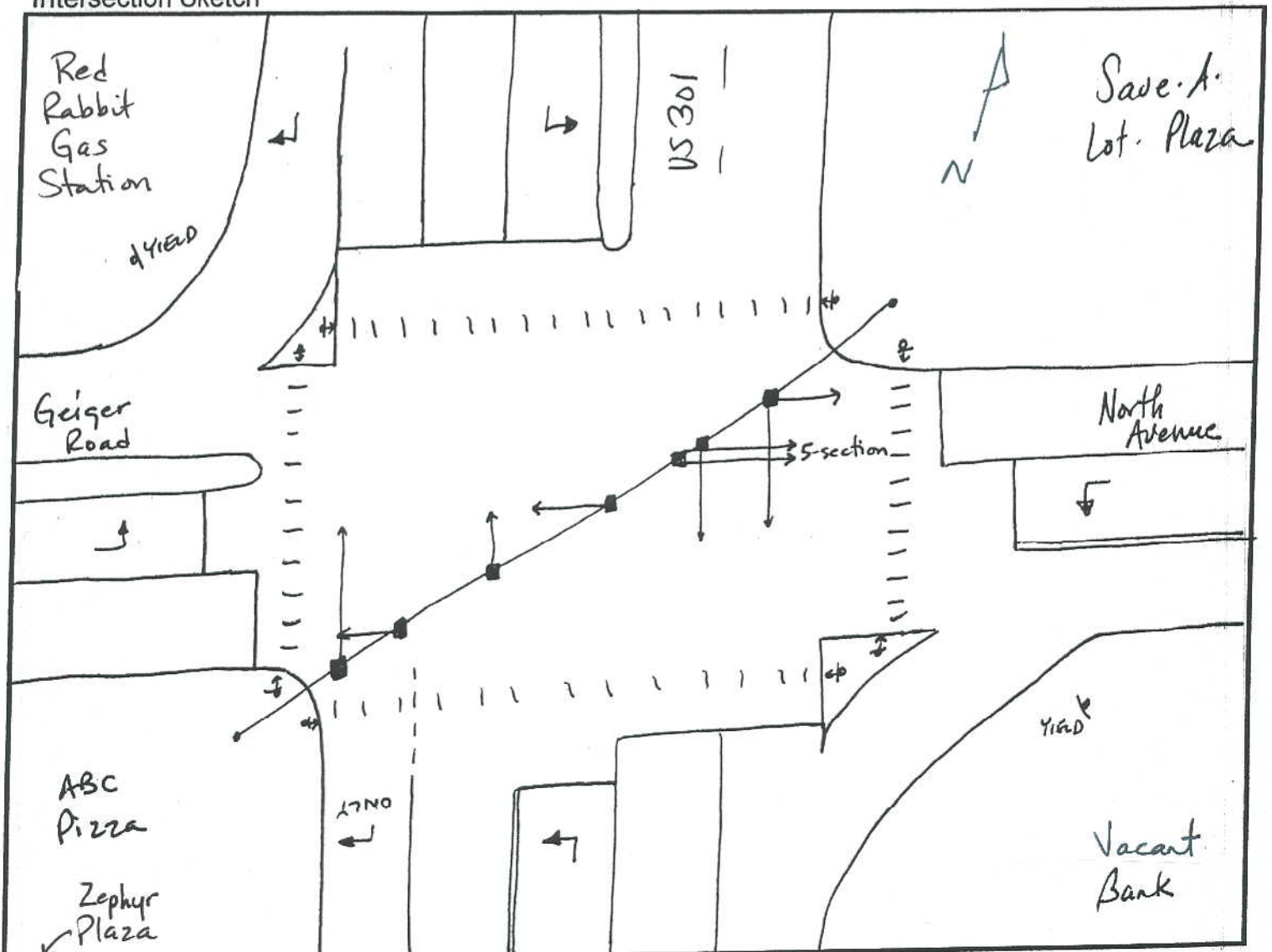
Direction: E-W Speed Limit: 30 mph

City/County: Zephyrhills / Pasco

Weather: Clear



Intersection Sketch



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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&north
 Site Code : 00610402
 Start Date : 05/25/2010
 Page No : 1

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

Start Time	US 301 Southbound					NORTH AVENUE Westbound					US 301 Northbound					GEIGER ROAD 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	113	2	0	116	31	23	2	2	58	1	54	7	2	64	13	37	12	2	64	302
07:15 AM	2	154	4	2	162	41	24	4	2	71	3	95	12	1	111	10	52	20	3	85	429
07:30 AM	3	140	2	3	148	25	14	4	0	43	3	111	4	2	120	9	22	12	3	46	357
07:45 AM	1	167	2	0	170	17	12	2	1	32	5	114	3	2	124	20	22	17	5	64	390
Total	7	574	10	5	596	114	73	12	5	204	12	374	26	7	419	52	133	61	13	259	1478
*** BREAK ***																					
08:00 AM	2	145	3	2	152	23	13	3	0	39	6	116	4	2	128	15	18	10	9	52	371
08:15 AM	0	154	4	1	159	30	18	3	1	52	5	148	7	3	163	16	22	19	9	66	440
08:30 AM	1	164	3	3	171	32	11	2	3	48	5	160	12	2	179	15	18	10	12	55	453
08:45 AM	1	195	3	2	201	31	26	6	1	64	5	145	5	1	156	13	18	14	3	48	469
Total	4	658	13	8	683	116	68	14	5	203	21	569	28	8	626	59	76	53	33	221	1733
*** BREAK ***																					
10:00 AM	0	172	6	3	181	37	14	2	0	53	7	152	7	5	171	14	17	6	4	41	446
10:15 AM	5	144	5	5	159	40	18	9	0	67	9	133	9	1	152	11	16	11	6	44	422
10:30 AM	6	137	3	3	149	43	21	3	2	69	5	139	6	2	152	16	18	10	4	48	418
10:45 AM	4	166	2	2	174	32	14	6	0	52	11	133	9	4	157	13	10	7	3	33	416
Total	15	619	16	13	663	152	67	20	2	241	32	557	31	12	632	54	61	34	17	166	1702
*** BREAK ***																					
11:00 AM	1	187	7	5	200	35	20	2	2	59	5	139	6	5	155	14	18	13	5	50	464
11:15 AM	1	150	8	5	164	39	16	5	1	61	10	144	14	7	175	14	9	16	11	50	450
11:30 AM	7	191	3	5	206	43	15	6	3	67	11	139	10	4	164	16	13	11	6	46	483
11:45 AM	4	193	7	3	207	44	8	9	1	62	5	141	7	8	161	9	16	8	0	33	463
Total	13	721	25	18	777	161	59	22	7	249	31	563	37	24	655	53	56	48	22	179	1860
*** BREAK ***																					
12:00 PM	3	238	6	3	250	40	10	3	2	55	5	154	5	1	165	15	19	7	2	43	513
12:15 PM	4	175	6	1	186	40	18	6	1	65	6	170	9	3	188	5	16	11	3	35	474
12:30 PM	6	184	9	0	199	21	15	5	0	41	7	152	5	1	165	11	12	14	7	44	449
12:45 PM	2	239	4	1	246	29	13	3	2	47	6	191	9	0	206	14	30	11	1	56	555
Total	15	836	25	5	881	130	56	17	5	208	24	667	28	5	724	45	77	43	13	178	1991
*** BREAK ***																					
01:00 PM	1	168	3	3	175	30	18	5	1	54	9	145	9	1	164	11	15	8	4	38	431
01:15 PM	4	136	3	0	143	37	13	4	1	55	2	137	12	4	155	14	8	12	1	35	388
01:30 PM	3	199	1	3	206	33	12	9	0	54	9	163	7	6	185	10	10	11	11	42	487
01:45 PM	2	171	1	6	180	28	9	4	0	41	6	147	6	6	165	10	21	16	4	51	437
Total	10	674	8	12	704	128	52	22	2	204	26	592	34	17	669	45	54	47	20	166	1743
*** BREAK ***																					
04:00 PM	4	205	2	2	213	46	23	6	3	78	6	150	11	5	172	10	16	3	6	35	498
04:15 PM	1	172	1	2	176	50	23	2	0	75	9	115	6	3	133	14	23	7	6	50	434
04:30 PM	2	195	1	4	202	29	32	3	0	64	10	193	9	1	213	24	25	6	5	60	539
04:45 PM	5	182	5	1	193	47	18	1	0	66	4	169	5	1	179	17	18	10	5	50	488
Total	12	754	9	9	784	172	96	12	3	283	29	627	31	10	697	65	82	26	22	195	1959

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

File Name : us301&north
 Site Code : 00610402
 Start Date : 05/25/2010
 Page No : 2

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

Start Time	US 301 Southbound					NORTH AVENUE Westbound					US 301 Northbound					GEIGER ROAD 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	
05:00 PM	7	223	4	3	237	33	31	4	3	71	13	158	5	3	179	11	9	2	4	26	513
05:15 PM	2	185	4	2	193	36	22	3	2	63	10	161	11	2	184	19	25	8	2	54	494
05:30 PM	3	216	4	6	229	36	18	3	0	57	22	157	9	1	189	11	24	10	8	53	528
05:45 PM	1	127	5	5	138	31	27	3	1	62	11	189	3	4	207	13	32	7	3	55	462
Total	13	751	17	16	797	136	98	13	6	253	56	665	28	10	759	54	90	27	17	188	1997
Grand Total	89	5587	123	86	5885	1109	569	132	35	1845	231	4614	243	93	5181	427	629	339	157	1552	14463
Apprch %	1.5	94.9	2.1	1.5		60.1	30.8	7.2	1.9		4.5	89.1	4.7	1.8		27.5	40.5	21.8	10.1		
Total %	0.6	38.6	0.9	0.6	40.7	7.7	3.9	0.9	0.2	12.8	1.6	31.9	1.7	0.6	35.8	3.0	4.3	2.3	1.1	10.7	

Start Time	US 301 Southbound					NORTH AVENUE Westbound					US 301 Northbound					GEIGER ROAD Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Intersection	08:00 AM					08:45 AM					08:30 AM					08:15 AM						
Volume	4	658	13	8	683	116	68	14	5	203	21	569	28	8	626	59	76	53	33	221	1733	
Percent	0.6	96.3	1.9	1.2		57.1	33.5	6.9	2.5		3.4	90.9	4.5	1.3		26.7	34.4	24.0	14.9			
08:45 Volume	1	195	3	2	201	31	26	6	1	64	5	145	5	1	156	13	18	14	3	48	469	
Peak Factor																					0.924	
High Int.	08:45 AM					08:45 AM					08:30 AM					08:15 AM						
Volume	1	195	3	2	201	31	26	6	1	64	5	160	12	2	179	16	22	19	9	66		
Peak Factor					0.850					0.793					0.874					0.837		
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																						
By Approach	08:00 AM					07:00 AM					08:00 AM					07:00 AM						
Volume	4	658	13	8	683	114	73	12	5	204	21	569	28	8	626	52	133	61	13	259		
Percent	0.6	96.3	1.9	1.2		55.9	35.8	5.9	2.5		3.4	90.9	4.5	1.3		20.1	51.4	23.6	5.0			
High Int.	08:45 AM					07:15 AM					08:30 AM					07:15 AM						
Volume	1	195	3	2	201	41	24	4	2	71	5	160	12	2	179	10	52	20	3	85		
Peak Factor					0.850					0.718					0.874					0.762		
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																						
Intersection	12:00 PM					12:00 PM					12:45 PM					12:45 PM						
Volume	15	836	25	5	881	130	56	17	5	208	24	667	28	5	724	45	77	43	13	178	1991	
Percent	1.7	94.9	2.8	0.6		62.5	26.9	8.2	2.4		3.3	92.1	3.9	0.7		25.3	43.3	24.2	7.3			
12:45 Volume	2	239	4	1	246	29	13	3	2	47	6	191	9	0	206	14	30	11	1	56	555	
Peak Factor																					0.897	
High Int.	12:00 PM					12:15 PM					12:45 PM					12:45 PM						
Volume	3	238	6	3	250	40	18	6	1	65	6	191	9	0	206	14	30	11	1	56		
Peak Factor					0.881					0.800					0.879					0.795		

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

File Name : us301&north
 Site Code : 00610402
 Start Date : 05/25/2010
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Start Time	US 301 Southbound					NORTH AVENUE Westbound					US 301 Northbound					GEIGER ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
By Approach	12:00 PM					11:00 AM					12:00 PM					10:30 AM					
Volume	15	836	25	5	881	161	59	22	7	249	24	667	28	5	724	57	55	46	23	181	
Percent	1.7	94.9	2.8	0.6		64.7	23.7	8.8	2.8		3.3	92.1	3.9	0.7		31.5	30.4	25.4	12.7		
High Int.	12:00 PM					11:30 AM					12:45 PM					11:00 AM					
Volume	3	238	6	3	250	43	15	6	3	67	6	191	9	0	206	14	18	13	5	50	
Peak Factor	0.881					0.929					0.879					0.905					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	16	785	14	10	825	145	103	11	5	264	37	681	30	7	755	71	77	26	16	190	2034
Percent	1.9	95.2	1.7	1.2		54.9	39.0	4.2	1.9		4.9	90.2	4.0	0.9		37.4	40.5	13.7	8.4		
04:30 Volume	2	195	1	4	202	29	32	3	0	64	10	193	9	1	213	24	25	6	5	60	539
Peak Factor	0.870					0.930					0.886					0.792					0.943
High Int.	05:00 PM					05:00 PM					04:30 PM					04:30 PM					
Volume	7	223	4	3	237	33	31	4	3	71	10	193	9	1	213	24	25	6	5	60	
Peak Factor	0.870					0.930					0.886					0.792					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach	04:45 PM					04:00 PM					05:00 PM					04:00 PM					
Volume	17	806	17	12	852	172	96	12	3	283	56	665	28	10	759	65	82	26	22	195	
Percent	2.0	94.6	2.0	1.4		60.8	33.9	4.2	1.1		7.4	87.6	3.7	1.3		33.3	42.1	13.3	11.3		
High Int.	05:00 PM					04:00 PM					05:45 PM					04:30 PM					
Volume	7	223	4	3	237	46	23	6	3	78	11	189	3	4	207	24	25	6	5	60	
Peak Factor	0.899					0.907					0.917					0.813					

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&north
 Site Code : 00610402
 Start Date : 05/25/2010
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	US 301 Southbound					NORTH AVENUE Westbound					US 301 Northbound					GEIGER ROAD 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	112	2	0	115	25	23	2	2	52	1	52	6	2	61	13	37	12	2	64	292
07:15 AM	1	150	4	2	157	39	24	3	2	68	3	90	12	1	106	10	52	20	3	85	416
07:30 AM	2	137	2	3	144	23	14	4	0	41	3	106	3	2	114	9	22	12	3	46	345
07:45 AM	1	160	2	0	163	16	12	2	1	31	5	109	3	2	119	20	22	17	5	64	377
Total	5	559	10	5	579	103	73	11	5	192	12	357	24	7	400	52	133	61	13	259	1430
08:00 AM	2	137	3	2	144	22	13	3	0	38	6	110	4	2	122	15	18	9	8	50	354
08:15 AM	0	150	4	1	155	30	18	3	0	51	5	141	6	2	154	16	22	18	8	64	424
08:30 AM	0	155	3	3	161	30	11	2	3	46	4	155	12	2	173	15	18	10	12	55	435
08:45 AM	1	191	3	2	197	31	26	6	1	64	5	138	5	1	149	13	18	14	3	48	458
Total	3	633	13	8	657	113	68	14	4	199	20	544	27	7	598	59	76	51	31	217	1671
*** BREAK ***																					
10:00 AM	0	168	6	3	177	37	14	1	0	52	7	152	6	5	170	14	17	5	4	40	439
10:15 AM	5	137	5	5	152	40	18	9	0	67	9	126	8	1	144	11	16	11	6	44	407
10:30 AM	4	133	2	3	142	43	21	3	2	69	5	134	6	2	147	16	18	9	4	47	405
10:45 AM	3	164	2	2	171	32	14	6	0	52	11	128	8	4	151	12	10	7	3	32	406
Total	12	602	15	13	642	152	67	19	2	240	32	540	28	12	612	53	61	32	17	163	1657
11:00 AM	1	181	7	5	194	35	20	2	2	59	5	131	5	5	146	14	17	13	5	49	448
11:15 AM	1	147	8	5	161	38	16	5	1	60	10	139	13	7	169	14	9	15	11	49	439
11:30 AM	7	182	3	5	197	43	15	6	3	67	10	134	8	4	156	16	13	11	6	46	466
11:45 AM	4	186	7	3	200	40	8	9	1	58	5	139	7	7	158	9	15	8	0	32	448
Total	13	696	25	18	752	156	59	22	7	244	30	543	33	23	629	53	54	47	22	176	1801
12:00 PM	3	234	6	3	246	40	10	3	2	55	5	148	5	1	159	15	19	7	2	43	503
12:15 PM	4	170	6	1	181	40	18	6	1	65	6	165	9	3	183	5	16	11	3	35	464
12:30 PM	4	180	9	0	193	21	15	5	0	41	7	142	5	1	155	11	12	14	7	44	433
12:45 PM	2	235	4	1	242	29	13	3	2	47	6	183	9	0	198	14	30	11	1	56	543
Total	13	819	25	5	862	130	56	17	5	208	24	638	28	5	695	45	77	43	13	178	1943
01:00 PM	1	163	3	3	170	30	18	5	1	54	8	139	9	1	157	11	15	8	4	38	419
01:15 PM	4	132	2	0	138	36	12	4	1	53	2	133	12	4	151	14	8	9	1	32	374
01:30 PM	2	193	1	3	199	31	12	9	0	52	9	156	6	6	177	10	10	11	10	41	469
01:45 PM	2	169	1	6	178	27	9	4	0	40	6	144	6	6	162	10	21	16	4	51	431
Total	9	657	7	12	685	124	51	22	2	199	25	572	33	17	647	45	54	44	19	162	1693
*** BREAK ***																					
04:00 PM	4	199	2	2	207	44	22	6	3	75	6	148	11	5	170	10	16	3	6	35	487
04:15 PM	1	165	1	2	169	46	23	2	0	71	9	113	6	3	131	14	23	6	6	49	420
04:30 PM	2	193	1	4	200	26	32	3	0	61	10	191	9	1	211	24	25	6	5	60	532
04:45 PM	5	182	5	1	193	44	18	1	0	63	4	168	5	1	178	17	18	9	4	48	482
Total	12	739	9	9	769	160	95	12	3	270	29	620	31	10	690	65	82	24	21	192	1921

Turning Movement Count
 Adams Traffic, Inc.
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File Name : us301&north
 Site Code : 00610402
 Start Date : 05/25/2010
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Groups Printed- Passenger Vehicles

Start Time	US 301 Southbound					NORTH AVENUE Westbound					US 301 Northbound					GEIGER ROAD 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	
05:00 PM	6	218	4	3	231	32	31	4	3	70	13	156	5	3	177	11	9	2	4	26	504
05:15 PM	2	183	4	2	191	36	21	3	2	62	10	157	11	2	180	19	25	8	2	54	487
05:30 PM	3	214	4	6	227	36	18	3	0	57	22	156	9	1	188	11	23	10	8	52	524
05:45 PM	1	126	5	5	137	31	26	3	1	61	11	184	3	4	202	13	32	7	2	54	454
Total	12	741	17	16	786	135	96	13	6	250	56	653	28	10	747	54	89	27	16	186	1969
Grand Total	79	5446	121	86	5732	1073	565	130	34	1802	228	4467	232	91	5018	426	626	329	152	1533	14085
Apprch %	1.4	95.0	2.1	1.5		59.5	31.4	7.2	1.9		4.5	89.0	4.6	1.8		27.8	40.8	21.5	9.9		
Total %	0.6	38.7	0.9	0.6	40.7	7.6	4.0	0.9	0.2	12.8	1.6	31.7	1.6	0.6	35.6	3.0	4.4	2.3	1.1	10.9	

Start Time	US 301 Southbound					NORTH AVENUE Westbound					US 301 Northbound					GEIGER ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 08:00 AM																					
Volume	3	633	13	8	657	113	68	14	4	199	20	544	27	7	598	59	76	51	31	217	1671
Percent	0.5	96.3	2.0	1.2		56.8	34.2	7.0	2.0		3.3	91.0	4.5	1.2		27.2	35.0	23.5	14.3		
08:45 Volume	1	191	3	2	197	31	26	6	1	64	5	138	5	1	149	13	18	14	3	48	458
Peak Factor	0.834					0.777					0.864					0.912					
High Int. 08:45 AM																					
Volume	1	191	3	2	197	31	26	6	1	64	4	155	12	2	173	16	22	18	8	64	
Peak Factor	0.834					0.777					0.864					0.848					

Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
By Approach 08:00 AM																					
Volume	3	633	13	8	657	113	68	14	4	199	20	544	27	7	598	52	133	61	13	259	
Percent	0.5	96.3	2.0	1.2		56.8	34.2	7.0	2.0		3.3	91.0	4.5	1.2		20.1	51.4	23.6	5.0		
High Int. 08:45 AM	0.834					0.777					0.864					0.762					
08:45 AM																					
Volume	1	191	3	2	197	31	26	6	1	64	4	155	12	2	173	10	52	20	3	85	
Peak Factor	0.834					0.777					0.864					0.762					

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Intersection 12:00 PM																					
Volume	13	819	25	5	862	130	56	17	5	208	24	638	28	5	695	45	77	43	13	178	1943
Percent	1.5	95.0	2.9	0.6		62.5	26.9	8.2	2.4		3.5	91.8	4.0	0.7		25.3	43.3	24.2	7.3		
12:45 Volume	2	235	4	1	242	29	13	3	2	47	6	183	9	0	198	14	30	11	1	56	543
Peak Factor	0.876					0.800					0.878					0.895					
High Int. 12:00 PM																					
Volume	3	234	6	3	246	40	18	6	1	65	6	183	9	0	198	14	30	11	1	56	
Peak Factor	0.876					0.800					0.878					0.795					

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

File Name : us301&north
 Site Code : 00610402
 Start Date : 05/25/2010
 Page No : 3

Start Time	US 301 Southbound					NORTH AVENUE Westbound					US 301 Northbound					GEIGER ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
By Approach	12:00 PM					10:15 AM					12:00 PM					12:00 PM					
Volume	13	819	25	5	862	150	73	20	4	247	24	638	28	5	695	45	77	43	13	178	
Percent	1.5	95.0	2.9	0.6		60.7	29.6	8.1	1.6		3.5	91.8	4.0	0.7		25.3	43.3	24.2	7.3		
High Int.	12:00 PM					10:30 AM					12:45 PM					12:45 PM					
Volume	3	234	6	3	246	43	21	3	2	69	6	183	9	0	198	14	30	11	1	56	
Peak Factor	0.876					0.895					0.878					0.795					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM					05:00 PM					04:30 PM					04:30 PM					
Volume	15	776	14	10	815	138	102	11	5	256	37	672	30	7	746	71	77	25	15	188	2005
Percent	1.8	95.2	1.7	1.2		53.9	39.8	4.3	2.0		5.0	90.1	4.0	0.9		37.8	41.0	13.3	8.0		
04:30 Volume	2	193	1	4	200	26	32	3	0	61	10	191	9	1	211	24	25	6	5	60	532
Peak Factor	0.882					0.914					0.884					0.783					0.942
High Int.	05:00 PM					05:00 PM					04:30 PM					04:30 PM					
Volume	6	218	4	3	231	32	31	4	3	70	10	191	9	1	211	24	25	6	5	60	
Peak Factor	0.882					0.914					0.884					0.783					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach	04:45 PM					04:00 PM					05:00 PM					04:00 PM					
Volume	16	797	17	12	842	160	95	12	3	270	56	653	28	10	747	65	82	24	21	192	
Percent	1.9	94.7	2.0	1.4		59.3	35.2	4.4	1.1		7.5	87.4	3.7	1.3		33.9	42.7	12.5	10.9		
High Int.	05:00 PM					04:00 PM					05:45 PM					04:30 PM					
Volume	6	218	4	3	231	44	22	6	3	75	11	184	3	4	202	24	25	6	5	60	
Peak Factor	0.911					0.900					0.925					0.800					

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

City/County: Zephyrhills/Pasco
Weather: Clear
Comments:

File Name : us301&north
Site Code : 00610402
Start Date : 05/25/2010
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	US 301 Southbound					NORTH AVENUE Westbound					US 301 Northbound					GEIGER ROAD 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	1	0	0	1	6	0	0	0	6	0	2	1	0	3	0	0	0	0	0	10
07:15 AM	1	4	0	0	5	2	0	1	0	3	0	5	0	0	5	0	0	0	0	0	13
07:30 AM	1	3	0	0	4	2	0	0	0	2	0	5	1	0	6	0	0	0	0	0	12
07:45 AM	0	7	0	0	7	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	13
Total	2	15	0	0	17	11	0	1	0	12	0	17	2	0	19	0	0	0	0	0	48
08:00 AM	0	8	0	0	8	1	0	0	0	1	0	6	0	0	6	0	0	1	1	2	17
08:15 AM	0	4	0	0	4	0	0	0	1	1	0	7	1	1	9	0	0	1	1	2	16
08:30 AM	0	9	0	0	9	2	0	0	0	2	1	5	0	0	6	0	0	0	0	0	17
08:45 AM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
Total	0	25	0	0	25	3	0	0	1	4	1	25	1	1	28	0	0	2	2	4	61
*** BREAK ***																					
10:00 AM	0	4	0	0	4	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	7
10:15 AM	0	7	0	0	7	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	15
10:30 AM	0	4	1	0	5	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	11
10:45 AM	0	2	0	0	2	0	0	0	0	0	0	5	1	0	6	1	0	0	0	1	9
Total	0	17	1	0	18	0	0	1	0	1	0	17	3	0	20	1	0	2	0	3	42
11:00 AM	0	6	0	0	6	0	0	0	0	0	0	8	1	0	9	0	1	0	0	1	16
11:15 AM	0	3	0	0	3	1	0	0	0	1	0	5	1	0	6	0	0	1	0	1	11
11:30 AM	0	9	0	0	9	0	0	0	0	0	1	5	2	0	8	0	0	0	0	0	17
11:45 AM	0	7	0	0	7	4	0	0	0	4	0	2	0	1	3	0	1	0	0	1	15
Total	0	25	0	0	25	5	0	0	0	5	1	20	4	1	26	0	2	1	0	3	59
12:00 PM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
12:15 PM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
12:30 PM	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	14
12:45 PM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12
Total	0	17	0	0	17	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	46
01:00 PM	0	5	0	0	5	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	12
01:15 PM	0	4	1	0	5	1	1	0	0	2	0	4	0	0	4	0	0	3	0	3	14
01:30 PM	1	6	0	0	7	2	0	0	0	2	0	7	1	0	8	0	0	0	1	1	18
01:45 PM	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	6
Total	1	17	1	0	19	4	1	0	0	5	1	20	1	0	22	0	0	3	1	4	50
*** BREAK ***																					
04:00 PM	0	6	0	0	6	2	1	0	0	3	0	2	0	0	2	0	0	0	0	0	11
04:15 PM	0	7	0	0	7	4	0	0	0	4	0	2	0	0	2	0	0	1	0	1	14
04:30 PM	0	2	0	0	2	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	7
04:45 PM	0	0	0	0	0	3	0	0	0	3	0	1	0	0	1	0	0	1	1	2	6
Total	0	15	0	0	15	12	1	0	0	13	0	7	0	0	7	0	0	2	1	3	38

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

File Name : us301&north
 Site Code : 00610402
 Start Date : 05/25/2010
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	US 301 Southbound					NORTH AVENUE Westbound					US 301 Northbound					GEIGER ROAD 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	
05:00 PM	0	5	0	0	5	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	8
05:15 PM	0	2	0	0	2	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	7
05:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	4
05:45 PM	0	1	0	0	1	0	1	0	0	1	0	5	0	0	5	0	0	0	1	1	8
Total	0	10	0	0	10	1	2	0	0	3	0	12	0	0	12	0	1	0	1	2	27
Grand Total	3	141	2	0	146	36	4	2	1	43	3	147	11	2	163	1	3	10	5	19	371
Apprch %	2.1	96.6	1.4	0.0		83.7	9.3	4.7	2.3		1.8	90.2	6.7	1.2		5.3	15.8	52.6	26.3		
Total %	0.8	38.0	0.5	0.0	39.4	9.7	1.1	0.5	0.3	11.6	0.8	39.6	3.0	0.5	43.9	0.3	0.8	2.7	1.3	5.1	

Start Time	US 301 Southbound					NORTH AVENUE Westbound					US 301 Northbound					GEIGER ROAD Eastbound					Int. Total				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total					
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																									
Intersection 07:45 AM																									
Volume	0	28	0	0	28	4	0	0	1	5	1	23	1	1	26	0	0	2	2	4	63				
Percent	0.0	100.0	0.0	0.0		80.0	0.0	0.0	20.0		3.8	88.5	3.8	3.8		0.0	0.0	50.0	50.0						
08:30 Volume	0	9	0	0	9	2	0	0	0	2	1	5	0	0	6	0	0	0	0	0	17				
Peak Factor																0.926									
High Int.	08:30 AM					08:30 AM					08:15 AM					08:00 AM									
Volume	0	9	0	0	9	2	0	0	0	2	0	7	1	1	9	0	0	1	1	2					
Peak Factor	0.778										0.625					0.722					0.500				

Start Time	US 301 Southbound					NORTH AVENUE Westbound					US 301 Northbound					GEIGER ROAD Eastbound					Int. Total				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total					
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																									
By Approach 07:45 AM																									
Volume	0	28	0	0	28	11	0	1	0	12	1	25	1	1	28	0	0	2	2	4					
Percent	0.0	100.0	0.0	0.0		91.7	0.0	8.3	0.0		3.6	89.3	3.6	3.6		0.0	0.0	50.0	50.0						
High Int.	08:30 AM					07:00 AM					08:15 AM					08:00 AM									
Volume	0	9	0	0	9	6	0	0	0	6	0	7	1	1	9	0	0	1	1	2					
Peak Factor	0.778										0.500					0.778					0.500				

Start Time	US 301 Southbound					NORTH AVENUE Westbound					US 301 Northbound					GEIGER ROAD Eastbound					Int. Total				
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total					
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																									
Intersection 11:00 AM																									
Volume	0	25	0	0	25	5	0	0	0	5	1	20	4	1	26	0	2	1	0	3	59				
Percent	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		3.8	76.9	15.4	3.8		0.0	66.7	33.3	0.0						
11:30 Volume	0	9	0	0	9	0	0	0	0	0	1	5	2	0	8	0	0	0	0	0	17				
Peak Factor																0.868									
High Int.	11:30 AM					11:45 AM					11:00 AM					11:00 AM									
Volume	0	9	0	0	9	4	0	0	0	4	0	8	1	0	9	0	1	0	0	1					
Peak Factor	0.694										0.313					0.722					0.750				

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

File Name : us301&north
 Site Code : 00610402
 Start Date : 05/25/2010
 Page No : 3

Start Time	US 301 Southbound					NORTH AVENUE Westbound					US 301 Northbound					GEIGER ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
By Approach 11:00 AM						11:00 AM					12:15 PM					10:30 AM					
Volume	0	25	0	0	25	5	0	0	0	5	1	29	0	0	30	1	1	2	0	4	
Percent	0.0	100.0	0.0	0.0		100.0	0.0	0.0	0.0		3.3	96.7	0.0	0.0		25.0	25.0	50.0	0.0		
High Int.	11:30 AM					11:45 AM					12:30 PM					10:30 AM					
Volume	0	9	0	0	9	4	0	0	0	4	0	10	0	0	10	0	0	1	0	1	
Peak Factor	0.694					0.313					0.750					1.000					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 04:00 PM																					
Volume	0	15	0	0	15	12	1	0	0	13	0	7	0	0	7	0	0	2	1	3	38
Percent	0.0	100.0	0.0	0.0		92.3	7.7	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	66.7	33.3		
04:15 Volume	0	7	0	0	7	4	0	0	0	4	0	2	0	0	2	0	0	1	0	1	14
Peak Factor	0.536					0.813					0.875					0.375					0.679
High Int.	04:15 PM					04:15 PM					04:00 PM					04:45 PM					
Volume	0	7	0	0	7	4	0	0	0	4	0	2	0	0	2	0	0	1	1	2	
Peak Factor	0.536					0.813					0.875					0.375					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach 04:00 PM						04:00 PM					05:00 PM					04:00 PM					
Volume	0	15	0	0	15	12	1	0	0	13	0	12	0	0	12	0	0	2	1	3	
Percent	0.0	100.0	0.0	0.0		92.3	7.7	0.0	0.0		0.0	100.0	0.0	0.0		0.0	0.0	66.7	33.3		
High Int.	04:15 PM					04:15 PM					05:45 PM					04:45 PM					
Volume	0	7	0	0	7	4	0	0	0	4	0	5	0	0	5	0	0	1	1	2	
Peak Factor	0.536					0.813					0.600					0.375					

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&north
 Site Code : 00610402
 Start Date : 05/25/2010
 Page No : 1

Groups Printed- U-Turns

Start Time	US 301 Southbound					NORTH AVENUE Westbound					US 301 Northbound					GEIGER ROAD 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 ***																					
08:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
10:30 AM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
10:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
*** BREAK ***																					
12:30 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
*** BREAK ***																					
05:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
Apprch %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	100.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Start Time	US 301 Southbound					NORTH AVENUE Westbound					US 301 Northbound					GEIGER ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:45 AM																				
Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Percent	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
08:30 Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Peak Factor																					0.250
High Int.	08:30 AM					6:45:00 AM					6:45:00 AM					6:45:00 AM					
Volume	1	0	0	0	1																
Peak Factor	0.250																				

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

File Name : us301&north
 Site Code : 00610402
 Start Date : 05/25/2010
 Page No : 2

Start Time	US 301 Southbound					NORTH AVENUE Westbound					US 301 Northbound					GEIGER ROAD Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																						
By Approach 07:45 AM						07:00 AM					07:00 AM					07:00 AM						
Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Percent	100.0	0.0	0.0	0.0		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
High Int.	08:30 AM					-					-					-						
Volume	1	0	0	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Peak Factor	0.250					-					-					-						
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																						
Intersection 10:00 AM																						
Volume	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Percent	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2
10:30 Volume	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.375
Peak Factor	0.375																					
High Int.	10:30 AM																					
Volume	2	0	0	0	2																	
Peak Factor	0.375																					
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																						
By Approach 10:00 AM						10:00 AM					10:00 AM					10:00 AM						
Volume	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Percent	100.0	0.0	0.0	0.0		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
High Int.	10:30 AM					-					-					-						
Volume	2	0	0	0	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Peak Factor	0.375					-					-					-						
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Intersection 04:15 PM																						
Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Percent	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1
05:00 Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.250
Peak Factor	0.250																					
High Int.	05:00 PM																					
Volume	1	0	0	0	1																	
Peak Factor	0.250																					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																						
By Approach 04:15 PM						04:00 PM					04:00 PM					04:00 PM						
Volume	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Percent	100.0	0.0	0.0	0.0		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
High Int.	05:00 PM					-					-					-						
Volume	1	0	0	0	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Peak Factor	0.250					-					-					-						

Pedestrian/Bicycle Count Field Data Sheet

Date: 5/25/10

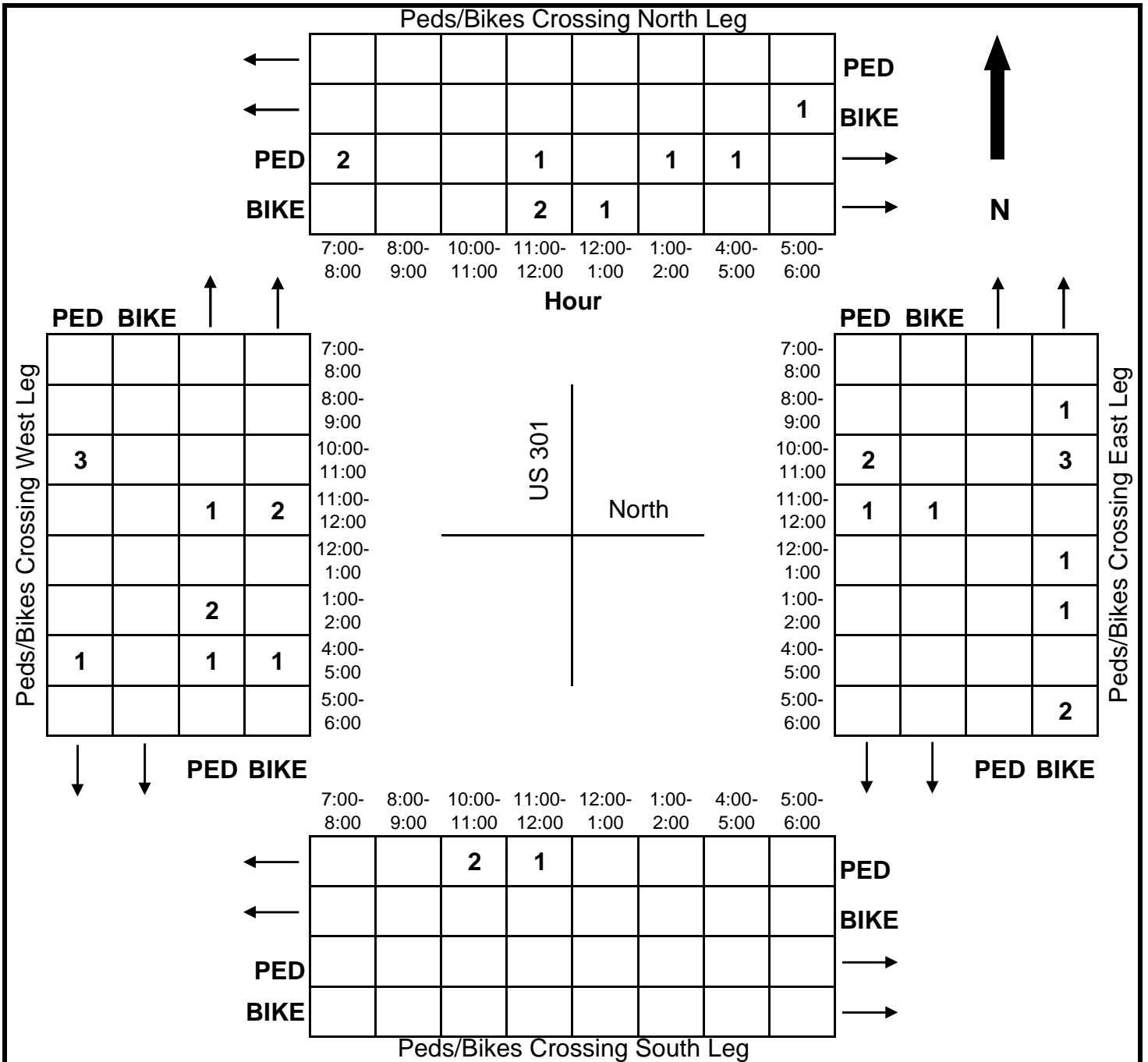
Day: Tuesday

Count Times: 7-9am; 10am-2pm; 4-6pm

Weather: Clear

Intersection: US 301 at Geiger Road/North Avenue

Comments: _____



Adams Traffic, Inc.

P.O. Box 997

Plant City, FL 33564

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

Project No.: 06104.02

Turning Movement Count Field Data Sheet

Date: 5/27/10

Count Times: 7-9am; 10am-2pm; 4-6pm

Major Street: 7th Street / Ft. King Rd.

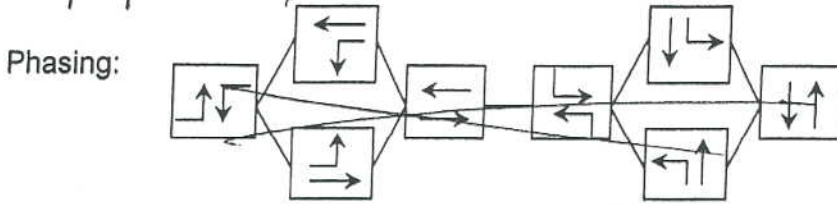
Direction: N-S Speed Limit: 30 mph

Minor Street: North Avenue

Direction: E-W Speed Limit: 30 mph

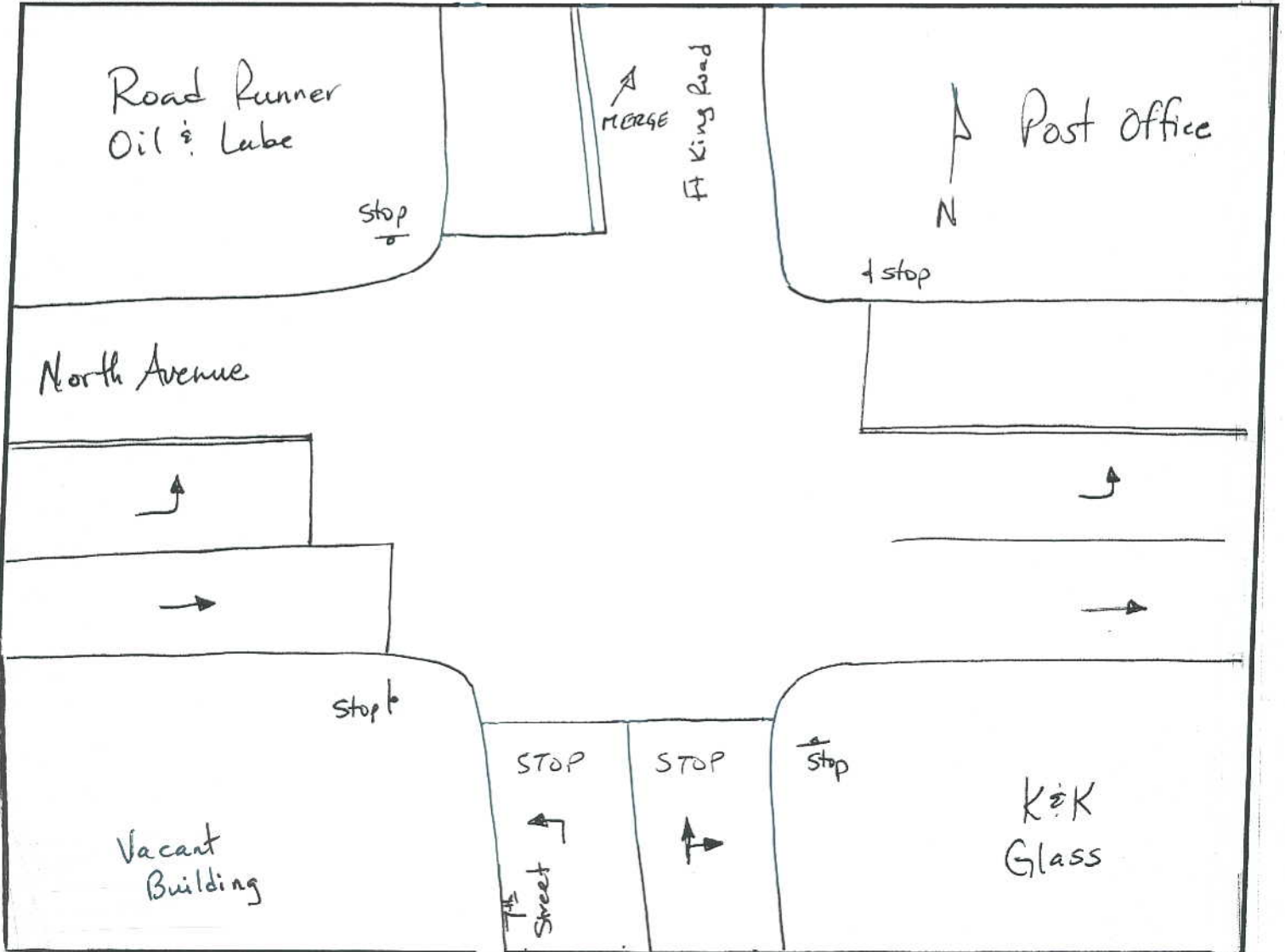
City/County: Zephyrhills / Pasco

Weather: Clear



Unsignalized

Intersection Sketch



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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : 7th&north
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 1

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

Start Time	FT KING ROAD Southbound				NORTH AVENUE Westbound				7TH STREET Northbound				NORTH AVENUE 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	28	0	3	31	0	31	23	54	5	27	8	40	0	32	0	32	157
07:15 AM	47	0	6	53	0	59	48	107	7	33	22	62	1	57	0	58	280
07:30 AM	40	0	4	44	0	39	32	71	10	49	6	65	4	19	0	23	203
07:45 AM	37	0	3	40	0	23	24	47	5	46	8	59	4	20	0	24	170
Total	152	0	16	168	0	152	127	279	27	155	44	226	9	128	0	137	810
08:00 AM	30	0	1	31	0	25	26	51	12	38	5	55	5	27	0	32	169
08:15 AM	33	0	6	39	0	32	19	51	5	53	8	66	8	41	0	49	205
08:30 AM	26	0	8	34	0	24	24	48	6	61	10	77	8	23	0	31	190
08:45 AM	27	0	9	36	0	38	31	69	6	47	12	65	5	20	0	25	195
Total	116	0	24	140	0	119	100	219	29	199	35	263	26	111	0	137	759
*** BREAK ***																	
10:00 AM	21	0	11	32	0	33	30	63	8	49	9	66	8	22	0	30	191
10:15 AM	25	0	14	39	0	25	28	53	5	60	12	77	6	19	0	25	194
10:30 AM	23	0	11	34	0	27	27	54	9	54	6	69	5	20	0	25	182
10:45 AM	24	0	10	34	0	24	33	57	17	54	8	79	4	19	0	23	193
Total	93	0	46	139	0	109	118	227	39	217	35	291	23	80	0	103	760
11:00 AM	17	0	15	32	0	16	25	41	11	50	9	70	6	18	0	24	167
11:15 AM	21	0	11	32	0	26	17	43	10	48	4	62	6	14	0	20	157
11:30 AM	24	0	4	28	0	25	18	43	10	52	7	69	4	25	0	29	169
11:45 AM	25	0	11	36	0	28	22	50	7	60	11	78	8	14	0	22	186
Total	87	0	41	128	0	95	82	177	38	210	31	279	24	71	0	95	679
12:00 PM	22	0	13	35	0	24	36	60	12	62	7	81	10	20	0	30	206
12:15 PM	23	0	16	39	0	20	19	39	7	64	8	79	9	16	0	25	182
12:30 PM	26	0	22	48	0	26	25	51	5	68	6	79	6	20	0	26	204
12:45 PM	27	0	15	42	0	28	26	54	6	54	8	68	7	18	0	25	189
Total	98	0	66	164	0	98	106	204	30	248	29	307	32	74	0	106	781
01:00 PM	30	0	15	45	0	30	16	46	9	59	5	73	9	19	0	28	192
01:15 PM	28	0	14	42	0	29	24	53	6	72	4	82	7	24	0	31	208
01:30 PM	20	0	11	31	0	30	23	53	12	64	9	85	4	25	0	29	198
01:45 PM	31	0	8	39	0	21	19	40	5	61	13	79	4	33	0	37	195
Total	109	0	48	157	0	110	82	192	32	256	31	319	24	101	0	125	793
*** BREAK ***																	
04:00 PM	21	0	16	37	0	53	47	100	11	66	10	87	7	18	0	25	249
04:15 PM	37	0	17	54	0	39	21	60	8	58	13	79	12	24	0	36	229
04:30 PM	25	0	7	32	0	40	31	71	12	48	15	75	6	27	0	33	211
04:45 PM	32	0	10	42	0	37	40	77	12	62	9	83	2	24	0	26	228
Total	115	0	50	165	0	169	139	308	43	234	47	324	27	93	0	120	917

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

File Name : 7th&north
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 2

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

	FT KING ROAD Southbound				NORTH AVENUE Westbound				7TH STREET Northbound				NORTH AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
05:00 PM	31	0	11	42	0	32	23	55	14	70	8	92	4	23	0	27	216
05:15 PM	18	0	8	26	0	39	24	63	9	55	10	74	2	27	0	29	192
05:30 PM	25	0	6	31	0	34	13	47	14	52	6	72	3	30	0	33	183
05:45 PM	23	0	4	27	0	38	18	56	2	41	5	48	2	26	0	28	159
Total	97	0	29	126	0	143	78	221	39	218	29	286	11	106	0	117	750
Grand Total	867	0	320	1187	0	995	832	1827	277	1737	281	2295	176	764	0	940	6249
Apprch %	73.0	0.0	27.0		0.0	54.5	45.5		12.1	75.7	12.2		18.7	81.3	0.0		
Total %	13.9	0.0	5.1	19.0	0.0	15.9	13.3	29.2	4.4	27.8	4.5	36.7	2.8	12.2	0.0	15.0	

	FT KING ROAD Southbound				NORTH AVENUE Westbound				7TH STREET Northbound				NORTH AVENUE Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:15 AM																
Volume	154	0	14	168	0	146	130	276	34	166	41	241	14	123	0	137	822
Percent	91.7	0.0	8.3		0.0	52.9	47.1		14.1	68.9	17.0		10.2	89.8	0.0		
07:15 Volume	47	0	6	53	0	59	48	107	7	33	22	62	1	57	0	58	280
Peak Factor																	0.734
High Int.	07:15 AM				07:15 AM				07:30 AM				07:15 AM				
Volume	47	0	6	53	0	59	48	107	10	49	6	65	1	57	0	58	
Peak Factor	0.792				0.645				0.927				0.591				
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:00 AM				07:00 AM				08:00 AM				07:00 AM				
Volume	152	0	16	168	0	152	127	279	29	199	35	263	9	128	0	137	
Percent	90.5	0.0	9.5		0.0	54.5	45.5		11.0	75.7	13.3		6.6	93.4	0.0		
High Int.	07:15 AM				07:15 AM				08:30 AM				07:15 AM				
Volume	47	0	6	53	0	59	48	107	6	61	10	77	1	57	0	58	
Peak Factor	0.792				0.652				0.854				0.591				
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	12:30 PM																
Volume	111	0	66	177	0	113	91	204	26	253	23	302	29	81	0	110	793
Percent	62.7	0.0	37.3		0.0	55.4	44.6		8.6	83.8	7.6		26.4	73.6	0.0		
01:15 Volume	28	0	14	42	0	29	24	53	6	72	4	82	7	24	0	31	208
Peak Factor																	0.953
High Int.	12:30 PM				12:45 PM				01:15 PM				01:15 PM				
Volume	26	0	22	48	0	28	26	54	6	72	4	82	7	24	0	31	
Peak Factor	0.922				0.944				0.921				0.887				

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

File Name : 7th&north
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 3

Start Time	FT KING ROAD Southbound				NORTH AVENUE Westbound				7TH STREET Northbound				NORTH AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	12:30 PM				10:00 AM				01:00 PM				01:00 PM				
Volume	111	0	66	177	0	109	118	227	32	256	31	319	24	101	0	125	
Percent	62.7	0.0	37.3		0.0	48.0	52.0		10.0	80.3	9.7		19.2	80.8	0.0		
High Int.	12:30 PM				10:00 AM				01:30 PM				01:45 PM				
Volume	26	0	22	48	0	33	30	63	12	64	9	85	4	33	0	37	
Peak Factor				0.922				0.901				0.938				0.845	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	115	0	50	165	0	169	139	308	43	234	47	324	27	93	0	120	
Percent	69.7	0.0	30.3		0.0	54.9	45.1		13.3	72.2	14.5		22.5	77.5	0.0		
04:00 Volume	21	0	16	37	0	53	47	100	11	66	10	87	7	18	0	25	
Peak Factor																0.921	
High Int.	04:15 PM				04:00 PM				04:00 PM				04:15 PM				
Volume	37	0	17	54	0	53	47	100	11	66	10	87	12	24	0	36	
Peak Factor				0.764				0.770				0.931				0.833	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:15 PM				04:00 PM				04:15 PM				04:15 PM				
Volume	125	0	45	170	0	169	139	308	46	238	45	329	24	98	0	122	
Percent	73.5	0.0	26.5		0.0	54.9	45.1		14.0	72.3	13.7		19.7	80.3	0.0		
High Int.	04:15 PM				04:00 PM				05:00 PM				04:15 PM				
Volume	37	0	17	54	0	53	47	100	14	70	8	92	12	24	0	36	
Peak Factor				0.787				0.770				0.894				0.847	

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

City/County: Zephyrhills/Pasco
Weather: Clear
Comments:

File Name : 7th&north
Site Code : 00610402
Start Date : 05/27/2010
Page No : 1

Groups Printed- Passenger Vehicles

Start Time	FT KING ROAD Southbound				NORTH AVENUE Westbound				7TH STREET Northbound				NORTH AVENUE 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	28	0	3	31	0	27	23	50	5	27	8	40	0	31	0	31	152
07:15 AM	47	0	6	53	0	56	48	104	7	33	22	62	1	56	0	57	276
07:30 AM	40	0	4	44	0	38	32	70	10	49	6	65	4	18	0	22	201
07:45 AM	36	0	3	39	0	22	22	44	5	44	7	56	4	20	0	24	163
Total	151	0	16	167	0	143	125	268	27	153	43	223	9	125	0	134	792
08:00 AM	28	0	1	29	0	23	26	49	12	37	5	54	5	27	0	32	164
08:15 AM	32	0	6	38	0	31	19	50	5	53	8	66	8	40	0	48	202
08:30 AM	26	0	8	34	0	23	24	47	6	60	10	76	8	22	0	30	187
08:45 AM	25	0	9	34	0	38	30	68	6	47	12	65	5	19	0	24	191
Total	111	0	24	135	0	115	99	214	29	197	35	261	26	108	0	134	744
*** BREAK ***																	
10:00 AM	21	0	11	32	0	31	30	61	8	49	9	66	8	21	0	29	188
10:15 AM	25	0	14	39	0	24	28	52	4	60	12	76	6	19	0	25	192
10:30 AM	22	0	11	33	0	27	26	53	9	53	6	68	5	20	0	25	179
10:45 AM	24	0	10	34	0	24	33	57	16	53	8	77	4	19	0	23	191
Total	92	0	46	138	0	106	117	223	37	215	35	287	23	79	0	102	750
11:00 AM	17	0	15	32	0	15	25	40	11	50	9	70	6	18	0	24	166
11:15 AM	21	0	11	32	0	24	16	40	10	48	4	62	6	14	0	20	154
11:30 AM	24	0	4	28	0	25	18	43	10	52	7	69	4	24	0	28	168
11:45 AM	25	0	11	36	0	28	22	50	6	58	11	75	8	12	0	20	181
Total	87	0	41	128	0	92	81	173	37	208	31	276	24	68	0	92	669
12:00 PM	22	0	13	35	0	23	36	59	12	62	7	81	10	18	0	28	203
12:15 PM	23	0	16	39	0	18	19	37	7	64	8	79	9	16	0	25	180
12:30 PM	25	0	22	47	0	25	24	49	5	68	6	79	6	20	0	26	201
12:45 PM	27	0	15	42	0	28	26	54	6	53	8	67	7	18	0	25	188
Total	97	0	66	163	0	94	105	199	30	247	29	306	32	72	0	104	772
01:00 PM	30	0	15	45	0	29	16	45	9	59	5	73	9	18	0	27	190
01:15 PM	27	0	14	41	0	29	24	53	6	72	4	82	7	23	0	30	206
01:30 PM	19	0	11	30	0	29	23	52	11	64	9	84	4	24	0	28	194
01:45 PM	31	0	8	39	0	21	18	39	5	61	13	79	4	32	0	36	193
Total	107	0	48	155	0	108	81	189	31	256	31	318	24	97	0	121	783
*** BREAK ***																	
04:00 PM	21	0	16	37	0	50	47	97	11	65	10	86	7	17	0	24	244
04:15 PM	37	0	17	54	0	35	21	56	8	58	13	79	12	24	0	36	225
04:30 PM	25	0	7	32	0	36	31	67	12	48	15	75	6	27	0	33	207
04:45 PM	32	0	10	42	0	35	40	75	11	62	9	82	2	24	0	26	225
Total	115	0	50	165	0	156	139	295	42	233	47	322	27	92	0	119	901

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

File Name : 7th&north
Site Code : 00610402
Start Date : 05/27/2010
Page No : 2

Groups Printed- Passenger Vehicles

Start Time	FT KING ROAD Southbound				NORTH AVENUE Westbound				7TH STREET Northbound				NORTH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	31	0	11	42	0	32	23	55	13	70	8	91	4	23	0	27	215
05:15 PM	18	0	8	26	0	39	24	63	9	55	10	74	2	27	0	29	192
05:30 PM	25	0	6	31	0	34	13	47	14	52	5	71	3	30	0	33	182
05:45 PM	23	0	4	27	0	38	18	56	2	41	5	48	2	26	0	28	159
Total	97	0	29	126	0	143	78	221	38	218	28	284	11	106	0	117	748
Grand Total	857	0	320	1177	0	957	825	1782	271	1727	279	2277	176	747	0	923	6159
Apprch %	72.8	0.0	27.2		0.0	53.7	46.3		11.9	75.8	12.3		19.1	80.9	0.0		
Total %	13.9	0.0	5.2	19.1	0.0	15.5	13.4	28.9	4.4	28.0	4.5	37.0	2.9	12.1	0.0	15.0	

Start Time	FT KING ROAD Southbound				NORTH AVENUE Westbound				7TH STREET Northbound				NORTH AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1

Intersection	07:15 AM																			
Volume	151	0	14	165	0	139	128	267	34	163	40	237	14	121	0	135	804			
Percent	91.5	0.0	8.5		0.0	52.1	47.9		14.3	68.8	16.9		10.4	89.6	0.0					
07:15 Volume	47	0	6	53	0	56	48	104	7	33	22	62	1	56	0	57	276			
Peak Factor																	0.728			
High Int.	07:15 AM					07:15 AM					07:30 AM					07:15 AM				
Volume	47	0	6	53	0	56	48	104	10	49	6	65	1	56	0	57				
Peak Factor				0.778				0.642				0.912				0.592				

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

By Approach	07:00 AM					07:00 AM					08:00 AM					07:15 AM				
Volume	151	0	16	167	0	143	125	268	29	197	35	261	14	121	0	135				
Percent	90.4	0.0	9.6		0.0	53.4	46.6		11.1	75.5	13.4		10.4	89.6	0.0					
High Int.	07:15 AM					07:15 AM					08:30 AM					07:15 AM				
Volume	47	0	6	53	0	56	48	104	6	60	10	76	1	56	0	57				
Peak Factor				0.788				0.644				0.859				0.592				

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1

Intersection	12:30 PM																			
Volume	109	0	66	175	0	111	90	201	26	252	23	301	29	79	0	108	785			
Percent	62.3	0.0	37.7		0.0	55.2	44.8		8.6	83.7	7.6		26.9	73.1	0.0					
01:15 Volume	27	0	14	41	0	29	24	53	6	72	4	82	7	23	0	30	206			
Peak Factor																	0.953			
High Int.	12:30 PM					12:45 PM					01:15 PM					01:15 PM				
Volume	25	0	22	47	0	28	26	54	6	72	4	82	7	23	0	30				
Peak Factor				0.931				0.931				0.918				0.900				

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

File Name : 7th&north
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 3

Start Time	FT KING ROAD Southbound				NORTH AVENUE Westbound				7TH STREET Northbound				NORTH AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	12:30 PM				10:00 AM				01:00 PM				01:00 PM				
Volume	109	0	66	175	0	106	117	223	31	256	31	318	24	97	0	121	
Percent	62.3	0.0	37.7		0.0	47.5	52.5		9.7	80.5	9.7		19.8	80.2	0.0		
High Int.	12:30 PM				10:00 AM				01:30 PM				01:45 PM				
Volume	25	0	22	47	0	31	30	61	11	64	9	84	4	32	0	36	
Peak Factor				0.931				0.914				0.946				0.840	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM				04:00 PM				04:00 PM				04:15 PM				
Volume	115	0	50	165	0	156	139	295	42	233	47	322	27	92	0	119	
Percent	69.7	0.0	30.3		0.0	52.9	47.1		13.0	72.4	14.6		22.7	77.3	0.0		
04:00 Volume	21	0	16	37	0	50	47	97	11	65	10	86	7	17	0	24	
Peak Factor																0.923	
High Int.	04:15 PM				04:00 PM				04:00 PM				04:15 PM				
Volume	37	0	17	54	0	50	47	97	11	65	10	86	12	24	0	36	
Peak Factor				0.764				0.760				0.936				0.826	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:15 PM				04:00 PM				04:15 PM				04:15 PM				
Volume	125	0	45	170	0	156	139	295	44	238	45	327	24	98	0	122	
Percent	73.5	0.0	26.5		0.0	52.9	47.1		13.5	72.8	13.8		19.7	80.3	0.0		
High Int.	04:15 PM				04:00 PM				05:00 PM				04:15 PM				
Volume	37	0	17	54	0	50	47	97	13	70	8	91	12	24	0	36	
Peak Factor				0.787				0.760				0.898				0.847	

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

City/County: Zephyrhills/Pasco
Weather: Clear
Comments:

File Name : 7th&north
Site Code : 00610402
Start Date : 05/27/2010
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	FT KING ROAD Southbound				NORTH AVENUE Westbound				7TH STREET Northbound				NORTH AVENUE 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	4	0	4	0	0	0	0	0	1	0	1	5
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1	4
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	1	0	0	1	0	1	2	3	0	2	1	3	0	0	0	0	7
Total	1	0	0	1	0	9	2	11	0	2	1	3	0	3	0	3	18
08:00 AM	2	0	0	2	0	2	0	2	0	1	0	1	0	0	0	0	5
08:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	1	0	1	3
08:45 AM	2	0	0	2	0	0	1	1	0	0	0	0	0	1	0	1	4
Total	5	0	0	5	0	4	1	5	0	2	0	2	0	3	0	3	15
*** BREAK ***																	
10:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
10:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
10:30 AM	1	0	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
10:45 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
Total	1	0	0	1	0	3	1	4	2	2	0	4	0	1	0	1	10
11:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
11:15 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	3
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
11:45 AM	0	0	0	0	0	0	0	0	1	2	0	3	0	2	0	2	5
Total	0	0	0	0	0	3	1	4	1	2	0	3	0	3	0	3	10
12:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
12:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
12:30 PM	1	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	3
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	1	0	0	1	0	4	1	5	0	1	0	1	0	2	0	2	9
01:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
01:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
01:30 PM	1	0	0	1	0	1	0	1	1	0	0	1	0	1	0	1	4
01:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
Total	2	0	0	2	0	2	1	3	1	0	0	1	0	4	0	4	10
*** BREAK ***																	
04:00 PM	0	0	0	0	0	3	0	3	0	1	0	1	0	1	0	1	5
04:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	4
04:45 PM	0	0	0	0	0	2	0	2	1	0	0	1	0	0	0	0	3
Total	0	0	0	0	0	13	0	13	1	1	0	2	0	1	0	1	16

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

File Name : 7th&north
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 2

Groups Printed- Heavy Vehicles

Start Time	FT KING ROAD Southbound				NORTH AVENUE Westbound				7TH STREET Northbound				NORTH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
*** BREAK ***																	
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
*** BREAK ***																	
Total	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
Grand Total	10	0	0	10	0	38	7	45	6	10	2	18	0	17	0	17	90
Apprch %	100.0	0.0	0.0		0.0	84.4	15.6		33.3	55.6	11.1		0.0	100.0	0.0		
Total %	11.1	0.0	0.0	11.1	0.0	42.2	7.8	50.0	6.7	11.1	2.2	20.0	0.0	18.9	0.0	18.9	

Start Time	FT KING ROAD Southbound				NORTH AVENUE Westbound				7TH STREET Northbound				NORTH AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection 07:00 AM																	
Volume	1	0	0	1	0	9	2	11	0	2	1	3	0	3	0	3	18
Percent	100.0	0.0	0.0		0.0	81.8	18.2		0.0	66.7	33.3		0.0	100.0	0.0		
07:45 Volume	1	0	0	1	0	1	2	3	0	2	1	3	0	0	0	0	7
Peak Factor																	0.643
High Int. 07:45 AM																	
Volume	1	0	0	1	0	4	0	4	0	2	1	3	0	1	0	1	
Peak Factor	0.250				0.688				0.250				0.750				
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach 08:00 AM																	
Volume	5	0	0	5	0	9	2	11	0	4	1	5	0	3	0	3	
Percent	100.0	0.0	0.0		0.0	81.8	18.2		0.0	80.0	20.0		0.0	100.0	0.0		
High Int. 08:00 AM																	
Volume	2	0	0	2	0	4	0	4	0	2	1	3	0	1	0	1	
Peak Factor	0.625				0.688				0.417				0.750				
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection 11:45 AM																	
Volume	1	0	0	1	0	4	1	5	1	2	0	3	0	4	0	4	13
Percent	100.0	0.0	0.0		0.0	80.0	20.0		33.3	66.7	0.0		0.0	100.0	0.0		
11:45 Volume	0	0	0	0	0	0	0	0	1	2	0	3	0	2	0	2	5
Peak Factor																	0.650
High Int. 12:30 PM																	
Volume	1	0	0	1	0	2	0	2	1	2	0	3	0	2	0	2	
Peak Factor	0.250				0.625				0.250				0.500				

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

File Name : 7th&north
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 3

Start Time	FT KING ROAD Southbound				NORTH AVENUE Westbound				7TH STREET Northbound				NORTH AVENUE 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 From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	12:30 PM				10:30 AM				10:00 AM				11:15 AM				
Volume	2	0	0	2	0	3	2	5	2	2	0	4	0	5	0	5	
Percent	100.0	0.0	0.0		0.0	60.0	40.0		50.0	50.0	0.0		0.0	100.0	0.0		
High Int.	12:30 PM				11:15 AM				10:45 AM				11:45 AM				
Volume	1	0	0	1	0	2	1	3	1	1	0	2	0	2	0	2	
Peak Factor				0.500				0.417				0.500				0.625	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	04:00 PM																
Volume	0	0	0	0	0	13	0	13	1	1	0	2	0	1	0	1	
Percent	0.0	0.0	0.0		0.0	100.0	0.0		50.0	50.0	0.0		0.0	100.0	0.0		
04:00 Volume	0	0	0	0	0	3	0	3	0	1	0	1	0	1	0	1	
Peak Factor																0.800	
High Int.					04:15 PM				04:00 PM				04:00 PM				
Volume	0	0	0	0	0	4	0	4	0	1	0	1	0	1	0	1	
Peak Factor								0.813				0.500				0.250	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
By Approach	04:00 PM				04:00 PM				04:45 PM				04:00 PM				
Volume	0	0	0	0	0	13	0	13	2	0	1	3	0	1	0	1	
Percent	-	-	-		0.0	100.0	0.0		66.7	0.0	33.3		0.0	100.0	0.0		
High Int.	-				04:15 PM				04:45 PM				04:00 PM				
Volume	-	-	-	-	0	4	0	4	1	0	0	1	0	1	0	1	
Peak Factor								0.813				0.750				0.250	

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : 7th&north
 Site Code : 00610402
 Start Date : 05/27/2010
 Page No : 1

Groups Printed- U-Turns

Start Time	FT KING ROAD Southbound				NORTH AVENUE Westbound				7TH STREET Northbound				NORTH AVENUE Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Aprch %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %																	

Start Time	FT KING ROAD Southbound				NORTH AVENUE Westbound				7TH STREET Northbound				NORTH AVENUE 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 From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Intersection	07:00 AM																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
07:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																	0.000
High Int.	6:45:00 AM				6:45:00 AM				6:45:00 AM				6:45:00 AM				
Volume																	
Peak Factor																	

Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																	
By Approach	07:00 AM				07:00 AM				07:00 AM				07:00 AM				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Int.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
Intersection	10:00 AM																
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
10:45 Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Factor																	0.000
High Int.																	
Volume																	
Peak Factor																	

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																	
By Approach	10:00 AM				10:00 AM				10:00 AM				10:00 AM				
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
High Int.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Peak Factor	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Pedestrian/Bicycle Count Field Data Sheet

Date: 5/27/10

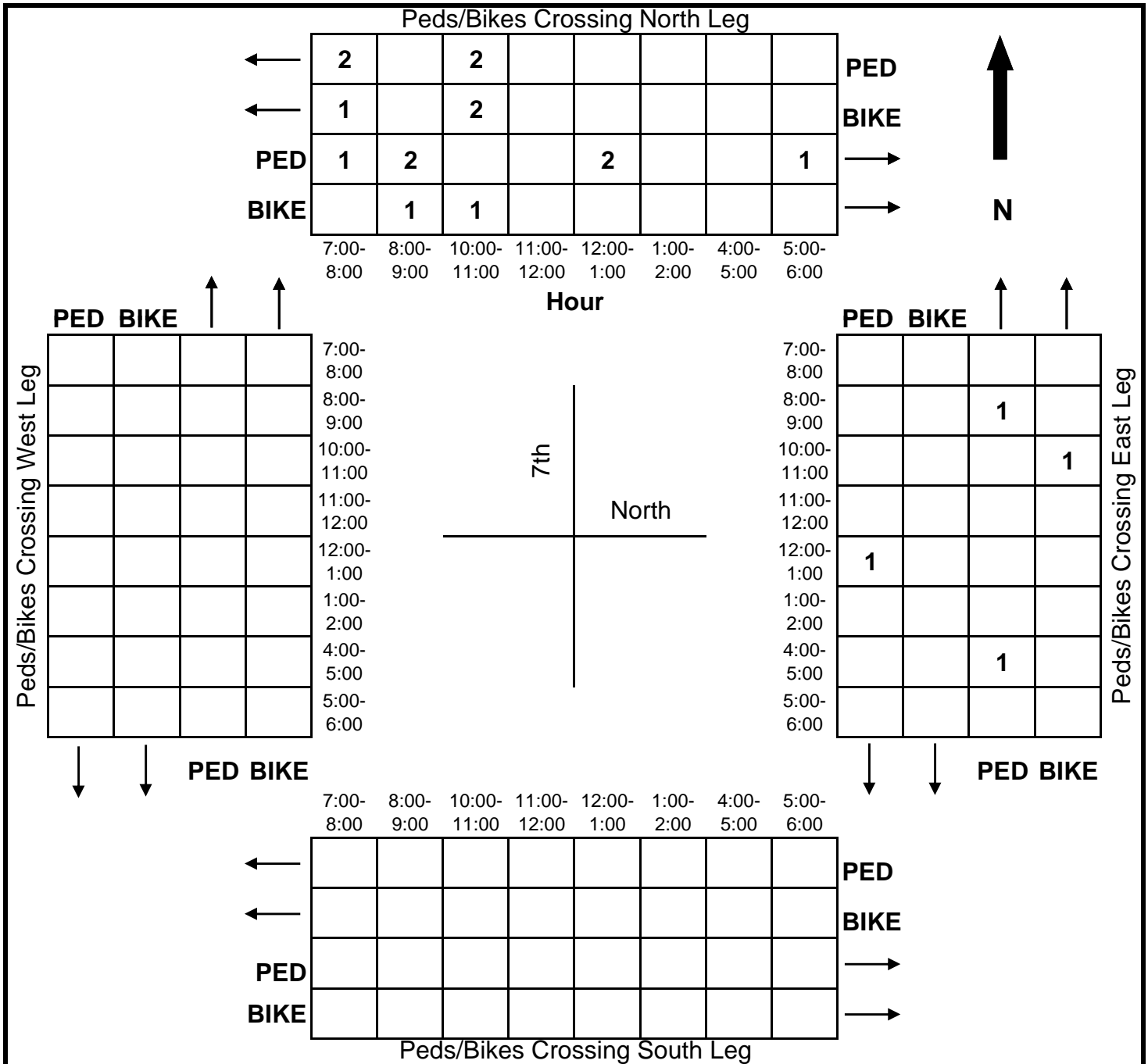
Day: Thursday

Count Times: 7-9am; 10am-2pm; 4-6pm

Weather: Clear

Intersection: 7th Street at North Avenue

Comments: _____



Adams Traffic, Inc.

P.O. Box 997

Plant City, FL 33564

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

Project No.: 06104.02

Turning Movement Count Field Data Sheet

Date: 5/26/10

Count Times: 7-9am; 10am-2pm; 4-6pm

Major Street: US 301

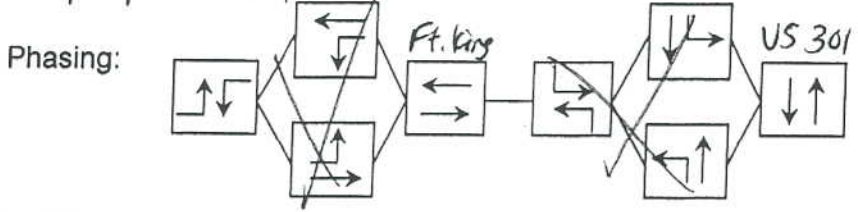
Direction: N-S Speed Limit: 35 mph

Minor Street: Ft. King Road

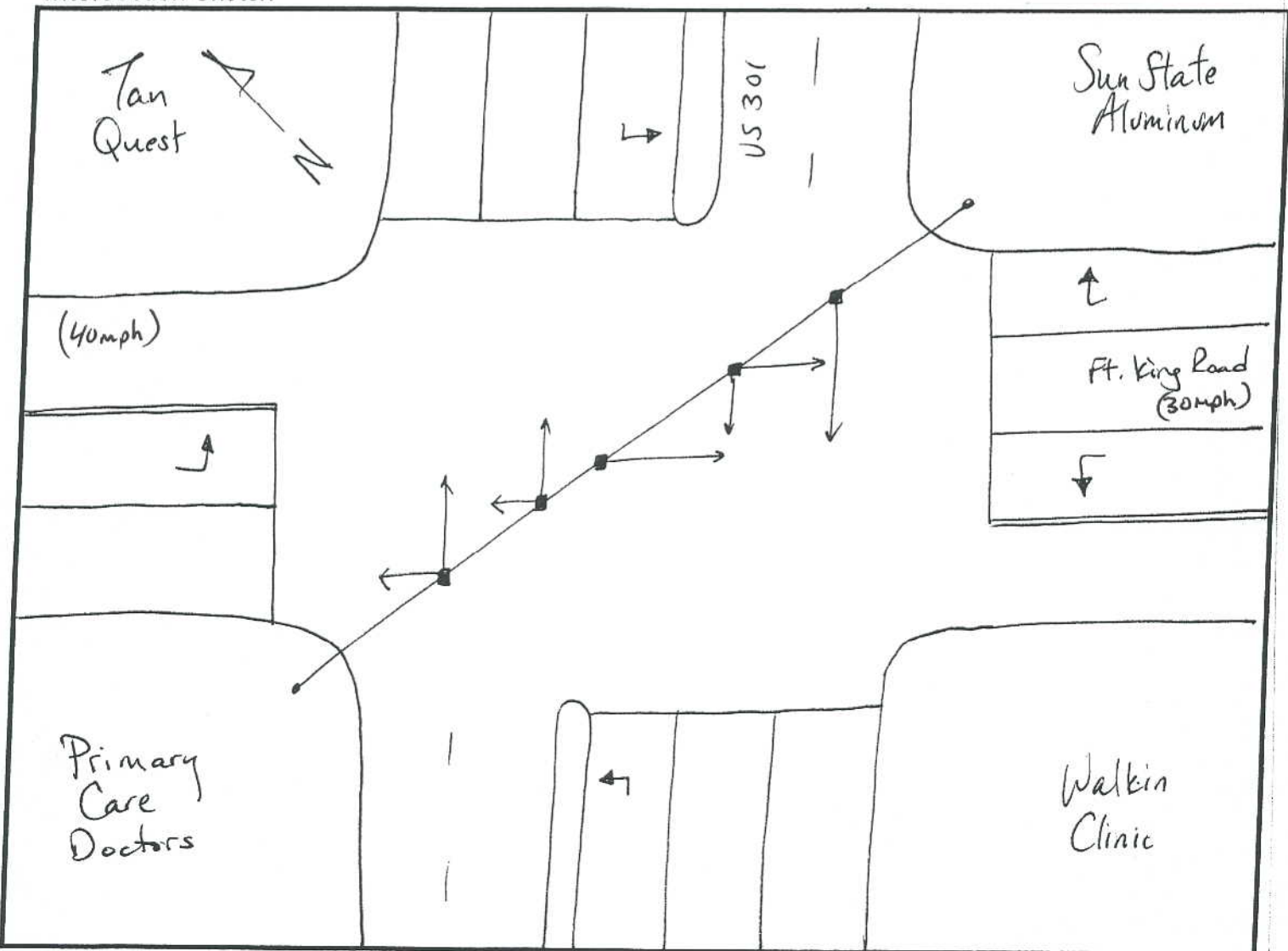
Direction: E-W Speed Limit: see sketch mph

City/County: Zephyrhills / Pasco

Weather: Clear



Intersection Sketch



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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&ftking
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 1

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

Start Time	US 301 Southbound					FT KING ROAD Westbound					US 301 Northbound					FT KING ROAD 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	18	108	0	0	126	0	12	3	28	43	12	62	0	0	74	0	16	18	19	53	296
07:15 AM	19	101	0	1	121	0	22	14	40	76	13	87	1	0	101	0	19	38	13	70	368
07:30 AM	28	129	0	0	157	1	15	14	27	57	16	112	1	0	129	2	15	25	15	57	400
07:45 AM	25	100	1	0	126	1	16	16	32	65	15	125	0	0	140	0	20	24	10	54	385
Total	90	438	1	1	530	2	65	47	127	241	56	386	2	0	444	2	70	105	57	234	1449
08:00 AM	23	122	0	0	145	0	12	9	28	49	25	121	1	0	147	1	14	6	21	42	383
08:15 AM	22	116	1	0	139	1	11	13	32	57	19	114	1	0	134	1	19	28	16	64	394
08:30 AM	19	118	0	0	137	2	12	12	44	70	20	136	1	0	157	1	8	16	17	42	406
08:45 AM	21	138	1	0	160	0	11	22	33	66	20	139	1	2	162	1	13	16	15	45	433
Total	85	494	2	0	581	3	46	56	137	242	84	510	4	2	600	4	54	66	69	193	1616
*** BREAK ***																					
10:00 AM	25	157	1	0	183	2	22	24	37	85	18	151	1	0	170	0	13	18	20	51	489
10:15 AM	21	126	3	0	150	0	32	9	31	72	20	174	0	0	194	2	3	7	14	26	442
10:30 AM	12	153	1	0	166	1	26	13	28	68	17	159	3	0	179	0	6	15	17	38	451
10:45 AM	18	176	1	0	195	2	18	10	54	84	18	152	0	0	170	2	8	14	15	39	488
Total	76	612	6	0	694	5	98	56	150	309	73	636	4	0	713	4	30	54	66	154	1870
11:00 AM	19	163	3	1	186	2	19	14	42	77	17	138	1	1	157	3	12	6	15	36	456
11:15 AM	19	171	3	0	193	2	13	12	33	60	9	127	0	0	136	1	6	10	12	29	418
11:30 AM	12	176	0	0	188	2	16	17	31	66	24	156	3	0	183	1	12	18	12	43	480
11:45 AM	19	153	0	0	172	2	23	20	51	96	19	156	1	0	176	0	8	8	17	33	477
Total	69	663	6	1	739	8	71	63	157	299	69	577	5	1	652	5	38	42	56	141	1831
12:00 PM	21	168	2	0	191	1	26	9	50	86	25	152	1	0	178	1	8	10	23	42	497
12:15 PM	18	177	1	0	196	4	21	10	49	84	18	151	0	0	169	1	11	13	18	43	492
12:30 PM	16	176	0	0	192	1	16	12	39	68	19	150	0	0	169	0	9	17	12	38	467
12:45 PM	30	172	3	0	205	2	16	21	30	69	15	176	2	0	193	0	6	20	9	35	502
Total	85	693	6	0	784	8	79	52	168	307	77	629	3	0	709	2	34	60	62	158	1958
01:00 PM	21	155	0	0	176	1	26	30	37	94	13	158	2	1	174	2	13	14	9	38	482
01:15 PM	17	167	0	0	184	1	18	10	42	71	20	168	1	0	189	1	7	21	9	38	482
01:30 PM	27	163	1	0	191	1	19	8	52	80	26	152	1	0	179	3	11	20	9	43	493
01:45 PM	20	162	1	0	183	1	14	7	63	85	21	130	1	0	152	3	18	9	13	43	463
Total	85	647	2	0	734	4	77	55	194	330	80	608	5	1	694	9	49	64	40	162	1920
*** BREAK ***																					
04:00 PM	21	154	1	0	176	3	28	15	48	94	27	135	2	0	164	0	6	13	10	29	463
04:15 PM	22	158	1	0	181	1	21	10	53	85	25	163	1	0	189	0	11	15	12	38	493
04:30 PM	29	140	3	0	172	2	26	18	40	86	43	150	0	0	193	2	16	21	23	62	513
04:45 PM	20	190	0	0	210	1	25	13	33	72	34	139	1	0	174	0	13	31	11	55	511
Total	92	642	5	0	739	7	100	56	174	337	129	587	4	0	720	2	46	80	56	184	1980

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

File Name : us301&ftking
 Site Code : 00610402
 Start Date : 05/26/2010
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Groups Printed- Passenger Vehicles - Heavy Vehicles - U-Turns

Start Time	US 301 Southbound					FT KING ROAD Westbound					US 301 Northbound					FT KING ROAD 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	
05:00 PM	15	201	2	1	219	2	28	15	36	81	28	117	1	0	146	1	12	19	12	44	490
05:15 PM	13	180	0	0	193	3	28	17	47	95	46	182	0	0	228	0	9	15	20	44	560
05:30 PM	14	129	0	0	143	1	30	10	48	89	33	156	0	0	189	1	12	8	10	31	452
05:45 PM	12	133	1	0	146	2	25	4	42	73	27	128	2	1	158	0	5	9	20	34	411
Total	54	643	3	1	701	8	111	46	173	338	134	583	3	1	721	2	38	51	62	153	1913
Grand Total	636	4832	31	3	5502	45	647	431	1280	2403	702	4516	30	5	5253	30	359	522	468	1379	14537
Apprch %	11.6	87.8	0.6	0.1		1.9	26.9	17.9	53.3		13.4	86.0	0.6	0.1		2.2	26.0	37.9	33.9		
Total %	4.4	33.2	0.2	0.0	37.8	0.3	4.5	3.0	8.8	16.5	4.8	31.1	0.2	0.0	36.1	0.2	2.5	3.6	3.2	9.5	

Start Time	US 301 Southbound					FT KING ROAD Westbound					US 301 Northbound					FT KING ROAD Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Intersection 08:00 AM																						
Volume	85	494	2	0	581	3	46	56	137	242	84	510	4	2	600	4	54	66	69	193	1616	
Percent	14.6	85.0	0.3	0.0		1.2	19.0	23.1	56.6		14.0	85.0	0.7	0.3		2.1	28.0	34.2	35.8			
08:45 Volume	21	138	1	0	160	0	11	22	33	66	20	139	1	2	162	1	13	16	15	45	433	
Peak Factor																					0.933	
High Int. 08:45 AM						08:30 AM					08:45 AM					08:15 AM						
Volume	21	138	1	0	160	2	12	12	44	70	20	139	1	2	162	1	19	28	16	64		
Peak Factor	0.908					0.864					0.926					0.754						

Start Time	US 301 Southbound					FT KING ROAD Westbound					US 301 Northbound					FT KING ROAD Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																						
By Approach 08:00 AM						07:15 AM					08:00 AM					07:00 AM						
Volume	85	494	2	0	581	2	65	53	127	247	84	510	4	2	600	2	70	105	57	234		
Percent	14.6	85.0	0.3	0.0		0.8	26.3	21.5	51.4		14.0	85.0	0.7	0.3		0.9	29.9	44.9	24.4			
High Int. 08:45 AM						07:15 AM					08:45 AM					07:15 AM						
Volume	21	138	1	0	160	0	22	14	40	76	20	139	1	2	162	0	19	38	13	70		
Peak Factor	0.908					0.813					0.926					0.836						

Start Time	US 301 Southbound					FT KING ROAD Westbound					US 301 Northbound					FT KING ROAD Eastbound					Int. Total	
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total		
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																						
Intersection 12:45 PM																						
Volume	95	657	4	0	756	5	79	69	161	314	74	654	6	1	735	6	37	75	36	154	1959	
Percent	12.6	86.9	0.5	0.0		1.6	25.2	22.0	51.3		10.1	89.0	0.8	0.1		3.9	24.0	48.7	23.4			
12:45 Volume	30	172	3	0	205	2	16	21	30	69	15	176	2	0	193	0	6	20	9	35	502	
Peak Factor																					0.976	
High Int. 12:45 PM						01:00 PM					12:45 PM					01:30 PM						
Volume	30	172	3	0	205	1	26	30	37	94	15	176	2	0	193	3	11	20	9	43		
Peak Factor	0.922					0.835					0.952					0.895						

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

File Name : us301&ftking
 Site Code : 00610402
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Start Time	US 301 Southbound					FT KING ROAD Westbound					US 301 Northbound					FT KING ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
By Approach	12:00 PM					11:45 AM					12:45 PM					01:00 PM					
Volume	85	693	6	0	784	8	86	51	189	334	74	654	6	1	735	9	49	64	40	162	
Percent	10.8	88.4	0.8	0.0		2.4	25.7	15.3	56.6		10.1	89.0	0.8	0.1		5.6	30.2	39.5	24.7		
High Int.	12:45 PM					11:45 AM					12:45 PM					01:30 PM					
Volume	30	172	3	0	205	2	23	20	51	96	15	176	2	0	193	3	11	20	9	43	
Peak Factor	0.956					0.870					0.952					0.942					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM					05:15 PM					05:15 PM					04:30 PM					
Volume	77	711	5	1	794	8	107	63	156	334	151	588	2	0	741	3	50	86	66	205	
Percent	9.7	89.5	0.6	0.1		2.4	32.0	18.9	46.7		20.4	79.4	0.3	0.0		1.5	24.4	42.0	32.2		
05:15 Volume	13	180	0	0	193	3	28	17	47	95	46	182	0	0	228	0	9	15	20	44	
Peak Factor	0.906					0.879					0.813					0.827					0.926
High Int.	05:00 PM					05:15 PM					05:15 PM					04:30 PM					
Volume	15	201	2	1	219	3	28	17	47	95	46	182	0	0	228	2	16	21	23	62	
Peak Factor	0.906					0.889					0.813					0.827					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach	04:30 PM					05:00 PM					04:30 PM					04:30 PM					
Volume	77	711	5	1	794	8	111	46	173	338	151	588	2	0	741	3	50	86	66	205	
Percent	9.7	89.5	0.6	0.1		2.4	32.8	13.6	51.2		20.4	79.4	0.3	0.0		1.5	24.4	42.0	32.2		
High Int.	05:00 PM					05:15 PM					05:15 PM					04:30 PM					
Volume	15	201	2	1	219	3	28	17	47	95	46	182	0	0	228	2	16	21	23	62	
Peak Factor	0.906					0.889					0.813					0.827					

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&ftking
 Site Code : 00610402
 Start Date : 05/26/2010
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Groups Printed- Passenger Vehicles

Start Time	US 301 Southbound					FT KING ROAD Westbound					US 301 Northbound					FT KING ROAD 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	17	103	0	0	120	0	12	3	27	42	11	59	0	0	70	0	16	18	19	53	285
07:15 AM	18	98	0	1	117	0	21	14	40	75	13	82	1	0	96	0	19	38	13	70	358
07:30 AM	27	122	0	0	149	0	15	14	27	56	14	106	1	0	121	2	15	25	15	57	383
07:45 AM	25	94	1	0	120	1	14	16	32	63	12	124	0	0	136	0	19	24	10	53	372
Total	87	417	1	1	506	1	62	47	126	236	50	371	2	0	423	2	69	105	57	233	1398
08:00 AM	21	115	0	0	136	0	12	9	28	49	23	117	1	0	141	1	13	6	21	41	367
08:15 AM	21	112	1	0	134	1	11	13	32	57	19	111	1	0	131	1	18	28	14	61	383
08:30 AM	19	108	0	0	127	2	12	11	44	69	19	133	1	0	153	1	8	16	17	42	391
08:45 AM	20	131	1	0	152	0	9	21	32	62	20	136	1	2	159	0	13	15	15	43	416
Total	81	466	2	0	549	3	44	54	136	237	81	497	4	2	584	3	52	65	67	187	1557
*** BREAK ***																					
10:00 AM	24	151	1	0	176	2	22	24	36	84	15	145	1	0	161	0	13	18	20	51	472
10:15 AM	20	121	3	0	144	0	31	9	31	71	20	171	0	0	191	2	3	7	14	26	432
10:30 AM	12	148	1	0	161	1	25	13	28	67	15	152	3	0	170	0	6	15	17	38	436
10:45 AM	18	174	1	0	193	2	18	10	53	83	17	149	0	0	166	2	8	13	15	38	480
Total	74	594	6	0	674	5	96	56	148	305	67	617	4	0	688	4	30	53	66	153	1820
11:00 AM	16	157	3	1	177	2	19	14	39	74	17	129	1	1	148	3	12	6	15	36	435
11:15 AM	17	166	3	0	186	2	13	12	33	60	9	124	0	0	133	1	5	10	11	27	406
11:30 AM	12	168	0	0	180	2	16	17	31	66	23	147	3	0	173	1	12	18	11	42	461
11:45 AM	19	148	0	0	167	2	22	19	51	94	17	151	1	0	169	0	8	7	17	32	462
Total	64	639	6	1	710	8	70	62	154	294	66	551	5	1	623	5	37	41	54	137	1764
12:00 PM	21	165	2	0	188	1	25	9	50	85	25	149	1	0	175	1	8	10	22	41	489
12:15 PM	17	172	1	0	190	4	21	10	49	84	17	146	0	0	163	1	11	13	18	43	480
12:30 PM	15	174	0	0	189	1	16	12	39	68	18	147	0	0	165	0	8	17	12	37	459
12:45 PM	30	167	3	0	200	2	16	20	30	68	12	172	2	0	186	0	6	20	9	35	489
Total	83	678	6	0	767	8	78	51	168	305	72	614	3	0	689	2	33	60	61	156	1917
01:00 PM	21	150	0	0	171	1	26	30	37	94	12	150	2	1	165	2	13	14	9	38	468
01:15 PM	16	163	0	0	179	1	18	10	42	71	20	157	1	0	178	1	7	21	9	38	466
01:30 PM	25	158	1	0	184	1	19	8	52	80	26	148	1	0	175	3	11	19	9	42	481
01:45 PM	20	161	0	0	181	1	14	7	63	85	21	127	1	0	149	3	17	9	13	42	457
Total	82	632	1	0	715	4	77	55	194	330	79	582	5	1	667	9	48	63	40	160	1872
*** BREAK ***																					
04:00 PM	18	149	1	0	168	3	28	15	47	93	27	133	2	0	162	0	6	13	8	27	450
04:15 PM	20	154	1	0	175	1	21	10	51	83	24	158	1	0	183	0	11	15	12	38	479
04:30 PM	29	137	3	0	169	2	26	18	40	86	41	149	0	0	190	2	16	21	23	62	507
04:45 PM	19	188	0	0	207	1	25	13	33	72	32	136	1	0	169	0	13	31	11	55	503
Total	86	628	5	0	719	7	100	56	171	334	124	576	4	0	704	2	46	80	54	182	1939

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

File Name : us301&ftking
 Site Code : 00610402
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Groups Printed- Passenger Vehicles

Start Time	US 301 Southbound					FT KING ROAD Westbound					US 301 Northbound					FT KING ROAD 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	
05:00 PM	15	198	2	1	216	2	28	15	36	81	28	115	1	0	144	1	12	19	12	44	485
05:15 PM	13	178	0	0	191	3	28	17	47	95	44	178	0	0	222	0	9	15	20	44	552
05:30 PM	14	129	0	0	143	1	30	10	48	89	31	153	0	0	184	1	12	8	10	31	447
05:45 PM	12	131	1	0	144	2	25	4	42	73	27	125	2	1	155	0	5	9	18	32	404
Total	54	636	3	1	694	8	111	46	173	338	130	571	3	1	705	2	38	51	60	151	1888
Grand Total	611	4690	30	3	5334	44	638	427	1270	2379	669	4379	30	5	5083	29	353	518	459	1359	14155
Apprch %	11.5	87.9	0.6	0.1		1.8	26.8	17.9	53.4		13.2	86.1	0.6	0.1		2.1	26.0	38.1	33.8		
Total %	4.3	33.1	0.2	0.0	37.7	0.3	4.5	3.0	9.0	16.8	4.7	30.9	0.2	0.0	35.9	0.2	2.5	3.7	3.2	9.6	

Start Time	US 301 Southbound					FT KING ROAD Westbound					US 301 Northbound					FT KING ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 08:00 AM																					
Volume	81	466	2	0	549	3	44	54	136	237	81	497	4	2	584	3	52	65	67	187	1557
Percent	14.8	84.9	0.4	0.0		1.3	18.6	22.8	57.4		13.9	85.1	0.7	0.3		1.6	27.8	34.8	35.8		
08:45 Volume	20	131	1	0	152	0	9	21	32	62	20	136	1	2	159	0	13	15	15	43	416
Peak Factor																					0.936
High Int. 08:45 AM						08:30 AM					08:45 AM					08:15 AM					
Volume	20	131	1	0	152	2	12	11	44	69	20	136	1	2	159	1	18	28	14	61	
Peak Factor	0.903					0.859					0.918					0.766					

Start Time	US 301 Southbound					FT KING ROAD Westbound					US 301 Northbound					FT KING ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
By Approach 08:00 AM						07:15 AM					08:00 AM					07:00 AM					
Volume	81	466	2	0	549	1	62	53	127	243	81	497	4	2	584	2	69	105	57	233	
Percent	14.8	84.9	0.4	0.0		0.4	25.5	21.8	52.3		13.9	85.1	0.7	0.3		0.9	29.6	45.1	24.5		
High Int. 08:45 AM						07:15 AM					08:45 AM					07:15 AM					
Volume	20	131	1	0	152	0	21	14	40	75	20	136	1	2	159	0	19	38	13	70	
Peak Factor	0.903					0.810					0.918					0.832					

Start Time	US 301 Southbound					FT KING ROAD Westbound					US 301 Northbound					FT KING ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Intersection 12:00 PM																					
Volume	83	678	6	0	767	8	78	51	168	305	72	614	3	0	689	2	33	60	61	156	1917
Percent	10.8	88.4	0.8	0.0		2.6	25.6	16.7	55.1		10.4	89.1	0.4	0.0		1.3	21.2	38.5	39.1		
12:45 Volume	30	167	3	0	200	2	16	20	30	68	12	172	2	0	186	0	6	20	9	35	489
Peak Factor																					0.980
High Int. 12:45 PM						12:00 PM					12:45 PM					12:15 PM					
Volume	30	167	3	0	200	1	25	9	50	85	12	172	2	0	186	1	11	13	18	43	
Peak Factor	0.959					0.897					0.926					0.907					

Turning Movement Count
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File Name : us301&ftking
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Start Time	US 301 Southbound					FT KING ROAD Westbound					US 301 Northbound					FT KING ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
By Approach	12:00 PM					11:45 AM					12:45 PM					01:00 PM					
Volume	83	678	6	0	767	8	84	50	189	331	70	627	6	1	704	9	48	63	40	160	
Percent	10.8	88.4	0.8	0.0		2.4	25.4	15.1	57.1		9.9	89.1	0.9	0.1		5.6	30.0	39.4	25.0		
High Int.	12:45 PM					11:45 AM					12:45 PM					01:30 PM					
Volume	30	167	3	0	200	2	22	19	51	94	12	172	2	0	186	3	11	19	9	42	
Peak Factor	0.959					0.880					0.946					0.952					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM					05:15 PM					05:15 PM					04:30 PM					
Volume	76	701	5	1	783	8	107	63	156	334	145	578	2	0	725	3	50	86	66	205	
Percent	9.7	89.5	0.6	0.1		2.4	32.0	18.9	46.7		20.0	79.7	0.3	0.0		1.5	24.4	42.0	32.2		
05:15 Volume	13	178	0	0	191	3	28	17	47	95	44	178	0	0	222	0	9	15	20	44	
Peak Factor	0.906					0.879					0.816					0.827					0.927
High Int.	05:00 PM					05:15 PM					05:15 PM					04:30 PM					
Volume	15	198	2	1	216	3	28	17	47	95	44	178	0	0	222	2	16	21	23	62	
Peak Factor	0.906					0.889					0.816					0.827					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach	04:30 PM					05:00 PM					04:30 PM					04:30 PM					
Volume	76	701	5	1	783	8	111	46	173	338	145	578	2	0	725	3	50	86	66	205	
Percent	9.7	89.5	0.6	0.1		2.4	32.8	13.6	51.2		20.0	79.7	0.3	0.0		1.5	24.4	42.0	32.2		
High Int.	05:00 PM					05:15 PM					05:15 PM					04:30 PM					
Volume	15	198	2	1	216	3	28	17	47	95	44	178	0	0	222	2	16	21	23	62	
Peak Factor	0.906					0.889					0.816					0.827					

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&ftking
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	US 301 Southbound					FT KING ROAD Westbound					US 301 Northbound					FT KING ROAD 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	5	0	0	5	0	0	0	1	1	1	3	0	0	4	0	0	0	0	0	10
07:15 AM	1	3	0	0	4	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	10
07:30 AM	0	7	0	0	7	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	14
07:45 AM	0	6	0	0	6	0	2	0	0	2	1	1	0	0	2	0	1	0	0	1	11
Total	1	21	0	0	22	0	3	0	1	4	3	15	0	0	18	0	1	0	0	1	45
08:00 AM	2	7	0	0	9	0	0	0	0	0	2	4	0	0	6	0	1	0	0	1	16
08:15 AM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	1	0	2	3	10
08:30 AM	0	10	0	0	10	0	0	1	0	1	1	3	0	0	4	0	0	0	0	0	15
08:45 AM	1	7	0	0	8	0	2	1	1	4	0	3	0	0	3	1	0	1	0	2	17
Total	3	28	0	0	31	0	2	2	1	5	3	13	0	0	16	1	2	1	2	6	58
*** BREAK ***																					
10:00 AM	0	6	0	0	6	0	0	0	1	1	0	6	0	0	6	0	0	0	0	0	13
10:15 AM	1	5	0	0	6	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	10
10:30 AM	0	5	0	0	5	0	1	0	0	1	2	7	0	0	9	0	0	0	0	0	15
10:45 AM	0	2	0	0	2	0	0	0	1	1	0	3	0	0	3	0	0	1	0	1	7
Total	1	18	0	0	19	0	2	0	2	4	2	19	0	0	21	0	0	1	0	1	45
11:00 AM	2	6	0	0	8	0	0	0	3	3	0	9	0	0	9	0	0	0	0	0	20
11:15 AM	1	5	0	0	6	0	0	0	0	0	0	3	0	0	3	0	1	0	1	2	11
11:30 AM	0	8	0	0	8	0	0	0	0	0	0	9	0	0	9	0	0	0	1	1	18
11:45 AM	0	5	0	0	5	0	1	1	0	2	0	5	0	0	5	0	0	1	0	1	13
Total	3	24	0	0	27	0	1	1	3	5	0	26	0	0	26	0	1	1	2	4	62
12:00 PM	0	3	0	0	3	0	1	0	0	1	0	3	0	0	3	0	0	0	1	1	8
12:15 PM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
12:30 PM	1	2	0	0	3	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	7
12:45 PM	0	5	0	0	5	0	0	1	0	1	2	4	0	0	6	0	0	0	0	0	12
Total	1	15	0	0	16	0	1	1	0	2	2	15	0	0	17	0	1	0	1	2	37
01:00 PM	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13
01:15 PM	0	4	0	0	4	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	15
01:30 PM	1	5	0	0	6	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	11
01:45 PM	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	6
Total	1	15	1	0	17	0	0	0	0	0	0	26	0	0	26	0	1	1	0	2	45
*** BREAK ***																					
04:00 PM	1	5	0	0	6	0	0	0	1	1	0	2	0	0	2	0	0	0	2	2	11
04:15 PM	0	4	0	0	4	0	0	0	2	2	0	5	0	0	5	0	0	0	0	0	11
04:30 PM	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	5
04:45 PM	0	2	0	0	2	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	6
Total	1	14	0	0	15	0	0	0	3	3	2	11	0	0	13	0	0	0	2	2	33

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

File Name : us301&ftking
Site Code : 00610402
Start Date : 05/26/2010
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Groups Printed- Heavy Vehicles

Start Time	US 301 Southbound					FT KING ROAD Westbound					US 301 Northbound					FT KING ROAD 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	
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	2	2	7
Total	0	7	0	0	7	0	0	0	0	0	0	12	0	0	12	0	0	0	2	2	21
Grand Total	11	142	1	0	154	0	9	4	10	23	12	137	0	0	149	1	6	4	9	20	346
Apprch %	7.1	92.2	0.6	0.0		0.0	39.1	17.4	43.5		8.1	91.9	0.0	0.0		5.0	30.0	20.0	45.0		
Total %	3.2	41.0	0.3	0.0	44.5	0.0	2.6	1.2	2.9	6.6	3.5	39.6	0.0	0.0	43.1	0.3	1.7	1.2	2.6	5.8	

Start Time	US 301 Southbound					FT KING ROAD Westbound					US 301 Northbound					FT KING ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 08:00 AM																					
Volume	3	28	0	0	31	0	2	2	1	5	3	13	0	0	16	1	2	1	2	6	58
Percent	9.7	90.3	0.0	0.0		0.0	40.0	40.0	20.0		18.8	81.3	0.0	0.0		16.7	33.3	16.7	33.3		
08:45 Volume	1	7	0	0	8	0	2	1	1	4	0	3	0	0	3	1	0	1	0	2	17
Peak Factor																					0.853
High Int. 08:30 AM						08:45 AM					08:00 AM					08:15 AM					
Volume	0	10	0	0	10	0	2	1	1	4	2	4	0	0	6	0	1	0	2	3	
Peak Factor	0.775					0.313					0.667					0.500					

Start Time	US 301 Southbound					FT KING ROAD Westbound					US 301 Northbound					FT KING ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
By Approach 08:00 AM						08:00 AM					07:15 AM					08:00 AM					
Volume	3	28	0	0	31	0	2	2	1	5	4	16	0	0	20	1	2	1	2	6	
Percent	9.7	90.3	0.0	0.0		0.0	40.0	40.0	20.0		20.0	80.0	0.0	0.0		16.7	33.3	16.7	33.3		
High Int. 08:30 AM						08:45 AM					07:30 AM					08:15 AM					
Volume	0	10	0	0	10	0	2	1	1	4	1	6	0	0	7	0	1	0	2	3	
Peak Factor	0.775					0.313					0.714					0.500					

Start Time	US 301 Southbound					FT KING ROAD Westbound					US 301 Northbound					FT KING ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Intersection 11:00 AM																					
Volume	3	24	0	0	27	0	1	1	3	5	0	26	0	0	26	0	1	1	2	4	62
Percent	11.1	88.9	0.0	0.0		0.0	20.0	20.0	60.0		0.0	100.0	0.0	0.0		0.0	25.0	25.0	50.0		
11:00 Volume	2	6	0	0	8	0	0	0	3	3	0	9	0	0	9	0	0	0	0	0	20
Peak Factor																					0.775
High Int. 11:00 AM						11:00 AM					11:00 AM					11:15 AM					
Volume	2	6	0	0	8	0	0	0	3	3	0	9	0	0	9	0	1	0	1	2	
Peak Factor	0.844					0.417					0.722					0.500					

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

File Name : us301&ftking
 Site Code : 00610402
 Start Date : 05/26/2010
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Start Time	US 301 Southbound					FT KING ROAD Westbound					US 301 Northbound					FT KING ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
By Approach	11:00 AM					10:15 AM					12:45 PM					11:15 AM					
Volume	3	24	0	0	27	0	2	0	4	6	2	27	0	0	29	0	1	1	3	5	
Percent	11.1	88.9	0.0	0.0		0.0	33.3	0.0	66.7		6.9	93.1	0.0	0.0		0.0	20.0	20.0	60.0		
High Int.	11:00 AM					11:00 AM					01:15 PM					11:15 AM					
Volume	2	6	0	0	8	0	0	0	3	3	0	11	0	0	11	0	1	0	1	2	
Peak Factor	0.844					0.500					0.659					0.625					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM					04:00 PM					04:00 PM					04:00 PM					
Volume	1	14	0	0	15	0	0	0	3	3	2	11	0	0	13	0	0	0	2	2	
Percent	6.7	93.3	0.0	0.0		0.0	0.0	0.0	100.0		15.4	84.6	0.0	0.0		0.0	0.0	0.0	100.0		
04:15 Volume	0	4	0	0	4	0	0	0	2	2	0	5	0	0	5	0	0	0	0	0	
Peak Factor	0.625					0.375					0.650					0.250					11
High Int.	04:00 PM					04:15 PM					04:15 PM					04:00 PM					
Volume	1	5	0	0	6	0	0	0	2	2	0	5	0	0	5	0	0	0	2	2	
Peak Factor	0.625					0.375					0.650					0.250					
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach	04:00 PM					04:00 PM					04:00 PM					04:00 PM					
Volume	1	14	0	0	15	0	0	0	3	3	2	11	0	0	13	0	0	0	2	2	
Percent	6.7	93.3	0.0	0.0		0.0	0.0	0.0	100.0		15.4	84.6	0.0	0.0		0.0	0.0	0.0	100.0		
High Int.	04:00 PM					04:15 PM					04:15 PM					04:00 PM					
Volume	1	5	0	0	6	0	0	0	2	2	0	5	0	0	5	0	0	0	2	2	
Peak Factor	0.625					0.375					0.650					0.250					

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

City/County: Zephyrhills/Pasco
 Weather: Clear
 Comments:

File Name : us301&ftking
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 1

Groups Printed- U-Turns

Start Time	US 301 Southbound					FT KING ROAD Westbound					US 301 Northbound					FT KING ROAD 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	0	0	0	0	0	0	1
*** BREAK ***																						
07:30 AM	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
Total	2	0	0	0	2	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	0	6
*** BREAK ***																						
08:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
10:00 AM	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	4
*** BREAK ***																						
10:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	5
11:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	2
Total	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	5
*** BREAK ***																						
12:15 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Total	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	4
01:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
01:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																						
Total	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
*** BREAK ***																						
04:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15 PM	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
04:45 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Total	5	0	0	0	5	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	8

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

File Name : us301&ftking
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 2

Groups Printed- U-Turns

Start Time	US 301 Southbound					FT KING ROAD Westbound					US 301 Northbound					FT KING ROAD 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 ***																					
05:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
*** BREAK ***																					
Total	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
Grand Total	14	0	0	0	14	1	0	0	0	1	21	0	0	0	21	0	0	0	0	0	36
Apprch %	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	38.9	0.0	0.0	0.0	38.9	2.8	0.0	0.0	0.0	2.8	58.3	0.0	0.0	0.0	58.3	0.0	0.0	0.0	0.0	0.0	0.0

Start Time	US 301 Southbound					FT KING ROAD Westbound					US 301 Northbound					FT KING ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection 07:00 AM																					
Volume	2	0	0	0	2	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	6
Percent	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
07:30 Volume	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	3
Peak Factor																					0.500
High Int. 07:00 AM						07:30 AM					07:45 AM					6:45:00 AM					
Volume	1	0	0	0	1	1	0	0	0	1	2	0	0	0	2						
Peak Factor	0.500										0.250					0.375					

Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
By Approach 07:00 AM																					
Volume	2	0	0	0	2	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	0
Percent	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		-	-	-	-		
High Int. 07:00 AM						07:30 AM					07:45 AM					-					
Volume	1	0	0	0	1	1	0	0	0	1	2	0	0	0	2	-	-	-	-	-	-
Peak Factor	0.500										0.250					0.375					

Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
Intersection 10:00 AM																					
Volume	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	5
Percent	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
10:00 Volume	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4
Peak Factor																					0.313
High Int. 10:00 AM											10:00 AM										
Volume	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3						
Peak Factor	0.250										0.333										

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

File Name : us301&ftking
 Site Code : 00610402
 Start Date : 05/26/2010
 Page No : 3

Start Time	US 301 Southbound					FT KING ROAD Westbound					US 301 Northbound					FT KING ROAD Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour From 10:00 AM to 01:45 PM - Peak 1 of 1																					
By Approach 10:30 AM						10:00 AM					10:00 AM					10:00 AM					
Volume	2	0	0	0	2	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0
Percent	100.0	0.0	0.0	0.0		-	-	-	-	-	100.0	0.0	0.0	0.0		-	-	-	-	-	
High Int. 11:00 AM																					
Volume	1	0	0	0	1	-	-	-	-	-	3	0	0	0	3	-	-	-	-	-	-
Peak Factor	0.500										0.333										
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 04:00 PM																					
Volume	5	0	0	0	5	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0
Percent	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
04:15 Volume	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
Peak Factor																					0.667
High Int. 04:00 PM																					
Volume	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1						
Peak Factor	0.625										0.750										
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach 04:00 PM						04:00 PM					04:45 PM					04:00 PM					
Volume	5	0	0	0	5	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0
Percent	100.0	0.0	0.0	0.0		-	-	-	-	-	100.0	0.0	0.0	0.0		-	-	-	-	-	
High Int. 04:00 PM																					
Volume	2	0	0	0	2	-	-	-	-	-	2	0	0	0	2	-	-	-	-	-	-
Peak Factor	0.625										0.625										

Pedestrian/Bicycle Count Field Data Sheet

Date: 5/26/10

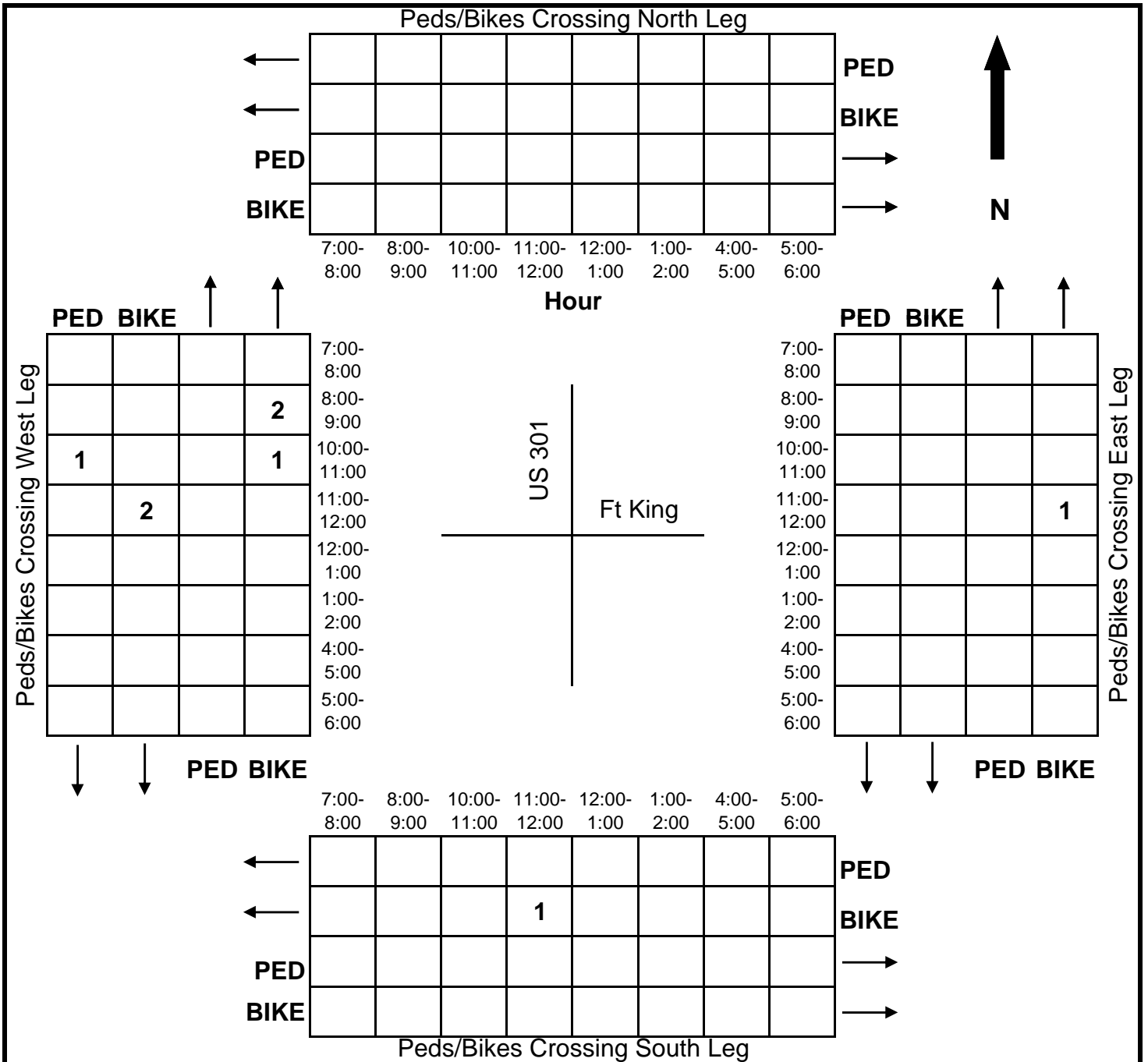
Day: Wednesday

Count Times: 7-9am; 10am-2pm; 4-6pm

Weather: Clear

Intersection: US 301 at Ft King Road

Comments: _____



Appendix A3
Daily Traffic Volumes

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0525003.PRN
Station        : 000005201008
Identification  : 000017199002      Interval   : 15 minutes
Start date     : May 25, 10         Start time  : 00:00
Stop date      : May 25, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : Tucker Rd west of US 301
*****
```

May 25 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	1	0	2	5	4	6	6
30	0	0	0	1	0	1	0	0	1	3	4	5
45	0	0	1	0	0	1	1	0	4	3	0	4
00	1	0	0	0	0	0	0	2	2	0	2	6
Hr Total	1	0	1	1	1	3	1	4	12	10	12	21
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	7	4	6	9	3	4	5	5	5	3	2
30	4	4	5	1	5	3	4	3	2	2	0	1
45	3	5	5	2	5	11	2	2	3	4	1	3
00	11	3	3	10	4	3	5	4	3	1	0	0
Hr Total	20	19	17	19	23	20	15	14	13	12	4	6

```
24 Hour Total      : 249
AM peak hour begins : 11:00      AM peak volume : 21      Peak hour factor : 0.88
PM peak hour begins : 15:45      PM peak volume : 29      Peak hour factor : 0.73
*****
```

May 25 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	0	2	5	3	7	3	4
30	0	0	0	0	0	4	3	1	3	5	4	4
45	0	0	0	0	1	1	3	3	4	4	2	1
00	1	0	0	0	1	1	2	2	3	3	2	6
Hr Total	1	0	0	0	3	6	10	11	13	19	11	15
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	5	2	4	6	3	4	4	2	0	4	2
30	3	7	2	5	5	3	3	4	3	1	1	0
45	6	5	4	2	4	10	4	3	2	2	1	1
00	3	5	4	9	2	7	4	2	4	0	1	1
Hr Total	21	22	12	20	17	23	15	13	11	3	7	4

```
24 Hour Total      : 257
AM peak hour begins : 11:15      AM peak volume : 20      Peak hour factor : 0.56
PM peak hour begins : 15:45      PM peak volume : 24      Peak hour factor : 0.67
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0525003.PRN
Station        : 000005201008
Identification  : 000017199002      Interval   : 15 minutes
Start date     : May 25, 10         Start time  : 00:00
Stop date      : May 25, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : Tucker Rd west of US 301
*****
```

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	2	1	2	7	8	11	9	10
30	0	0	0	1	0	5	3	1	4	8	8	9
45	0	0	1	0	1	2	4	3	8	7	2	5
00	2	0	0	0	1	1	2	4	5	3	4	12
Hr Total	2	0	1	1	4	9	11	15	25	29	23	36

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	12	6	10	15	6	8	9	7	5	7	4
30	7	11	7	6	10	6	7	7	5	3	1	1
45	9	10	9	4	9	21	6	5	5	6	2	4
00	14	8	7	19	6	10	9	6	7	1	1	1
Hr Total	41	41	29	39	40	43	30	27	24	15	11	10

```
-----
24 Hour Total       : 506
AM peak hour begins : 11:15      AM peak volume : 37      Peak hour factor : 0.77
PM peak hour begins : 15:45      PM peak volume : 53      Peak hour factor : 0.70
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525002.PRN
 Station : 000005211004
 Identification : 000138590003 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 north of Tucker Rd

May 25 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	6	0	4	3	8	17	48	79	78	50	79
30	17	5	5	3	5	16	19	76	66	69	76	77
45	7	8	2	4	8	22	31	58	61	72	72	70
00	9	6	3	7	13	26	45	73	78	68	65	66
Hr Total	54	25	10	18	29	72	112	255	284	287	263	292
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	63	96	95	137	151	114	89	47	43	37	24
30	71	77	73	100	114	142	98	46	30	24	31	25
45	73	70	82	111	135	154	107	58	41	25	24	21
00	77	91	93	106	112	157	81	59	45	38	23	15
Hr Total	296	301	344	412	498	604	400	252	163	130	115	85

24 Hour Total : 5301

AM peak hour begins : 08:45 AM peak volume : 297 Peak hour factor : 0.95
 PM peak hour begins : 17:00 PM peak volume : 604 Peak hour factor : 0.96

 May 25 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	7	2	7	13	39	95	134	103	80	65	71
30	4	3	11	5	20	41	127	152	83	65	91	70
45	3	7	8	8	27	61	126	138	100	81	58	62
00	10	7	8	5	24	70	142	110	85	96	75	71
Hr Total	27	24	29	25	84	211	490	534	371	322	289	274
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	88	77	83	75	79	85	62	55	35	28	29	18
30	74	71	96	75	78	76	60	45	30	23	29	18
45	73	85	47	78	72	73	53	41	25	34	16	9
00	77	68	83	64	69	70	42	45	32	19	15	12
Hr Total	312	301	309	292	298	304	217	186	122	104	89	57

24 Hour Total : 5271

AM peak hour begins : 06:45 AM peak volume : 566 Peak hour factor : 0.93
 PM peak hour begins : 13:30 PM peak volume : 332 Peak hour factor : 0.86

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525002.PRN
 Station : 000005211004
 Identification : 000138590003 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 north of Tucker Rd

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	13	2	11	16	47	112	182	182	158	115	150
30	21	8	16	8	25	57	146	228	149	134	167	147
45	10	15	10	12	35	83	157	196	161	153	130	132
00	19	13	11	12	37	96	187	183	163	164	140	137
Hr Total	81	49	39	43	113	283	602	789	655	609	552	566

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	163	140	179	170	216	236	176	144	82	71	66	42
30	145	148	169	175	192	218	158	91	60	47	60	43
45	146	155	129	189	207	227	160	99	66	59	40	30
00	154	159	176	170	181	227	123	104	77	57	38	27
Hr Total	608	602	653	704	796	908	617	438	285	234	204	142

24 Hour Total : 10572
 AM peak hour begins : 06:45 AM peak volume : 793 Peak hour factor : 0.87
 PM peak hour begins : 17:00 PM peak volume : 908 Peak hour factor : 0.96

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525001.PRN
 Station : 000005211005
 Identification : 000065310002 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 south of Tucker Rd

May 25 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	8	0	5	2	6	18	45	71	77	48	79
30	17	4	4	3	6	18	17	81	66	66	73	75
45	5	9	2	4	7	24	31	60	62	71	70	67
00	8	5	3	8	14	32	54	78	73	67	62	70
Hr Total	49	26	9	20	29	80	120	264	272	281	253	291

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	76	94	92	126	149	108	83	46	43	38	24
30	70	59	77	93	106	145	103	44	30	30	27	21
45	66	70	90	118	141	159	103	50	41	21	24	23
00	80	91	81	115	122	159	88	60	45	36	17	14
Hr Total	288	296	342	418	495	612	402	237	162	130	106	82

24 Hour Total : 5264
 AM peak hour begins : 11:00 AM peak volume : 291 Peak hour factor : 0.92
 PM peak hour begins : 17:00 PM peak volume : 612 Peak hour factor : 0.96

May 25 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	8	3	7	11	40	107	151	109	82	75	69
30	3	11	14	4	23	45	122	168	91	65	85	71
45	3	6	6	7	30	80	136	147	100	83	70	68
00	6	6	9	4	34	75	166	117	86	98	69	68
Hr Total	22	31	32	22	98	240	531	583	386	328	299	276

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	87	78	81	77	78	80	66	53	34	32	28	16
30	77	63	91	79	74	76	58	44	28	22	33	15
45	81	82	53	82	80	68	54	46	28	28	13	11
00	75	71	73	61	67	68	43	39	27	16	14	13
Hr Total	320	294	298	299	299	292	221	182	117	98	88	55

24 Hour Total : 5411
 AM peak hour begins : 06:45 AM peak volume : 632 Peak hour factor : 0.94
 PM peak hour begins : 13:30 PM peak volume : 325 Peak hour factor : 0.89

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0525001.PRN
Station        : 000005211005
Identification  : 000065310002      Interval   : 15 minutes
Start date     : May 25, 10         Start time  : 00:00
Stop date      : May 25, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : US 301 south of Tucker Rd
*****
```

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	16	3	12	13	46	125	196	180	159	123	148
30	20	15	18	7	29	63	139	249	157	131	158	146
45	8	15	8	11	37	104	167	207	162	154	140	135
00	14	11	12	12	48	107	220	195	159	165	131	138
Hr Total	71	57	41	42	127	320	651	847	658	609	552	567

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	159	154	175	169	204	229	174	136	80	75	66	40
30	147	122	168	172	180	221	161	88	58	52	60	36
45	147	152	143	200	221	227	157	96	69	49	37	34
00	155	162	154	176	189	227	131	99	72	52	31	27
Hr Total	608	590	640	717	794	904	623	419	279	228	194	137

```
-----
24 Hour Total       : 10675
AM peak hour begins : 06:45      AM peak volume : 872      Peak hour factor : 0.88
PM peak hour begins : 17:00      PM peak volume : 904      Peak hour factor : 0.99
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525004.PRN
 Station : 000005201009
 Identification : 000140510022 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : Tucker Rd between US 301 & SR 39

May 25 Eastbound Volume for Lane 1

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

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

24 Hour Total : 186
 AM peak hour begins : 08:45 AM peak volume : 15 Peak hour factor : 0.63
 PM peak hour begins : 16:15 PM peak volume : 22 Peak hour factor : 0.55

May 25 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	0	0	0	1	2	6	0	5
30	1	0	0	0	0	0	3	0	1	7	6	2
45	0	0	0	0	0	2	0	0	2	3	3	1
00	0	0	0	0	0	0	3	0	2	0	7	5
Hr Total	2	1	0	0	0	2	6	1	7	16	16	13

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

24 Hour Total : 159
 AM peak hour begins : 10:15 AM peak volume : 21 Peak hour factor : 0.75
 PM peak hour begins : 14:00 PM peak volume : 16 Peak hour factor : 0.80

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525004.PRN
 Station : 000005201009
 Identification : 000140510022 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : Tucker Rd between US 301 & SR 39

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	0	0	0	0	2	4	4	8	2	9
30	2	0	0	0	0	0	4	1	3	13	9	8
45	0	0	0	0	0	4	0	1	5	7	7	2
00	0	0	0	1	0	5	5	1	5	1	8	7
Hr Total	5	1	0	1	0	9	11	7	17	29	26	26

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	7	3	3	9	11	8	4	3	2	0	1
30	4	3	10	8	0	2	14	2	0	2	2	0
45	4	3	6	11	11	5	1	1	9	1	2	3
00	3	6	6	6	3	9	11	4	3	2	1	2
Hr Total	13	19	25	28	23	27	34	11	15	7	5	6

24 Hour Total : 345
 AM peak hour begins : 08:45 AM peak volume : 33 Peak hour factor : 0.63
 PM peak hour begins : 17:30 PM peak volume : 36 Peak hour factor : 0.64

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525006.PRN
 Station : 000005211003
 Identification : 000019247012 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : SR 39 north of Tucker Rd

May 25 Southbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	2	7	3	10	44	49	41	44	38	65
30	4	1	4	6	5	40	50	55	47	44	38	48
45	3	3	1	2	10	42	66	31	43	32	38	48
00	5	7	3	5	22	31	46	34	44	38	44	32
Hr Total	13	13	10	20	40	123	206	169	175	158	158	193

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	47	47	59	54	62	40	31	39	26	12	11
30	55	41	46	46	59	46	37	22	20	15	18	6
45	55	48	45	41	62	36	44	30	21	13	12	0
00	43	54	40	42	43	60	32	19	14	12	5	3
Hr Total	211	190	178	188	218	204	153	102	94	66	47	20

24 Hour Total : 2949
 AM peak hour begins : 06:30 AM peak volume : 216 Peak hour factor : 0.82
 PM peak hour begins : 16:15 PM peak volume : 226 Peak hour factor : 0.91

May 25 Northbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	5	2	9	4	14	36	47	54	48	42
30	5	2	5	1	4	12	20	46	46	56	46	48
45	3	5	7	2	6	15	19	39	41	39	38	44
00	7	8	8	4	8	10	32	57	45	53	40	50
Hr Total	21	18	25	9	27	41	85	178	179	202	172	184

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	39	55	55	41	55	50	41	18	18	16	7
30	43	39	53	48	42	75	59	40	21	22	17	11
45	50	47	45	69	63	67	47	27	26	18	14	6
00	34	38	45	72	54	57	41	26	18	14	9	3
Hr Total	179	163	198	244	200	254	197	134	83	72	56	27

24 Hour Total : 2948
 AM peak hour begins : 09:00 AM peak volume : 202 Peak hour factor : 0.90
 PM peak hour begins : 17:00 PM peak volume : 254 Peak hour factor : 0.85

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525006.PRN
 Station : 000005211003
 Identification : 000019247012 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : SR 39 north of Tucker Rd

May 25

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	7	9	12	14	58	85	88	98	86	107
30	9	3	9	7	9	52	70	101	93	100	84	96
45	6	8	8	4	16	57	85	70	84	71	76	92
00	12	15	11	9	30	41	78	91	89	91	84	82
Hr Total	34	31	35	29	67	164	291	347	354	360	330	377

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	110	86	102	114	95	117	90	72	57	44	28	18
30	98	80	99	94	101	121	96	62	41	37	35	17
45	105	95	90	110	125	103	91	57	47	31	26	6
00	77	92	85	114	97	117	73	45	32	26	14	6
Hr Total	390	353	376	432	418	458	350	236	177	138	103	47

24 Hour Total : 5897

AM peak hour begins : 11:30 AM peak volume : 382 Peak hour factor : 0.87
 PM peak hour begins : 16:30 PM peak volume : 460 Peak hour factor : 0.92

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525005.PRN
 Station : 000005211002
 Identification : 001540900005 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : SR 39 south of Tucker Rd

May 25 Southbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	4	9	5	12	48	44	34	40	34	63
30	4	1	6	6	5	30	51	48	42	41	37	44
45	4	2	2	3	10	36	73	31	35	32	32	46
00	6	6	4	5	18	30	41	34	51	38	49	37
Hr Total	16	11	16	23	38	108	213	157	162	151	152	190

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	48	35	51	46	53	37	30	36	24	13	8
30	56	48	43	48	62	54	37	25	15	16	13	8
45	49	49	42	50	64	34	39	26	28	13	11	2
00	41	56	47	43	47	64	25	23	14	9	5	6
Hr Total	197	201	167	192	219	205	138	104	93	62	42	24

24 Hour Total : 2881
 AM peak hour begins : 06:00 AM peak volume : 213 Peak hour factor : 0.73
 PM peak hour begins : 16:15 PM peak volume : 226 Peak hour factor : 0.88

May 25 Northbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	9	4	1	12	6	11	37	41	50	50	45
30	3	1	1	1	3	14	24	43	44	60	48	46
45	2	6	7	1	9	17	25	44	38	43	42	47
00	4	5	9	2	8	12	33	58	43	48	39	47
Hr Total	13	21	21	5	32	49	93	182	166	201	179	185

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	43	48	55	39	48	51	40	19	16	11	6
30	46	42	56	51	43	68	61	35	23	22	12	10
45	49	43	47	70	54	60	42	26	29	20	9	8
00	32	36	47	69	54	56	40	20	16	12	6	4
Hr Total	179	164	198	245	190	232	194	121	87	70	38	28

24 Hour Total : 2893
 AM peak hour begins : 09:00 AM peak volume : 201 Peak hour factor : 0.84
 PM peak hour begins : 15:00 PM peak volume : 245 Peak hour factor : 0.88

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0525005.PRN
Station        : 000005211002
Identification  : 001540900005      Interval   : 15 minutes
Start date     : May 25, 10         Start time  : 00:00
Stop date      : May 25, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : SR 39 south of Tucker Rd
*****
```

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	11	8	10	17	18	59	81	75	90	84	108
30	7	2	7	7	8	44	75	91	86	101	85	90
45	6	8	9	4	19	53	98	75	73	75	74	93
00	10	11	13	7	26	42	74	92	94	86	88	84
Hr Total	29	32	37	28	70	157	306	339	328	352	331	375

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	103	91	83	106	85	101	88	70	55	40	24	14
30	102	90	99	99	105	122	98	60	38	38	25	18
45	98	92	89	120	118	94	81	52	57	33	20	10
00	73	92	94	112	101	120	65	43	30	21	11	10
Hr Total	376	365	365	437	409	437	332	225	180	132	80	52

```
-----
24 Hour Total       : 5774
AM peak hour begins : 11:30      AM peak volume : 382      Peak hour factor : 0.93
PM peak hour begins : 16:30      PM peak volume : 442      Peak hour factor : 0.91
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525007.PRN
 Station : 000005211001
 Identification : 000025620005 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : Tucker Rd east of SR 39

May 25 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	1	0	0	5	1	0	6	3	6
30	0	1	0	0	0	1	2	7	0	6	8	6
45	0	0	0	0	0	2	1	1	4	4	5	5
00	0	0	0	0	0	2	5	4	3	4	3	7
Hr Total	2	3	0	1	0	5	13	13	7	20	19	24
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	4	9	5	11	12	7	4	1	1	2	2
30	5	4	11	14	7	3	9	1	1	2	4	1
45	7	5	5	6	6	5	11	0	3	3	1	1
00	6	5	0	8	8	9	10	4	4	4	1	0
Hr Total	23	18	25	33	32	29	37	9	9	10	8	4

24 Hour Total : 344
 AM peak hour begins : 11:00 AM peak volume : 24 Peak hour factor : 0.86
 PM peak hour begins : 15:15 PM peak volume : 39 Peak hour factor : 0.70

May 25 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	1	2	0	0	6	3	3	6	4	6
30	0	1	0	0	0	0	1	2	2	8	7	2
45	1	1	1	0	0	3	1	0	5	5	4	3
00	1	2	0	0	0	2	3	2	3	2	0	8
Hr Total	6	6	2	2	0	5	11	7	13	21	15	19
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	6	3	5	5	4	6	5	1	1	2	1
30	3	1	11	7	7	11	7	5	0	1	3	0
45	8	8	5	6	4	5	8	4	4	2	3	2
00	5	2	2	7	5	9	6	5	5	3	4	1
Hr Total	22	17	21	25	21	29	27	19	10	7	12	4

24 Hour Total : 321
 AM peak hour begins : 08:30 AM peak volume : 22 Peak hour factor : 0.69
 PM peak hour begins : 17:15 PM peak volume : 31 Peak hour factor : 0.70

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0525007.PRN
Station        : 000005211001
Identification  : 000025620005      Interval   : 15 minutes
Start date     : May 25, 10         Start time  : 00:00
Stop date      : May 25, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : Tucker Rd east of SR 39
*****
```

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	1	3	0	0	11	4	3	12	7	12
30	0	2	0	0	0	1	3	9	2	14	15	8
45	1	1	1	0	0	5	2	1	9	9	9	8
00	1	2	0	0	0	4	8	6	6	6	3	15
Hr Total	8	9	2	3	0	10	24	20	20	41	34	43

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	10	12	10	16	16	13	9	2	2	4	3
30	8	5	22	21	14	14	16	6	1	3	7	1
45	15	13	10	12	10	10	19	4	7	5	4	3
00	11	7	2	15	13	18	16	9	9	7	5	1
Hr Total	45	35	46	58	53	58	64	28	19	17	20	8

```
-----
24 Hour Total       : 665
AM peak hour begins : 11:00      AM peak volume : 43      Peak hour factor : 0.72
PM peak hour begins : 17:45      PM peak volume : 66      Peak hour factor : 0.87
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525012.PRN
 Station : 000005181009
 Identification : 000065310004 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : C Ave west of 6th St

May 25 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	2	1	1	1	4	9	14	10	5	17
30	0	0	0	2	2	3	7	18	8	9	11	5
45	1	0	3	1	3	7	10	12	10	11	15	8
00	2	1	0	1	2	9	10	18	10	10	15	8
Hr Total	5	2	5	5	8	20	31	57	42	40	46	38

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	11	16	9	13	18	13	7	11	7	2	4
30	14	8	8	11	16	17	11	7	5	4	6	5
45	13	10	9	12	14	6	8	14	10	9	2	2
00	13	16	9	12	12	11	12	9	7	4	6	2
Hr Total	57	45	42	44	55	52	44	37	33	24	16	13

24 Hour Total : 761
 AM peak hour begins : 07:15 AM peak volume : 62 Peak hour factor : 0.86
 PM peak hour begins : 16:30 PM peak volume : 61 Peak hour factor : 0.85

May 25 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	1	1	0	1	4	5	11	12	19	10
30	8	0	0	3	4	2	6	7	14	13	17	14
45	3	1	0	0	2	4	4	6	7	17	21	16
00	1	0	0	1	2	6	2	8	18	17	19	23
Hr Total	16	2	1	5	8	13	16	26	50	59	76	63

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	22	20	23	25	29	17	15	15	12	6	2
30	16	6	24	24	23	18	12	16	13	13	8	4
45	16	21	15	23	36	28	22	20	8	11	7	3
00	22	18	19	28	28	18	15	14	7	10	2	4
Hr Total	80	67	78	98	112	93	66	65	43	46	23	13

24 Hour Total : 1119
 AM peak hour begins : 11:30 AM peak volume : 81 Peak hour factor : 0.78
 PM peak hour begins : 16:15 PM peak volume : 116 Peak hour factor : 0.81

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525012.PRN
 Station : 000005181009
 Identification : 000065310004 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : C Ave west of 6th St

May 25

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	3	2	1	2	8	14	25	22	24	27
30	8	0	0	5	6	5	13	25	22	22	28	19
45	4	1	3	1	5	11	14	18	17	28	36	24
00	3	1	0	2	4	15	12	26	28	27	34	31
Hr Total	21	4	6	10	16	33	47	83	92	99	122	101

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	33	36	32	38	47	30	22	26	19	8	6
30	30	14	32	35	39	35	23	23	18	17	14	9
45	29	31	24	35	50	34	30	34	18	20	9	5
00	35	34	28	40	40	29	27	23	14	14	8	6
Hr Total	137	112	120	142	167	145	110	102	76	70	39	26

24 Hour Total : 1880

AM peak hour begins : 11:30 AM peak volume : 128 Peak hour factor : 0.74

PM peak hour begins : 16:15 PM peak volume : 176 Peak hour factor : 0.88

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525013.PRN
 Station : 000005181010
 Identification : 000145150007 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 6th St north of C Ave

May 25 Northbound Volume for Lane 1

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

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

24 Hour Total : 111
 AM peak hour begins : 09:00 AM peak volume : 11 Peak hour factor : 0.46
 PM peak hour begins : 12:30 PM peak volume : 15 Peak hour factor : 0.63

May 25 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	1	0	0	0	1	4	10	6	10	16
30	1	0	0	0	0	0	1	2	7	10	15	13
45	0	1	0	0	0	0	1	4	9	10	13	16
00	0	0	0	0	0	1	1	6	7	12	15	22
Hr Total	5	2	1	0	0	1	4	16	33	38	53	67

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	17	18	23	13	19	7	7	12	8	3	2
30	12	8	13	20	14	8	10	10	7	10	2	2
45	10	13	9	20	16	18	14	11	8	8	1	2
00	17	12	11	20	14	15	11	10	2	4	2	4
Hr Total	59	50	51	83	57	60	42	38	29	30	8	10

24 Hour Total : 737
 AM peak hour begins : 11:15 AM peak volume : 71 Peak hour factor : 0.81
 PM peak hour begins : 15:00 PM peak volume : 83 Peak hour factor : 0.90

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0525013.PRN
Station        : 000005181010
Identification  : 000145150007      Interval   : 15 minutes
Start date     : May 25, 10         Start time  : 00:00
Stop date      : May 25, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : 6th St north of C Ave
*****
```

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	1	0	0	0	1	6	12	7	11	20
30	1	0	0	0	0	1	2	2	9	12	17	15
45	0	1	0	0	0	0	1	5	10	16	13	18
00	0	0	0	0	0	3	1	7	7	14	16	25
Hr Total	5	2	1	0	0	4	5	20	38	49	57	78

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	20	18	27	14	21	11	7	12	9	4	2
30	14	12	15	21	18	10	10	11	9	10	2	2
45	12	13	12	26	16	18	18	11	8	9	1	2
00	23	16	12	21	17	16	12	11	3	5	2	4
Hr Total	71	61	57	95	65	65	51	40	32	33	9	10

```
-----
24 Hour Total       : 848
AM peak hour begins : 11:15      AM peak volume : 80      Peak hour factor : 0.80
PM peak hour begins : 15:00      PM peak volume : 95      Peak hour factor : 0.88
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525014.PRN
 Station : 000005181011
 Identification : 000025620002 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : C Ave between 6th St & US 301

May 25 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	1	0	1	2	1	7	8	12	3
30	7	0	0	2	4	2	7	5	6	7	8	6
45	1	1	0	0	1	4	1	4	7	15	8	8
00	1	0	0	2	1	2	1	4	16	7	13	7
Hr Total	11	2	1	5	6	9	11	14	36	37	41	24

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	7	9	9	13	20	9	11	6	7	3	1
30	7	8	12	12	12	10	9	12	10	4	5	3
45	8	11	5	15	21	12	13	11	5	6	6	3
00	6	9	10	13	13	8	7	8	4	8	1	2
Hr Total	29	35	36	49	59	50	38	42	25	25	15	9

24 Hour Total : 609
 AM peak hour begins : 08:45 AM peak volume : 46 Peak hour factor : 0.72
 PM peak hour begins : 16:15 PM peak volume : 66 Peak hour factor : 0.79

May 25 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	2	1	1	1	5	11	18	10	8	20
30	0	0	0	2	2	4	8	18	8	8	17	11
45	0	1	3	1	3	7	11	15	11	11	12	8
00	4	1	0	1	2	8	10	12	15	5	16	10
Hr Total	8	3	5	5	8	20	34	56	52	34	53	49

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	9	18	10	14	20	13	9	8	5	2	5
30	15	10	8	12	17	14	15	9	11	4	6	5
45	13	13	10	12	13	10	11	11	7	11	3	2
00	12	15	7	15	11	13	12	13	8	0	5	4
Hr Total	54	47	43	49	55	57	51	42	34	20	16	16

24 Hour Total : 811
 AM peak hour begins : 10:15 AM peak volume : 65 Peak hour factor : 0.81
 PM peak hour begins : 16:15 PM peak volume : 61 Peak hour factor : 0.76

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525014.PRN
 Station : 000005181011
 Identification : 000025620002 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : C Ave between 6th St & US 301

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	3	2	1	2	7	12	25	18	20	23
30	7	0	0	4	6	6	15	23	14	15	25	17
45	1	2	3	1	4	11	12	19	18	26	20	16
00	5	1	0	3	3	10	11	16	31	12	29	17
Hr Total	19	5	6	10	14	29	45	70	88	71	94	73

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	16	27	19	27	40	22	20	14	12	5	6
30	22	18	20	24	29	24	24	21	21	8	11	8
45	21	24	15	27	34	22	24	22	12	17	9	5
00	18	24	17	28	24	21	19	21	12	8	6	6
Hr Total	83	82	79	98	114	107	89	84	59	45	31	25

24 Hour Total : 1420
 AM peak hour begins : 10:15 AM peak volume : 97 Peak hour factor : 0.84
 PM peak hour begins : 16:15 PM peak volume : 127 Peak hour factor : 0.79

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0525010.PRN
Station        : 000005211006
Identification  : 000065310014      Interval   : 15 minutes
Start date     : May 25, 10         Start time  : 00:00
Stop date      : May 25, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : US 301 north of C Ave
*****
```

May 25 Southbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	7	8	17	17	43	134	157	135	123	122	139
30	9	3	11	12	25	62	167	200	153	117	118	128
45	10	13	7	9	28	98	162	161	134	128	110	126
00	13	12	12	10	53	78	176	127	135	144	118	116
Hr Total	39	35	38	48	123	281	639	645	557	512	468	509

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	158	129	137	163	150	159	107	90	88	70	50	24
30	141	106	145	140	144	141	103	80	54	49	42	18
45	141	147	105	130	150	126	108	92	59	46	32	13
00	156	134	131	128	126	140	77	71	61	26	19	15
Hr Total	596	516	518	561	570	566	395	333	262	191	143	70

```
24 Hour Total      : 8615
AM peak hour begins : 06:30      AM peak volume : 695      Peak hour factor : 0.87
PM peak hour begins : 12:00     PM peak volume : 596      Peak hour factor : 0.94
*****
```

May 25 Northbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	13	7	6	12	20	28	87	119	124	114	140
30	24	5	2	4	12	33	43	114	145	159	135	140
45	12	14	8	7	13	45	58	118	110	121	117	125
00	12	15	9	11	19	37	81	127	134	133	106	118
Hr Total	69	47	26	28	56	135	210	446	508	537	472	523

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	154	122	144	155	189	181	183	133	64	64	51	29
30	124	127	129	147	156	216	153	84	58	55	46	29
45	125	143	146	168	179	208	167	97	68	47	31	30
00	141	131	146	179	169	215	136	90	69	47	38	17
Hr Total	544	523	565	649	693	820	639	404	259	213	166	105

```
24 Hour Total      : 8637
AM peak hour begins : 08:45      AM peak volume : 538      Peak hour factor : 0.85
PM peak hour begins : 17:15     PM peak volume : 822      Peak hour factor : 0.95
*****
```


Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525010.PRN
 Station : 000005211006
 Identification : 000065310014 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 north of C Ave

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	20	15	23	29	63	162	244	254	247	236	279
30	33	8	13	16	37	95	210	314	298	276	253	268
45	22	27	15	16	41	143	220	279	244	249	227	251
00	25	27	21	21	72	115	257	254	269	277	224	234
Hr Total	108	82	64	76	179	416	849	1091	1065	1049	940	1032

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	312	251	281	318	339	340	290	223	152	134	101	53
30	265	233	274	287	300	357	256	164	112	104	88	47
45	266	290	251	298	329	334	275	189	127	93	63	43
00	297	265	277	307	295	355	213	161	130	73	57	32
Hr Total	1140	1039	1083	1210	1263	1386	1034	737	521	404	309	175

24 Hour Total : 17252
 AM peak hour begins : 07:15 AM peak volume : 1101 Peak hour factor : 0.88
 PM peak hour begins : 17:00 PM peak volume : 1386 Peak hour factor : 0.97

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525011.PRN
 Station : 000005191012
 Identification : 000138590004 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : C Ave east of US 301

May 25 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	1	1	1	0	1	3	4	7	3	11
30	1	1	1	2	5	2	4	7	4	7	3	12
45	2	2	0	2	5	2	0	9	8	10	8	5
00	0	0	2	1	6	3	7	7	7	8	5	8
Hr Total	4	5	4	6	17	7	12	26	23	32	19	36

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	1	6	9	13	17	13	10	7	10	7	5
30	10	4	6	13	13	21	17	13	14	6	7	4
45	7	9	10	8	14	12	15	8	13	6	4	3
00	8	9	14	14	15	10	9	10	16	7	3	4
Hr Total	33	23	36	44	55	60	54	41	50	29	21	16

24 Hour Total : 653
 AM peak hour begins : 10:30 AM peak volume : 36 Peak hour factor : 0.75
 PM peak hour begins : 16:30 PM peak volume : 67 Peak hour factor : 0.80

May 25 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	3	0	6	7	9	5	5	8	10
30	2	1	1	1	2	7	9	6	6	9	8	4
45	1	0	0	0	6	8	8	4	6	9	6	5
00	2	0	0	1	2	9	10	8	2	8	9	9
Hr Total	6	2	1	5	10	30	34	27	19	31	31	28

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	9	5	6	4	13	5	10	3	4	4	1
30	6	8	5	5	6	6	6	13	5	3	4	1
45	4	10	5	6	13	5	11	12	11	2	1	1
00	8	7	8	8	8	6	13	6	6	9	4	0
Hr Total	23	34	23	25	31	30	35	41	25	18	13	3

24 Hour Total : 525
 AM peak hour begins : 06:15 AM peak volume : 36 Peak hour factor : 0.90
 PM peak hour begins : 18:45 PM peak volume : 48 Peak hour factor : 0.92

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525011.PRN
 Station : 000005191012
 Identification : 000138590004 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : C Ave east of US 301

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	1	4	1	6	8	12	9	12	11	21
30	3	2	2	3	7	9	13	13	10	16	11	16
45	3	2	0	2	11	10	8	13	14	19	14	10
00	2	0	2	2	8	12	17	15	9	16	14	17
Hr Total	10	7	5	11	27	37	46	53	42	63	50	64
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	10	11	15	17	30	18	20	10	14	11	6
30	16	12	11	18	19	27	23	26	19	9	11	5
45	11	19	15	14	27	17	26	20	24	8	5	4
00	16	16	22	22	23	16	22	16	22	16	7	4
Hr Total	56	57	59	69	86	90	89	82	75	47	34	19

24 Hour Total : 1178
 AM peak hour begins : 10:30 AM peak volume : 65 Peak hour factor : 0.77
 PM peak hour begins : 16:30 PM peak volume : 107 Peak hour factor : 0.89

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525015.PRN
 Station : 000005181006
 Identification : 000065310008 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : South Ave west of 6th St

May 25 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	1	1	1	2	11	18	26	11	11
30	1	2	0	0	1	2	3	14	19	15	12	21
45	0	1	1	1	0	2	8	18	21	13	24	9
00	2	0	0	0	0	3	13	9	17	25	14	22
Hr Total	5	3	1	2	2	8	26	52	75	79	61	63

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	16	14	25	11	23	21	10	5	5	2	5
30	15	17	21	15	16	23	10	11	8	5	4	2
45	12	7	8	23	22	16	11	13	10	2	0	0
00	11	15	17	23	21	23	11	10	3	3	1	1
Hr Total	50	55	60	86	70	85	53	44	26	15	7	8

24 Hour Total : 936
 AM peak hour begins : 08:15 AM peak volume : 83 Peak hour factor : 0.80
 PM peak hour begins : 16:30 PM peak volume : 89 Peak hour factor : 0.97

May 25 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	4	0	3	0	0	0	8	10	6	8	7
30	2	0	0	0	0	1	3	13	6	6	10	13
45	0	0	0	0	1	1	4	4	12	8	15	5
00	0	1	0	1	0	6	12	8	4	9	4	13
Hr Total	2	5	0	4	1	8	19	33	32	29	37	38

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	9	12	10	11	12	20	15	6	4	2	2
30	6	7	17	12	6	12	2	4	5	5	5	0
45	4	7	8	6	13	9	5	4	4	1	1	1
00	6	7	12	9	10	5	6	7	1	1	3	2
Hr Total	22	30	49	37	40	38	33	30	16	11	11	5

24 Hour Total : 530
 AM peak hour begins : 09:45 AM peak volume : 42 Peak hour factor : 0.70
 PM peak hour begins : 14:00 PM peak volume : 49 Peak hour factor : 0.72

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525015.PRN
 Station : 000005181006
 Identification : 000065310008 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : South Ave west of 6th St

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	4	0	4	1	1	2	19	28	32	19	18
30	3	2	0	0	1	3	6	27	25	21	22	34
45	0	1	1	1	1	3	12	22	33	21	39	14
00	2	1	0	1	0	9	25	17	21	34	18	35
Hr Total	7	8	1	6	3	16	45	85	107	108	98	101

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	25	26	35	22	35	41	25	11	9	4	7
30	21	24	38	27	22	35	12	15	13	10	9	2
45	16	14	16	29	35	25	16	17	14	3	1	1
00	17	22	29	32	31	28	17	17	4	4	4	3
Hr Total	72	85	109	123	110	123	86	74	42	26	18	13

24 Hour Total : 1466
 AM peak hour begins : 09:45 AM peak volume : 114 Peak hour factor : 0.73
 PM peak hour begins : 16:30 PM peak volume : 136 Peak hour factor : 0.97

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525016.PRN
 Station : 000005181007
 Identification : 000158000002 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 6th St north of South Ave

May 25 Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	2	0	0	1	23	37	51	34	42	53
30	1	1	0	1	2	6	31	35	40	31	57	45
45	0	2	0	0	3	4	41	52	40	40	49	49
00	3	2	0	1	0	5	26	38	33	50	41	50
Hr Total	5	5	2	2	5	16	121	162	164	155	189	197

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	55	58	65	58	56	40	35	21	18	12	7
30	52	31	36	56	48	39	31	32	18	19	15	4
45	45	68	45	60	50	58	37	24	23	12	6	4
00	47	46	53	53	47	45	20	24	12	6	7	8
Hr Total	205	200	192	234	203	198	128	115	74	55	40	23

24 Hour Total : 2690
 AM peak hour begins : 11:30 AM peak volume : 212 Peak hour factor : 0.87
 PM peak hour begins : 14:45 PM peak volume : 234 Peak hour factor : 0.90

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525017.PRN
 Station : 000005181008
 Identification : 000065310011 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 6th St south of South Ave

May 25 Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	0	0	0	7	9	21	11	15	23
30	0	0	0	1	0	1	5	7	17	20	24	24
45	0	1	0	0	1	2	4	17	13	19	24	22
00	0	0	0	0	0	2	4	13	12	20	25	34
Hr Total	2	2	1	1	1	5	20	46	63	70	88	103

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	23	24	37	18	26	16	14	15	11	5	2
30	21	16	26	32	19	13	16	16	7	13	6	2
45	16	31	19	31	21	27	18	12	10	5	3	2
00	22	19	17	35	23	25	13	16	3	4	5	6
Hr Total	83	89	86	135	81	91	63	58	35	33	19	12

24 Hour Total : 1187
 AM peak hour begins : 11:15 AM peak volume : 104 Peak hour factor : 0.76
 PM peak hour begins : 15:00 PM peak volume : 135 Peak hour factor : 0.91

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525018.PRN
 Station : 000005181005
 Identification : 000178560003 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : South Ave between 6th St & US 301

May 25 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	4	0	3	0	0	0	6	9	4	9	8
30	2	0	0	0	0	1	1	10	6	6	6	11
45	0	0	0	0	0	1	3	5	9	11	8	2
00	0	1	0	1	0	6	9	6	3	9	6	16
Hr Total	2	5	0	4	0	8	13	27	27	30	29	37

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	8	13	10	9	13	18	12	5	4	2	1
30	6	9	14	12	5	10	4	5	7	4	4	0
45	4	9	6	17	10	9	5	4	4	1	3	1
00	7	9	11	11	9	14	6	9	1	1	2	2
Hr Total	23	35	44	50	33	46	33	30	17	10	11	4

24 Hour Total : 518
 AM peak hour begins : 11:00 AM peak volume : 37 Peak hour factor : 0.58
 PM peak hour begins : 17:15 PM peak volume : 51 Peak hour factor : 0.71

May 25 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	1	1	2	16	38	45	48	41	44
30	2	2	0	0	2	5	27	39	50	25	37	48
45	0	3	1	1	2	3	33	50	43	32	41	35
00	4	1	0	1	0	5	40	28	37	51	36	38
Hr Total	7	6	2	3	5	15	116	155	175	156	155	165

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	43	45	57	50	55	40	31	12	15	9	9
30	52	33	37	44	45	44	31	32	19	17	13	5
45	38	42	30	32	52	41	28	24	22	9	4	1
00	38	43	50	45	42	47	20	24	11	5	2	3
Hr Total	177	161	162	178	189	187	119	111	64	46	28	18

24 Hour Total : 2400
 AM peak hour begins : 08:15 AM peak volume : 178 Peak hour factor : 0.89
 PM peak hour begins : 16:15 PM peak volume : 194 Peak hour factor : 0.88

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0525018.PRN
Station        : 000005181005
Identification  : 000178560003      Interval   : 15 minutes
Start date     : May 25, 10         Start time  : 00:00
Stop date      : May 25, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : South Ave between 6th St & US 301
*****
```

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	4	1	4	1	2	16	44	54	52	50	52
30	4	2	0	0	2	6	28	49	56	31	43	59
45	0	3	1	1	2	4	36	55	52	43	49	37
00	4	2	0	2	0	11	49	34	40	60	42	54
Hr Total	9	11	2	7	5	23	129	182	202	186	184	202

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	51	58	67	59	68	58	43	17	19	11	10
30	58	42	51	56	50	54	35	37	26	21	17	5
45	42	51	36	49	62	50	33	28	26	10	7	2
00	45	52	61	56	51	61	26	33	12	6	4	5
Hr Total	200	196	206	228	222	233	152	141	81	56	39	22

```
-----
24 Hour Total       : 2918
AM peak hour begins : 11:15      AM peak volume : 205      Peak hour factor : 0.87
PM peak hour begins : 16:30      PM peak volume : 235      Peak hour factor : 0.86
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0525021.PRN
Station        : 000005221007
Identification  : 000145150006      Interval   : 15 minutes
Start date     : May 25, 10         Start time  : 00:00
Stop date      : May 25, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : US 301 south of South Ave
*****
```

May 25 Southbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	7	9	19	18	44	127	154	129	117	114	132
30	8	3	11	12	24	66	162	201	145	117	112	125
45	10	13	5	9	28	95	165	154	125	119	107	123
00	13	12	13	10	54	80	172	118	136	149	114	115
Hr Total	38	35	38	50	124	285	626	627	535	502	447	495

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	150	121	129	145	142	145	100	79	83	68	53	22
30	140	104	151	138	148	135	100	83	63	50	37	19
45	128	131	94	124	137	124	103	83	51	44	33	14
00	156	134	133	125	119	133	75	73	58	25	18	14
Hr Total	574	490	507	532	546	537	378	318	255	187	141	69

```
24 Hour Total      : 8336
AM peak hour begins : 06:30      AM peak volume : 692      Peak hour factor : 0.86
PM peak hour begins : 12:00     PM peak volume : 574      Peak hour factor : 0.92
*****
```

May 25 Northbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	8	6	5	10	15	24	47	67	83	79	94
30	16	5	1	2	9	25	24	69	89	104	87	100
45	7	10	6	4	10	41	40	75	73	75	89	89
00	8	11	8	9	16	30	57	80	84	87	74	75
Hr Total	43	34	21	20	45	111	145	271	313	349	329	358

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	87	92	106	121	99	115	99	38	39	31	19
30	84	93	84	89	91	126	93	57	40	38	36	24
45	94	91	106	100	106	118	92	64	50	32	22	22
00	96	80	93	124	94	126	85	56	48	36	32	7
Hr Total	381	351	375	419	412	469	385	276	176	145	121	72

```
24 Hour Total      : 5621
AM peak hour begins : 11:15     AM peak volume : 371     Peak hour factor : 0.87
PM peak hour begins : 17:15     PM peak volume : 485     Peak hour factor : 0.96
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525021.PRN
 Station : 000005221007
 Identification : 000145150006 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 south of South Ave

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	15	15	24	28	59	151	201	196	200	193	226
30	24	8	12	14	33	91	186	270	234	221	199	225
45	17	23	11	13	38	136	205	229	198	194	196	212
00	21	23	21	19	70	110	229	198	220	236	188	190
Hr Total	81	69	59	70	169	396	771	898	848	851	776	853

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	257	208	221	251	263	244	215	178	121	107	84	41
30	224	197	235	227	239	261	193	140	103	88	73	43
45	222	222	200	224	243	242	195	147	101	76	55	36
00	252	214	226	249	213	259	160	129	106	61	50	21
Hr Total	955	841	882	951	958	1006	763	594	431	332	262	141

24 Hour Total : 13957
 AM peak hour begins : 06:45 AM peak volume : 929 Peak hour factor : 0.86
 PM peak hour begins : 17:00 PM peak volume : 1006 Peak hour factor : 0.96

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525022.PRN
 Station : 000005181002
 Identification : 000158000015 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : South Ave between US 301 & 7th St

May 25 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	2	0	3	1	3	18	20	26	25	21
30	2	3	2	1	3	0	7	21	25	19	23	26
45	1	2	3	1	1	4	16	21	22	15	19	13
00	3	4	1	1	3	4	17	12	22	28	16	28
Hr Total	6	10	8	3	10	9	43	72	89	88	83	88

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	23	20	42	19	27	30	18	11	8	7	6
30	28	33	21	24	20	27	16	16	12	11	11	6
45	23	18	21	33	28	22	18	13	14	1	1	1
00	11	30	32	32	19	31	14	17	9	4	3	5
Hr Total	87	104	94	131	86	107	78	64	46	24	22	18

24 Hour Total : 1370
 AM peak hour begins : 08:15 AM peak volume : 95 Peak hour factor : 0.91
 PM peak hour begins : 14:45 PM peak volume : 131 Peak hour factor : 0.78

May 25 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	3	1	4	4	11	41	59	43	33	29	32
30	4	1	3	4	7	13	41	64	47	36	26	29
45	0	2	0	4	10	31	47	54	45	41	31	32
00	2	2	9	2	10	35	42	41	38	30	22	38
Hr Total	6	8	13	14	31	90	171	218	173	140	108	131

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	22	44	38	43	25	36	21	26	20	8	3
30	24	22	35	42	27	36	26	21	15	11	10	3
45	23	35	36	33	39	41	25	14	13	15	7	6
00	33	31	39	33	31	44	27	16	9	6	6	7
Hr Total	114	110	154	146	140	146	114	72	63	52	31	19

24 Hour Total : 2264
 AM peak hour begins : 06:45 AM peak volume : 219 Peak hour factor : 0.86
 PM peak hour begins : 17:15 PM peak volume : 157 Peak hour factor : 0.89

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525022.PRN
 Station : 000005181002
 Identification : 000158000015 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : South Ave between US 301 & 7th St

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	4	3	4	7	12	44	77	63	59	54	53
30	6	4	5	5	10	13	48	85	72	55	49	55
45	1	4	3	5	11	35	63	75	67	56	50	45
00	5	6	10	3	13	39	59	53	60	58	38	66
Hr Total	12	18	21	17	41	99	214	290	262	228	191	219

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	45	64	80	62	52	66	39	37	28	15	9
30	52	55	56	66	47	63	42	37	27	22	21	9
45	46	53	57	66	67	63	43	27	27	16	8	7
00	44	61	71	65	50	75	41	33	18	10	9	12
Hr Total	201	214	248	277	226	253	192	136	109	76	53	37

24 Hour Total : 3634
 AM peak hour begins : 06:45 AM peak volume : 296 Peak hour factor : 0.87
 PM peak hour begins : 14:45 PM peak volume : 283 Peak hour factor : 0.88

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525023.PRN
 Station : 000005181004
 Identification : 000065310003 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 7th St north of South Ave

May 25

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	1	0	2	7	8	51	74	53	50	51
30	4	2	0	1	1	4	19	70	76	61	56	52
45	3	0	1	0	2	9	31	64	52	57	49	47
00	3	2	1	1	5	16	25	51	65	69	44	44
Hr Total	12	6	3	2	10	36	83	236	267	240	199	194

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	42	49	56	61	74	82	37	27	26	18	7
30	49	50	51	55	71	86	57	27	18	16	16	6
45	43	57	48	80	63	84	63	42	29	12	10	7
00	55	72	42	66	73	90	47	28	19	17	4	9
Hr Total	208	221	190	257	268	334	249	134	93	71	48	29

24 Hour Total : 3390

AM peak hour begins : 08:00 AM peak volume : 267 Peak hour factor : 0.88
 PM peak hour begins : 17:15 PM peak volume : 342 Peak hour factor : 0.95

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525024.PRN
 Station : 000005181001
 Identification : 000138590002 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 7th St south of South Ave

May 25 Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	2	1	2	5	5	39	52	49	38	43
30	7	0	1	2	3	7	19	47	57	54	50	47
45	5	2	2	3	3	6	18	47	36	49	33	41
00	4	3	0	2	2	7	30	49	50	53	39	41
Hr Total	22	9	5	8	10	25	72	182	195	205	160	172

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	35	48	52	74	79	74	41	29	22	17	9
30	39	35	48	62	64	95	61	31	19	19	12	5
45	35	49	45	78	74	95	72	35	24	17	9	9
00	48	60	51	65	82	95	52	31	22	17	7	10
Hr Total	172	179	192	257	294	364	259	138	94	75	45	33

24 Hour Total : 3167
 AM peak hour begins : 07:30 AM peak volume : 205 Peak hour factor : 0.90
 PM peak hour begins : 17:00 PM peak volume : 364 Peak hour factor : 0.96

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525025.PRN
 Station : 000005181003
 Identification : 000138590001 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : South Ave east of 7th St

May 25 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	5	1	4	4	3	25	24	28	33	25
30	4	2	3	1	5	4	12	24	26	28	25	30
45	4	5	5	4	2	4	15	23	17	24	20	18
00	4	3	2	2	2	6	27	25	23	27	22	38
Hr Total	16	14	15	8	13	18	57	97	90	107	100	111

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	27	24	48	47	41	36	27	18	15	10	11
30	30	26	30	41	24	45	35	23	23	16	15	7
45	28	26	31	43	48	54	39	18	15	10	3	6
00	19	43	48	45	45	55	34	28	18	13	5	8
Hr Total	110	122	133	177	164	195	144	96	74	54	33	32

24 Hour Total : 1980
 AM peak hour begins : 11:15 AM peak volume : 119 Peak hour factor : 0.78
 PM peak hour begins : 17:00 PM peak volume : 195 Peak hour factor : 0.89

May 25 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	3	1	5	5	13	42	63	60	41	36	34
30	7	1	3	5	6	14	47	79	62	45	30	38
45	1	2	1	4	10	35	52	63	55	50	44	45
00	3	2	8	2	12	42	47	46	50	43	33	45
Hr Total	12	8	13	16	33	104	188	251	227	179	143	162

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	32	45	51	50	36	56	28	31	26	14	6
30	33	30	48	48	33	48	36	25	19	15	19	5
45	34	45	44	45	45	55	33	25	20	18	11	6
00	41	46	48	43	41	50	33	22	12	11	5	8
Hr Total	161	153	185	187	169	189	158	100	82	70	49	25

24 Hour Total : 2864
 AM peak hour begins : 06:45 AM peak volume : 252 Peak hour factor : 0.80
 PM peak hour begins : 17:15 PM peak volume : 209 Peak hour factor : 0.93

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525025.PRN
 Station : 000005181003
 Identification : 000138590001 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : South Ave east of 7th St

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	7	6	6	9	17	45	88	84	69	69	59
30	11	3	6	6	11	18	59	103	88	73	55	68
45	5	7	6	8	12	39	67	86	72	74	64	63
00	7	5	10	4	14	48	74	71	73	70	55	83
Hr Total	28	22	28	24	46	122	245	348	317	286	243	273

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	86	59	69	99	97	77	92	55	49	41	24	17
30	63	56	78	89	57	93	71	48	42	31	34	12
45	62	71	75	88	93	109	72	43	35	28	14	12
00	60	89	96	88	86	105	67	50	30	24	10	16
Hr Total	271	275	318	364	333	384	302	196	156	124	82	57

24 Hour Total : 4844
 AM peak hour begins : 06:45 AM peak volume : 351 Peak hour factor : 0.85
 PM peak hour begins : 17:15 PM peak volume : 399 Peak hour factor : 0.92

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525026.PRN
 Station : 000005221009
 Identification : 000158000004 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 5th Ave/SR 54 west of 6th St

May 25 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	5	8	3	4	9	29	71	89	100	119	95
30	9	4	6	6	3	20	26	97	108	97	98	105
45	3	3	4	3	4	12	53	93	84	100	91	92
00	6	6	6	4	8	23	75	88	112	116	89	88
Hr Total	22	18	24	16	19	64	183	349	393	413	397	380

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	104	108	97	130	98	114	100	68	54	35	28	17
30	105	99	106	104	99	108	101	63	45	42	21	13
45	99	97	112	106	98	102	82	58	51	35	17	14
00	117	107	96	107	89	100	83	40	41	38	14	15
Hr Total	425	411	411	447	384	424	366	229	191	150	80	59

24 Hour Total : 5855
 AM peak hour begins : 09:30 AM peak volume : 433 Peak hour factor : 0.91
 PM peak hour begins : 15:00 PM peak volume : 447 Peak hour factor : 0.86

May 25 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	4	0	3	8	22	47	71	74	94	91
30	5	7	1	4	5	12	18	45	90	69	93	83
45	6	5	5	1	11	23	26	47	90	103	78	87
00	7	2	1	1	7	19	26	61	90	78	79	87
Hr Total	25	17	11	6	26	62	92	200	341	324	344	348

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	89	93	106	119	99	92	75	68	46	33	34	16
30	82	76	127	109	96	83	61	58	37	33	22	14
45	89	114	94	95	86	91	77	81	33	39	20	9
00	81	81	95	112	82	93	61	53	28	26	9	9
Hr Total	341	364	422	435	363	359	274	260	144	131	85	48

24 Hour Total : 5022
 AM peak hour begins : 09:30 AM peak volume : 368 Peak hour factor : 0.89
 PM peak hour begins : 14:15 PM peak volume : 435 Peak hour factor : 0.86

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525026.PRN
 Station : 000005221009
 Identification : 000158000004 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 5th Ave/SR 54 west of 6th St

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	8	12	3	7	17	51	118	160	174	213	186
30	14	11	7	10	8	32	44	142	198	166	191	188
45	9	8	9	4	15	35	79	140	174	203	169	179
00	13	8	7	5	15	42	101	149	202	194	168	175
Hr Total	47	35	35	22	45	126	275	549	734	737	741	728

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	193	201	203	249	197	206	175	136	100	68	62	33
30	187	175	233	213	195	191	162	121	82	75	43	27
45	188	211	206	201	184	193	159	139	84	74	37	23
00	198	188	191	219	171	193	144	93	69	64	23	24
Hr Total	766	775	833	882	747	783	640	489	335	281	165	107

24 Hour Total : 10877
 AM peak hour begins : 09:30 AM peak volume : 801 Peak hour factor : 0.94
 PM peak hour begins : 15:00 PM peak volume : 882 Peak hour factor : 0.89

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525027.PRN
 Station : 000005191010
 Identification : 001540900003 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 6th St north of 5th Ave/SR 54

May 25

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	1	0	1	0	20	39	56	75	72	77
30	1	1	0	1	4	6	32	43	63	55	79	71
45	2	2	0	0	2	11	37	60	76	68	66	82
00	4	0	1	1	3	7	31	50	80	73	72	89
Hr Total	9	3	2	2	10	24	120	192	275	271	289	319

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	71	82	102	96	80	51	41	33	21	15	6
30	81	64	77	90	82	57	49	34	34	25	19	7
45	74	110	64	74	66	82	53	40	28	19	9	4
00	95	78	85	84	66	51	35	33	20	12	10	8
Hr Total	345	323	308	350	310	270	188	148	115	77	53	25

24 Hour Total : 4028

AM peak hour begins : 11:30 AM peak volume : 347 Peak hour factor : 0.91
 PM peak hour begins : 14:45 PM peak volume : 351 Peak hour factor : 0.86

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525028.PRN
 Station : 000005191011
 Identification : 000065310009 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 6th St south of 5th Ave/SR 54

May 25 Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	2	0	0	2	22	38	56	42	43	55
30	1	1	0	1	2	6	32	35	44	35	57	43
45	0	2	0	0	2	5	36	54	46	42	46	49
00	4	2	0	1	0	7	31	44	40	53	44	53
Hr Total	6	5	2	2	4	20	121	171	186	172	190	200

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	62	56	69	65	60	42	36	22	18	12	7
30	48	32	37	61	53	43	33	33	21	22	15	4
45	50	72	48	55	54	61	39	27	22	15	6	3
00	51	51	56	59	48	47	22	27	14	7	8	9
Hr Total	210	217	197	244	220	211	136	123	79	62	41	23

24 Hour Total : 2842
 AM peak hour begins : 11:30 AM peak volume : 211 Peak hour factor : 0.86
 PM peak hour begins : 15:00 PM peak volume : 244 Peak hour factor : 0.88

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525029.PRN
 Station : 000005221008
 Identification : 000039640004 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 5th Ave/SR 54 between 6th St & US 301

May 25 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	6	3	4	8	25	66	77	102	115	97
30	8	4	6	8	3	19	26	92	99	99	98	110
45	4	3	4	3	4	11	49	90	80	89	88	91
00	6	6	5	3	10	20	74	81	112	113	83	92
Hr Total	22	17	21	17	21	58	174	329	368	403	384	390

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	104	105	99	124	87	119	100	63	53	35	27	14
30	101	103	101	98	99	103	93	55	43	35	18	12
45	99	94	111	96	92	97	79	57	51	35	17	12
00	123	104	99	99	87	82	82	41	37	38	12	12
Hr Total	427	406	410	417	365	401	354	216	184	143	74	50

24 Hour Total : 5651
 AM peak hour begins : 09:15 AM peak volume : 416 Peak hour factor : 0.90
 PM peak hour begins : 14:15 PM peak volume : 435 Peak hour factor : 0.88

May 25 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	4	0	3	12	15	38	55	44	62	66
30	4	6	1	4	5	8	15	42	76	60	68	61
45	6	5	6	1	10	20	24	35	59	66	46	52
00	6	2	0	1	5	16	26	55	54	61	48	60
Hr Total	22	17	11	6	23	56	80	170	244	231	224	239

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	62	91	85	70	73	58	57	37	27	28	15
30	45	54	92	75	67	67	50	49	28	25	18	10
45	60	71	70	59	72	64	52	62	27	27	17	7
00	50	54	67	76	63	79	47	42	22	20	5	8
Hr Total	221	241	320	295	272	283	207	210	114	99	68	40

24 Hour Total : 3693
 AM peak hour begins : 09:30 AM peak volume : 257 Peak hour factor : 0.94
 PM peak hour begins : 14:00 PM peak volume : 320 Peak hour factor : 0.87

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0525029.PRN
Station        : 000005221008
Identification  : 000039640004      Interval   : 15 minutes
Start date     : May 25, 10         Start time  : 00:00
Stop date      : May 25, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : 5th Ave/SR 54 between 6th St & US 301
*****
```

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	8	10	3	7	20	40	104	132	146	177	163
30	12	10	7	12	8	27	41	134	175	159	166	171
45	10	8	10	4	14	31	73	125	139	155	134	143
00	12	8	5	4	15	36	100	136	166	174	131	152
Hr Total	44	34	32	23	44	114	254	499	612	634	608	629

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	170	167	190	209	157	192	158	120	90	62	55	29
30	146	157	193	173	166	170	143	104	71	60	36	22
45	159	165	181	155	164	161	131	119	78	62	34	19
00	173	158	166	175	150	161	129	83	59	58	17	20
Hr Total	648	647	730	712	637	684	561	426	298	242	142	90

```
-----
24 Hour Total       : 9344
AM peak hour begins : 09:30      AM peak volume : 672      Peak hour factor : 0.95
PM peak hour begins : 14:15      PM peak volume : 749      Peak hour factor : 0.90
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0525030.PRN
Station        : 000005221004
Identification  : 000025620006      Interval   : 15 minutes
Start date     : May 25, 10         Start time  : 00:00
Stop date      : May 25, 10         Stop time   : 24:00
City/Town     : Zephyrhills         County      : Pasco
Location      : US 301 north of 5th Ave/SR 54
*****
```

May 25 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	10	5	8	10	19	33	56	111	138	134	139
30	21	8	6	7	4	25	29	100	133	135	125	169
45	7	9	6	9	10	34	63	106	116	133	141	122
00	7	10	11	11	9	28	73	107	120	138	132	130
Hr Total	50	37	28	35	33	106	198	369	480	544	532	560

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	171	144	140	160	134	148	125	103	59	60	40	20
30	155	134	128	135	137	145	133	83	60	58	36	21
45	146	132	140	126	146	148	102	83	65	49	25	23
00	171	128	123	148	123	141	133	71	56	43	40	16
Hr Total	643	538	531	569	540	582	493	340	240	210	141	80

```
24 Hour Total       : 7879
AM peak hour begins : 11:15      AM peak volume : 592      Peak hour factor : 0.87
PM peak hour begins : 12:00     PM peak volume : 643      Peak hour factor : 0.94
*****
```

May 25 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	10	11	8	13	36	83	97	104	72	98	129
30	7	5	9	6	18	40	85	117	93	80	91	97
45	11	9	5	11	24	63	94	81	99	107	93	100
00	10	10	13	6	34	45	89	74	91	107	105	95
Hr Total	36	34	38	31	89	184	351	369	387	366	387	421

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	133	101	112	108	88	119	64	65	61	45	55	19
30	100	84	114	94	103	92	76	69	61	47	32	18
45	115	115	89	102	112	86	70	70	37	31	24	8
00	120	97	123	104	87	83	67	62	54	37	21	14
Hr Total	468	397	438	408	390	380	277	266	213	160	132	59

```
24 Hour Total       : 6281
AM peak hour begins : 10:45     AM peak volume : 431      Peak hour factor : 0.84
PM peak hour begins : 12:00     PM peak volume : 468      Peak hour factor : 0.88
*****
```


Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0525030.PRN
Station        : 000005221004
Identification  : 000025620006      Interval   : 15 minutes
Start date     : May 25, 10         Start time  : 00:00
Stop date      : May 25, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : US 301 north of 5th Ave/SR 54
*****
```

May 25

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	20	16	16	23	55	116	153	215	210	232	268
30	28	13	15	13	22	65	114	217	226	215	216	266
45	18	18	11	20	34	97	157	187	215	240	234	222
00	17	20	24	17	43	73	162	181	211	245	237	225
Hr Total	86	71	66	66	122	290	549	738	867	910	919	981

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	304	245	252	268	222	267	189	168	120	105	95	39
30	255	218	242	229	240	237	209	152	121	105	68	39
45	261	247	229	228	258	234	172	153	102	80	49	31
00	291	225	246	252	210	224	200	133	110	80	61	30
Hr Total	1111	935	969	977	930	962	770	606	453	370	273	139

24 Hour Total : 14160

AM peak hour begins : 11:15 AM peak volume : 1017 Peak hour factor : 0.84

PM peak hour begins : 12:00 PM peak volume : 1111 Peak hour factor : 0.91

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525031.PRN
 Station : 000005221005
 Identification : 000065320003 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 south of 5th Ave/SR 54

May 25 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	9	4	7	9	18	26	63	96	109	94	108
30	18	5	5	4	9	26	24	76	106	118	104	126
45	7	11	5	7	14	38	45	78	96	100	111	109
00	8	11	10	10	12	32	64	105	95	111	98	101
Hr Total	46	36	24	28	44	114	159	322	393	438	407	444

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	127	103	111	129	131	115	124	110	43	48	36	24
30	98	112	100	102	103	143	120	74	41	48	38	20
45	115	104	112	107	117	138	86	67	59	35	20	27
00	109	103	116	154	112	133	104	56	55	38	33	8
Hr Total	449	422	439	492	463	529	434	307	198	169	127	79

24 Hour Total : 6563
 AM peak hour begins : 11:15 AM peak volume : 463 Peak hour factor : 0.91
 PM peak hour begins : 17:15 PM peak volume : 538 Peak hour factor : 0.94

May 25 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	10	11	10	19	39	84	112	101	107	98	106
30	6	2	13	9	19	45	101	128	83	95	88	123
45	10	12	8	8	26	67	110	86	103	106	101	97
00	12	12	14	10	42	50	118	85	98	114	85	106
Hr Total	34	36	46	37	106	201	413	411	385	422	372	432

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	112	98	99	110	100	125	91	67	71	58	44	20
30	97	99	123	103	98	110	89	67	55	37	29	15
45	111	97	90	101	112	97	76	73	48	29	26	12
00	105	99	106	100	84	91	65	57	50	26	13	15
Hr Total	425	393	418	414	394	423	321	264	224	150	112	62

24 Hour Total : 6495
 AM peak hour begins : 06:30 AM peak volume : 468 Peak hour factor : 0.91
 PM peak hour begins : 16:30 PM peak volume : 431 Peak hour factor : 0.86

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0525031.PRN
Station        : 000005221005
Identification  : 000065320003      Interval   : 15 minutes
Start date     : May 25, 10         Start time  : 00:00
Stop date      : May 25, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : US 301 south of 5th Ave/SR 54
*****
```

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	19	15	17	28	57	110	175	197	216	192	214
30	24	7	18	13	28	71	125	204	189	213	192	249
45	17	23	13	15	40	105	155	164	199	206	212	206
00	20	23	24	20	54	82	182	190	193	225	183	207
Hr Total	80	72	70	65	150	315	572	733	778	860	779	876

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	239	201	210	239	231	240	215	177	114	106	80	44
30	195	211	223	205	201	253	209	141	96	85	67	35
45	226	201	202	208	229	235	162	140	107	64	46	39
00	214	202	222	254	196	224	169	113	105	64	46	23
Hr Total	874	815	857	906	857	952	755	571	422	319	239	141

```
24 Hour Total       : 13058
AM peak hour begins : 11:15      AM peak volume : 901      Peak hour factor : 0.90
PM peak hour begins : 17:00      PM peak volume : 952      Peak hour factor : 0.94
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525032.PRN
 Station : 000005241001
 Identification : 000140510021 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 5th Ave between US 301 & 7th St

May 25 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	5	2	1	1	5	13	34	48	38	36	40
30	5	2	1	2	3	6	10	36	49	41	42	43
45	2	1	2	1	3	4	17	45	33	35	33	30
00	2	0	2	1	4	13	24	39	54	50	32	36
Hr Total	12	8	7	5	11	28	64	154	184	164	143	149
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	41	43	65	45	59	43	38	23	16	15	9
30	50	45	35	38	42	55	41	26	23	24	12	8
45	38	42	54	49	44	53	39	33	23	11	9	4
00	57	38	51	62	50	44	34	20	26	19	8	6
Hr Total	188	166	183	214	181	211	157	117	95	70	44	27

24 Hour Total : 2582
 AM peak hour begins : 08:00 AM peak volume : 184 Peak hour factor : 0.85
 PM peak hour begins : 16:45 PM peak volume : 217 Peak hour factor : 0.92

May 25 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	1	1	3	15	19	19	49	33	27	33
30	5	4	1	3	3	5	14	39	55	40	38	39
45	4	3	3	0	4	15	21	24	54	42	34	31
00	3	0	1	0	2	9	20	30	28	44	34	44
Hr Total	13	9	6	4	12	44	74	112	186	159	133	147
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	36	69	71	39	48	30	24	20	16	9	3
30	35	38	46	48	42	37	23	39	17	14	8	3
45	43	35	39	43	45	38	33	45	18	15	10	4
00	35	32	35	42	41	60	29	20	15	9	4	6
Hr Total	165	141	189	204	167	183	115	128	70	54	31	16

24 Hour Total : 2362
 AM peak hour begins : 07:45 AM peak volume : 188 Peak hour factor : 0.85
 PM peak hour begins : 15:00 PM peak volume : 204 Peak hour factor : 0.72

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0525032.PRN
Station        : 000005241001
Identification  : 000140510021      Interval   : 15 minutes
Start date     : May 25, 10         Start time  : 00:00
Stop date      : May 25, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : 5th Ave between US 301 & 7th St
*****
```

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	7	3	2	4	20	32	53	97	71	63	73
30	10	6	2	5	6	11	24	75	104	81	80	82
45	6	4	5	1	7	19	38	69	87	77	67	61
00	5	0	3	1	6	22	44	69	82	94	66	80
Hr Total	25	17	13	9	23	72	138	266	370	323	276	296

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	77	112	136	84	107	73	62	43	32	24	12
30	85	83	81	86	84	92	64	65	40	38	20	11
45	81	77	93	92	89	91	72	78	41	26	19	8
00	92	70	86	104	91	104	63	40	41	28	12	12
Hr Total	353	307	372	418	348	394	272	245	165	124	75	43

```
-----
24 Hour Total       : 4944
AM peak hour begins : 08:00      AM peak volume : 370      Peak hour factor : 0.89
PM peak hour begins : 15:00      PM peak volume : 418      Peak hour factor : 0.77
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525033.PRN
 Station : 000005201002
 Identification : 000065310001 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 7th St north of 5th Ave

May 25

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	0	1	8	7	52	68	65	51	65
30	3	0	0	1	1	3	16	66	93	76	67	54
45	3	0	0	2	1	9	30	66	54	57	56	56
00	2	1	2	3	4	12	31	64	70	81	53	51
Hr Total	11	1	2	6	7	32	84	248	285	279	227	226

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	77	69	66	71	58	92	74	48	23	22	13	3
30	66	55	56	54	61	88	56	32	18	19	12	6
45	67	64	67	87	58	84	58	36	26	9	7	7
00	63	73	38	69	66	85	50	24	26	15	6	6
Hr Total	273	261	227	281	243	349	238	140	93	65	38	22

24 Hour Total : 3638
 AM peak hour begins : 07:30 AM peak volume : 291 Peak hour factor : 0.78
 PM peak hour begins : 17:00 PM peak volume : 349 Peak hour factor : 0.95

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525034.PRN
 Station : 000005201001
 Identification : 000025620003 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 7th St south of 5th Ave

May 25

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	0	2	8	8	44	58	60	42	54
30	4	0	0	1	2	3	17	58	79	57	49	49
45	3	0	1	0	2	8	23	55	52	59	54	55
00	3	2	1	1	2	11	25	43	54	68	46	48
Hr Total	12	4	2	2	8	30	73	200	243	244	191	206

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	67	54	52	61	68	83	89	44	25	25	16	5
30	53	50	58	58	62	93	66	38	18	18	13	6
45	59	59	51	82	70	91	65	47	30	14	10	7
00	55	72	43	69	76	87	58	36	23	19	5	9
Hr Total	234	235	204	270	276	354	278	165	96	76	44	27

24 Hour Total : 3474
 AM peak hour begins : 08:15 AM peak volume : 245 Peak hour factor : 0.78
 PM peak hour begins : 17:15 PM peak volume : 360 Peak hour factor : 0.97

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525035.PRN
 Station : 000005241002
 Identification : 000065320001 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 5th Ave east of 7th St

May 25 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	7	2	1	2	5	11	29	34	30	32	36
30	6	1	1	2	4	5	8	27	38	29	33	37
45	2	1	3	1	4	4	15	31	23	33	31	35
00	4	1	2	1	3	8	20	32	42	42	37	34
Hr Total	15	10	8	5	13	22	54	119	137	134	133	142

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	33	38	62	60	61	60	35	30	22	20	11
30	46	48	41	41	46	64	51	31	27	21	15	9
45	36	38	53	57	53	55	44	44	23	14	9	5
00	48	42	51	57	52	50	44	33	25	22	10	9
Hr Total	167	161	183	217	211	230	199	143	105	79	54	34

24 Hour Total : 2575
 AM peak hour begins : 11:30 AM peak volume : 152 Peak hour factor : 0.83
 PM peak hour begins : 16:45 PM peak volume : 232 Peak hour factor : 0.91

May 25 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	1	3	17	19	24	54	32	32	38
30	5	2	1	3	4	5	15	39	57	46	45	43
45	4	3	3	2	3	15	23	26	49	46	37	38
00	5	0	1	2	3	7	22	39	34	48	39	49
Hr Total	16	6	6	8	13	44	79	128	194	172	153	168

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	39	78	75	37	50	29	25	24	20	9	3
30	44	43	50	48	45	42	20	39	19	12	7	4
45	46	31	51	51	44	34	34	44	20	14	8	4
00	39	36	40	38	32	60	25	21	11	11	5	4
Hr Total	183	149	219	212	158	186	108	129	74	57	29	15

24 Hour Total : 2506
 AM peak hour begins : 07:45 AM peak volume : 199 Peak hour factor : 0.87
 PM peak hour begins : 14:00 PM peak volume : 219 Peak hour factor : 0.70

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0525035.PRN
Station        : 000005241002
Identification  : 000065320001      Interval   : 15 minutes
Start date     : May 25, 10         Start time  : 00:00
Stop date      : May 25, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : 5th Ave east of 7th St
*****
```

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	8	3	2	5	22	30	53	88	62	64	74
30	11	3	2	5	8	10	23	66	95	75	78	80
45	6	4	6	3	7	19	38	57	72	79	68	73
00	9	1	3	3	6	15	42	71	76	90	76	83
Hr Total	31	16	14	13	26	66	133	247	331	306	286	310

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	91	72	116	137	97	111	89	60	54	42	29	14
30	90	91	91	89	91	106	71	70	46	33	22	13
45	82	69	104	108	97	89	78	88	43	28	17	9
00	87	78	91	95	84	110	69	54	36	33	15	13
Hr Total	350	310	402	429	369	416	307	272	179	136	83	49

```
-----
24 Hour Total       : 5081
AM peak hour begins : 11:30      AM peak volume : 337      Peak hour factor : 0.93
PM peak hour begins : 15:00      PM peak volume : 429      Peak hour factor : 0.78
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525036.PRN
 Station : 000005191006
 Identification : 000065310015 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 12th Ave west of 6th St

May 25 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	0	1	1	2	3	9	21	11	6	8
30	0	0	1	1	0	1	10	11	32	8	6	8
45	0	1	1	0	0	3	7	10	19	15	8	11
00	1	0	0	0	0	2	7	13	13	11	14	17
Hr Total	5	2	2	2	1	8	27	43	85	45	34	44

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	10	14	23	20	13	14	6	1	4	3	1
30	13	12	29	14	14	11	5	7	8	3	2	3
45	17	8	24	16	9	10	2	11	3	5	0	0
00	16	9	17	11	11	14	7	7	8	4	0	1
Hr Total	62	39	84	64	54	48	28	31	20	16	5	5

24 Hour Total : 754
 AM peak hour begins : 07:45 AM peak volume : 85 Peak hour factor : 0.66
 PM peak hour begins : 14:15 PM peak volume : 93 Peak hour factor : 0.80

May 25 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	1	0	2	9	10	22	33	42	18
30	0	0	0	0	0	0	11	13	45	28	18	19
45	0	0	1	0	0	1	14	25	61	21	20	25
00	2	1	0	0	2	0	9	16	26	26	15	26
Hr Total	3	2	1	1	2	3	43	64	154	108	95	88

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	30	29	44	27	31	9	5	4	3	4	2
30	23	23	20	23	14	19	8	10	8	5	2	1
45	25	53	22	20	15	13	11	13	4	5	2	3
00	32	27	60	19	39	14	9	8	5	3	2	3
Hr Total	97	133	131	106	95	77	37	36	21	16	10	9

24 Hour Total : 1332
 AM peak hour begins : 08:15 AM peak volume : 165 Peak hour factor : 0.68
 PM peak hour begins : 14:30 PM peak volume : 149 Peak hour factor : 0.62

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525036.PRN
 Station : 000005191006
 Identification : 000065310015 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 12th Ave west of 6th St

May 25

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	0	2	1	4	12	19	43	44	48	26
30	0	0	1	1	0	1	21	24	77	36	24	27
45	0	1	2	0	0	4	21	35	80	36	28	36
00	3	1	0	0	2	2	16	29	39	37	29	43
Hr Total	8	4	3	3	3	11	70	107	239	153	129	132

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	40	43	67	47	44	23	11	5	7	7	3
30	36	35	49	37	28	30	13	17	16	8	4	4
45	42	61	46	36	24	23	13	24	7	10	2	3
00	48	36	77	30	50	28	16	15	13	7	2	4
Hr Total	159	172	215	170	149	125	65	67	41	32	15	14

24 Hour Total : 2086

AM peak hour begins : 08:15 AM peak volume : 240 Peak hour factor : 0.75

PM peak hour begins : 14:15 PM peak volume : 239 Peak hour factor : 0.78

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0525037.PRN
Station        : 000005191004
Identification  : 000019247006      Interval   : 15 minutes
Start date     : May 25, 10         Start time  : 00:00
Stop date      : May 25, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : 6th St north of 12th Ave
*****
```

May 25 Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	2	0	1	0	16	37	52	66	70	75
30	1	0	0	1	4	8	28	48	65	58	75	66
45	3	3	1	0	2	12	37	60	61	55	62	85
00	6	0	1	1	2	6	30	52	73	65	69	84
Hr Total	13	3	4	2	9	26	111	197	251	244	276	310

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	86	63	74	91	92	77	55	38	29	23	13	7
30	76	55	73	85	74	50	48	32	33	17	20	5
45	74	107	68	81	62	85	56	41	33	22	7	7
00	88	69	94	82	72	43	33	30	24	15	13	6
Hr Total	324	294	309	339	300	255	192	141	119	77	53	25

```
-----
24 Hour Total       : 3874
AM peak hour begins : 11:30      AM peak volume : 331      Peak hour factor : 0.96
PM peak hour begins : 14:45      PM peak volume : 351      Peak hour factor : 0.93
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525038.PRN
 Station : 000005191005
 Identification : 000065310010 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 6th St south of 12th Ave

May 25

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	1	0	0	0	20	41	57	65	81	73
30	1	0	0	1	4	5	30	46	56	59	75	70
45	3	2	0	0	2	12	36	66	72	64	62	77
00	7	0	1	1	2	6	29	45	77	63	72	90
Hr Total	13	2	2	2	8	23	115	198	262	251	290	310

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	90	61	80	101	92	81	53	42	31	23	15	5
30	82	58	73	94	76	56	50	36	34	24	20	5
45	71	103	59	76	62	79	57	42	29	20	9	5
00	97	80	92	82	68	51	38	27	22	14	11	7
Hr Total	340	302	304	353	298	267	198	147	116	81	55	22

24 Hour Total : 3959
 AM peak hour begins : 11:30 AM peak volume : 339 Peak hour factor : 0.94
 PM peak hour begins : 14:45 PM peak volume : 363 Peak hour factor : 0.90

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525039.PRN
 Station : 000005191007
 Identification : 001540900007 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 12th Ave between 6th St & US 301

May 25 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	1	1	2	8	10	21	33	39	23
30	0	0	0	0	0	0	8	12	53	31	20	22
45	0	0	1	0	0	1	11	25	52	21	21	23
00	2	1	0	0	2	0	9	14	24	30	16	30
Hr Total	4	2	1	1	3	3	36	61	150	115	96	98

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	32	31	42	29	35	12	6	3	3	4	2
30	28	24	21	26	20	18	9	9	9	6	2	0
45	27	53	26	22	16	19	14	15	8	5	2	4
00	33	31	65	21	42	14	10	11	5	3	4	3
Hr Total	107	140	143	111	107	86	45	41	25	17	12	9

24 Hour Total : 1413
 AM peak hour begins : 08:15 AM peak volume : 162 Peak hour factor : 0.76
 PM peak hour begins : 14:30 PM peak volume : 159 Peak hour factor : 0.61

May 25 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	0	1	1	1	6	11	21	12	10	13
30	0	0	1	1	0	2	9	15	32	12	13	11
45	0	0	0	0	0	2	9	13	26	22	11	16
00	2	0	0	0	1	4	4	15	14	12	14	21
Hr Total	5	1	1	2	2	9	28	54	93	58	48	61

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	15	24	31	21	20	12	11	3	3	3	3
30	23	12	28	21	17	14	7	10	11	6	2	2
45	20	18	28	17	11	14	8	17	3	5	2	0
00	23	19	13	16	11	18	9	7	7	3	0	1
Hr Total	86	64	93	85	60	66	36	45	24	17	7	6

24 Hour Total : 951
 AM peak hour begins : 07:45 AM peak volume : 94 Peak hour factor : 0.73
 PM peak hour begins : 14:15 PM peak volume : 100 Peak hour factor : 0.81

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0525039.PRN
Station        : 000005191007
Identification  : 001540900007      Interval   : 15 minutes
Start date     : May 25, 10         Start time  : 00:00
Stop date      : May 25, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : 12th Ave between 6th St & US 301
*****
```

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	0	2	2	3	14	21	42	45	49	36
30	0	0	1	1	0	2	17	27	85	43	33	33
45	0	0	1	0	0	3	20	38	78	43	32	39
00	4	1	0	0	3	4	13	29	38	42	30	51
Hr Total	9	3	2	3	5	12	64	115	243	173	144	159

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	47	55	73	50	55	24	17	6	6	7	5
30	51	36	49	47	37	32	16	19	20	12	4	2
45	47	71	54	39	27	33	22	32	11	10	4	4
00	56	50	78	37	53	32	19	18	12	6	4	4
Hr Total	193	204	236	196	167	152	81	86	49	34	19	15

```
-----
24 Hour Total       : 2364
AM peak hour begins : 08:15      AM peak volume : 246      Peak hour factor : 0.72
PM peak hour begins : 14:15      PM peak volume : 254      Peak hour factor : 0.81
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525040.PRN
 Station : 000005221003
 Identification : 000145150009 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 north of 12th Ave

May 25 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	12	7	9	12	17	34	51	120	131	150	148
30	18	8	6	10	5	24	31	101	153	157	137	164
45	12	9	8	9	10	32	58	105	167	129	152	157
00	10	10	9	11	10	21	74	109	133	165	131	148
Hr Total	57	39	30	39	37	94	197	366	573	582	570	617
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	153	146	148	185	153	151	126	111	59	60	41	22
30	178	159	142	153	127	155	127	83	65	57	33	19
45	170	151	143	144	171	151	109	91	72	51	30	21
00	179	147	157	150	153	156	132	68	56	43	32	18
Hr Total	680	603	590	632	604	613	494	353	252	211	136	80

24 Hour Total : 8449
 AM peak hour begins : 11:30 AM peak volume : 636 Peak hour factor : 0.89
 PM peak hour begins : 12:00 PM peak volume : 680 Peak hour factor : 0.95

May 25 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	9	8	8	16	34	76	96	100	79	98	120
30	6	6	9	7	19	40	85	113	99	84	99	112
45	9	7	6	13	21	50	106	83	100	110	107	118
00	13	9	10	7	36	44	89	89	100	125	115	121
Hr Total	36	31	33	35	92	168	356	381	399	398	419	471
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	142	101	111	111	101	107	79	70	56	38	55	18
30	122	107	122	89	108	92	81	63	64	48	29	16
45	116	116	97	114	105	97	70	63	30	32	24	8
00	119	103	130	114	109	94	68	59	57	39	25	13
Hr Total	499	427	460	428	423	390	298	255	207	157	133	55

24 Hour Total : 6551
 AM peak hour begins : 11:30 AM peak volume : 503 Peak hour factor : 0.89
 PM peak hour begins : 12:00 PM peak volume : 499 Peak hour factor : 0.88

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525040.PRN
 Station : 000005221003
 Identification : 000145150009 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 north of 12th Ave

May 25

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	21	15	17	28	51	110	147	220	210	248	268
30	24	14	15	17	24	64	116	214	252	241	236	276
45	21	16	14	22	31	82	164	188	267	239	259	275
00	23	19	19	18	46	65	163	198	233	290	246	269
Hr Total	93	70	63	74	129	262	553	747	972	980	989	1088

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	295	247	259	296	254	258	205	181	115	98	96	40
30	300	266	264	242	235	247	208	146	129	105	62	35
45	286	267	240	258	276	248	179	154	102	83	54	29
00	298	250	287	264	262	250	200	127	113	82	57	31
Hr Total	1179	1030	1050	1060	1027	1003	792	608	459	368	269	135

24 Hour Total : 15000
 AM peak hour begins : 11:30 AM peak volume : 1139 Peak hour factor : 0.95
 PM peak hour begins : 12:00 PM peak volume : 1179 Peak hour factor : 0.98

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525055.PRN
 Station : 000005191008
 Identification : 000017199001 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 12th Ave between US 301 & 7th St

May 25 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	0	0	1	2	4	10	18	13	17	13
30	1	1	2	0	0	0	6	14	33	14	12	14
45	0	0	0	0	1	2	7	14	23	12	14	16
00	1	0	0	1	1	1	8	8	13	21	17	25
Hr Total	3	3	2	1	3	5	25	46	87	60	60	68

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	20	13	25	16	24	18	10	6	5	6	2
30	10	13	17	21	10	12	15	9	5	8	2	0
45	11	44	19	15	15	27	11	8	8	5	4	1
00	11	15	38	22	29	16	15	11	7	4	3	2
Hr Total	49	92	87	83	70	79	59	38	26	22	15	5

24 Hour Total : 988
 AM peak hour begins : 08:00 AM peak volume : 87 Peak hour factor : 0.66
 PM peak hour begins : 14:30 PM peak volume : 103 Peak hour factor : 0.68

May 25 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	0	1	7	13	38	27	20	19
30	2	0	2	2	0	4	10	24	51	25	20	26
45	1	1	0	3	3	3	9	20	23	27	27	34
00	3	0	1	0	1	4	9	23	17	31	28	24
Hr Total	6	2	3	5	4	12	35	80	129	110	95	103

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	29	48	51	31	29	12	14	9	8	5	4
30	48	35	35	36	16	20	9	20	11	5	4	2
45	31	31	35	20	25	23	10	25	6	9	3	1
00	36	34	24	29	19	28	20	10	10	3	0	3
Hr Total	147	129	142	136	91	100	51	69	36	25	12	10

24 Hour Total : 1532
 AM peak hour begins : 11:30 AM peak volume : 138 Peak hour factor : 0.72
 PM peak hour begins : 13:45 PM peak volume : 152 Peak hour factor : 0.79

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0525055.PRN
Station        : 000005191008
Identification  : 000017199001      Interval   : 15 minutes
Start date     : May 25, 10         Start time  : 00:00
Stop date      : May 25, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : 12th Ave between US 301 & 7th St
*****
```

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	3	0	0	1	3	11	23	56	40	37	32
30	3	1	4	2	0	4	16	38	84	39	32	40
45	1	1	0	3	4	5	16	34	46	39	41	50
00	4	0	1	1	2	5	17	31	30	52	45	49
Hr Total	9	5	5	6	7	17	60	126	216	170	155	171

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	49	61	76	47	53	30	24	15	13	11	6
30	58	48	52	57	26	32	24	29	16	13	6	2
45	42	75	54	35	40	50	21	33	14	14	7	2
00	47	49	62	51	48	44	35	21	17	7	3	5
Hr Total	196	221	229	219	161	179	110	107	62	47	27	15

```
-----
24 Hour Total       : 2520
AM peak hour begins : 07:45      AM peak volume : 217      Peak hour factor : 0.65
PM peak hour begins : 14:30      PM peak volume : 249      Peak hour factor : 0.82
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525056.PRN
 Station : 000005191002
 Identification : 000039640001 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 7th St north of 12th Ave

May 25

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	1	5	4	47	63	76	79	70
30	4	0	0	1	2	7	15	66	94	76	83	68
45	2	0	1	2	0	7	31	64	78	82	73	75
00	3	0	1	4	2	13	30	52	72	105	64	76
Hr Total	10	0	2	7	5	32	80	229	307	339	299	289

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	86	103	80	113	64	94	87	43	22	24	13	6
30	92	75	71	72	77	96	48	40	21	20	16	5
45	83	82	86	111	73	76	55	55	27	8	6	5
00	67	89	58	91	81	76	54	32	21	17	7	3
Hr Total	328	349	295	387	295	342	244	170	91	69	42	19

24 Hour Total : 4230
 AM peak hour begins : 09:30 AM peak volume : 349 Peak hour factor : 0.83
 PM peak hour begins : 15:00 PM peak volume : 387 Peak hour factor : 0.86

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525057.PRN
 Station : 000005191001
 Identification : 000019247009 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 7th St south of 12th Ave

May 25

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	0	1	2	7	6	46	77	82	86	68
30	6	0	1	5	0	7	15	73	118	78	69	75
45	3	0	1	2	1	7	31	71	73	79	67	83
00	3	0	1	2	2	13	33	60	75	99	60	76
Hr Total	16	0	3	10	5	34	85	250	343	338	282	302

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	98	88	127	74	114	88	49	25	28	16	7
30	93	80	72	72	87	98	57	45	25	22	19	5
45	94	79	92	104	92	101	62	65	32	15	7	7
00	87	85	59	93	92	90	59	34	27	18	5	6
Hr Total	372	342	311	396	345	403	266	193	109	83	47	25

24 Hour Total : 4560
 AM peak hour begins : 11:30 AM peak volume : 350 Peak hour factor : 0.89
 PM peak hour begins : 16:45 PM peak volume : 405 Peak hour factor : 0.89

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525058.PRN
 Station : 000005191009
 Identification : 000025450022 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 12th Ave east of 7th St

May 25 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	1	2	5	10	21	12	20	16
30	1	1	2	1	0	0	6	14	36	14	14	26
45	1	0	0	0	1	1	5	17	22	8	12	25
00	1	0	0	0	2	1	7	9	18	15	13	29
Hr Total	5	2	2	1	4	4	23	50	97	49	59	96

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	21	18	35	22	32	28	14	9	10	7	2
30	15	16	25	26	14	21	27	16	8	11	4	0
45	19	35	22	17	29	38	22	17	13	9	7	1
00	20	20	35	25	31	29	18	18	8	5	2	6
Hr Total	76	92	100	103	96	120	95	65	38	35	20	9

24 Hour Total : 1241
 AM peak hour begins : 11:15 AM peak volume : 102 Peak hour factor : 0.88
 PM peak hour begins : 16:45 PM peak volume : 122 Peak hour factor : 0.80

May 25 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	1	0	1	7	15	28	15	17	18
30	1	0	1	0	0	4	9	15	26	16	15	22
45	0	1	0	0	3	2	9	18	21	16	18	23
00	3	0	1	1	1	3	7	15	12	20	20	18
Hr Total	4	2	2	2	4	10	32	63	87	67	70	81

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	19	37	36	16	19	17	10	7	6	4	2
30	26	16	23	25	17	15	14	15	9	4	5	3
45	11	17	25	17	12	13	5	26	4	6	3	1
00	16	21	15	18	11	21	15	13	8	2	0	3
Hr Total	74	73	100	96	56	68	51	64	28	18	12	9

24 Hour Total : 1073
 AM peak hour begins : 07:45 AM peak volume : 90 Peak hour factor : 0.80
 PM peak hour begins : 13:45 PM peak volume : 106 Peak hour factor : 0.72

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0525058.PRN
Station        : 000005191009
Identification  : 000025450022      Interval   : 15 minutes
Start date     : May 25, 10         Start time  : 00:00
Stop date      : May 25, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : 12th Ave east of 7th St
*****
```

May 25

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	1	1	3	12	25	49	27	37	34
30	2	1	3	1	0	4	15	29	62	30	29	48
45	1	1	0	0	4	3	14	35	43	24	30	48
00	4	0	1	1	3	4	14	24	30	35	33	47
Hr Total	9	4	4	3	8	14	55	113	184	116	129	177

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	40	55	71	38	51	45	24	16	16	11	4
30	41	32	48	51	31	36	41	31	17	15	9	3
45	30	52	47	34	41	51	27	43	17	15	10	2
00	36	41	50	43	42	50	33	31	16	7	2	9
Hr Total	150	165	200	199	152	188	146	129	66	53	32	18

24 Hour Total : 2314

AM peak hour begins : 11:15 AM peak volume : 186 Peak hour factor : 0.97

PM peak hour begins : 14:30 PM peak volume : 219 Peak hour factor : 0.77

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0525043.PRN
Station        : 000005201005
Identification  : 000158000001      Interval   : 15 minutes
Start date     : May 25, 10          Start time  : 00:00
Stop date      : May 25, 10          Stop time   : 24:00
City/Town     : Zephyrhills          County      : Pasco
Location      : Geiger Rd west of US 301
*****
```

May 25 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	2	2	3	2	9	22	23	27	39	49
30	3	5	1	2	3	8	12	44	36	53	34	38
45	3	1	2	2	1	5	17	23	31	21	38	30
00	0	1	0	0	3	7	13	24	33	32	26	33
Hr Total	9	9	5	6	10	22	51	113	123	133	137	150

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	40	56	41	42	51	41	18	16	21	18	7
30	34	20	49	29	39	41	30	30	19	22	10	8
45	33	33	34	44	51	55	29	29	29	11	9	3
00	27	26	38	63	35	55	30	26	19	10	8	6
Hr Total	130	119	177	177	167	202	130	103	83	64	45	24

```
24 Hour Total      : 2189
AM peak hour begins : 10:30      AM peak volume : 151      Peak hour factor : 0.77
PM peak hour begins : 17:00      PM peak volume : 202      Peak hour factor : 0.92
*****
```

May 25 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	3	1	2	4	18	59	42	46	45	44
30	4	3	1	1	2	9	28	85	72	36	41	40
45	1	3	2	4	1	11	38	49	56	44	43	41
00	5	0	0	5	2	12	32	62	44	45	28	28
Hr Total	15	8	6	11	7	36	116	255	214	171	157	153

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	39	41	41	35	31	28	24	23	12	16	6
30	37	25	36	41	47	44	29	15	17	12	7	5
45	43	39	53	50	49	54	33	16	15	16	6	6
00	57	48	50	44	41	48	25	23	16	8	11	3
Hr Total	181	151	180	176	172	177	115	78	71	48	40	20

```
24 Hour Total      : 2558
AM peak hour begins : 07:00      AM peak volume : 255      Peak hour factor : 0.75
PM peak hour begins : 14:30      PM peak volume : 185      Peak hour factor : 0.87
*****
```


Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0525043.PRN
Station        : 000005201005
Identification  : 000158000001      Interval   : 15 minutes
Start date     : May 25, 10         Start time  : 00:00
Stop date      : May 25, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : Geiger Rd west of US 301
*****
```

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	5	3	5	6	27	81	65	73	84	93
30	7	8	2	3	5	17	40	129	108	89	75	78
45	4	4	4	6	2	16	55	72	87	65	81	71
00	5	1	0	5	5	19	45	86	77	77	54	61
Hr Total	24	17	11	17	17	58	167	368	337	304	294	303

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	79	97	82	77	82	69	42	39	33	34	13
30	71	45	85	70	86	85	59	45	36	34	17	13
45	76	72	87	94	100	109	62	45	44	27	15	9
00	84	74	88	107	76	103	55	49	35	18	19	9
Hr Total	311	270	357	353	339	379	245	181	154	112	85	44

```
24 Hour Total       : 4747
AM peak hour begins : 07:00      AM peak volume : 368      Peak hour factor : 0.71
PM peak hour begins : 17:00      PM peak volume : 379      Peak hour factor : 0.87
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525044.PRN
 Station : 000005241005
 Identification : 000039640002 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 north of Geiger Rd/North Ave

May 25

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	15	6	8	11	16	37	65	135	148	153	168
30	17	13	4	8	5	29	46	106	153	164	155	152
45	13	12	8	9	8	35	72	130	171	140	159	173
00	18	7	12	11	11	30	86	127	145	179	140	154
Hr Total	68	47	30	36	35	110	241	428	604	631	607	647

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	184	169	170	194	167	171	147	125	68	70	45	31
30	176	154	150	149	125	175	128	84	66	64	33	26
45	187	172	147	160	187	159	125	96	78	54	40	29
00	186	146	155	161	172	166	131	70	52	47	32	23
Hr Total	733	641	622	664	651	671	531	375	264	235	150	109

24 Hour Total : 9130
 AM peak hour begins : 11:30 AM peak volume : 687 Peak hour factor : 0.92
 PM peak hour begins : 12:00 PM peak volume : 733 Peak hour factor : 0.98

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525045.PRN
 Station : 000005241006
 Identification : 000140510020 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 north of Geiger Rd/North Ave

May 25

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	14	9	11	16	33	84	117	150	154	187	199
30	11	7	12	9	16	48	104	163	157	146	166	161
45	11	10	3	12	27	67	126	148	162	138	148	206
00	16	9	14	7	35	56	119	154	177	194	170	204
Hr Total	51	40	38	39	94	204	433	582	646	632	671	770

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	242	178	201	186	196	213	131	118	94	79	73	31
30	182	152	178	176	174	156	129	107	107	73	63	28
45	195	210	176	198	188	197	135	117	81	63	30	23
00	210	171	195	194	179	134	122	99	87	64	41	28
Hr Total	829	711	750	754	737	700	517	441	369	279	207	110

24 Hour Total : 10604
 AM peak hour begins : 11:30 AM peak volume : 834 Peak hour factor : 0.86
 PM peak hour begins : 12:00 PM peak volume : 829 Peak hour factor : 0.86

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525046.PRN
 Station : 000005221011
 Identification : 000178560004 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 south of Geiger Rd/North Ave

May 25

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	17	7	9	11	19	45	77	139	156	176	170
30	20	13	8	15	7	25	39	128	175	184	171	188
45	16	10	7	10	9	43	84	133	188	166	169	175
00	13	9	11	10	10	31	92	137	153	192	157	170
Hr Total	68	49	33	44	37	118	260	475	655	698	673	703

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	172	175	181	214	183	176	147	128	66	76	54	29
30	199	167	165	174	145	182	149	92	80	76	34	24
45	180	175	153	165	204	183	125	105	88	53	35	27
00	204	167	175	174	175	203	141	82	72	56	36	23
Hr Total	755	684	674	727	707	744	562	407	306	261	159	103

24 Hour Total : 9902

AM peak hour begins : 09:15 AM peak volume : 718 Peak hour factor : 0.93

PM peak hour begins : 12:15 PM peak volume : 758 Peak hour factor : 0.93

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525047.PRN
 Station : 000005221010
 Identification : 000019247014 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 south of Geiger Rd/North Ave

May 25

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	13	8	9	21	36	104	158	185	201	221	236
30	12	6	14	11	18	52	126	226	210	183	205	217
45	14	13	6	11	32	79	159	189	208	219	196	256
00	21	10	15	12	37	69	152	201	217	239	201	239
Hr Total	63	42	43	43	108	236	541	774	820	842	823	948

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	280	223	242	245	248	250	153	143	117	85	81	31
30	231	184	213	220	233	190	155	113	121	79	69	31
45	235	262	213	239	228	247	162	131	94	78	37	22
00	246	213	248	234	231	168	132	120	102	72	48	23
Hr Total	992	882	916	938	940	855	602	507	434	314	235	107

24 Hour Total : 13005
 AM peak hour begins : 11:30 AM peak volume : 1006 Peak hour factor : 0.90
 PM peak hour begins : 12:00 PM peak volume : 992 Peak hour factor : 0.89

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525048.PRN
 Station : 000005201004
 Identification : 000140510023 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : North Ave east of US 301

May 25 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	1	0	2	3	4	50	29	39	37	25
30	1	0	1	1	0	5	11	82	32	36	34	32
45	5	0	2	2	1	7	24	35	32	38	25	34
00	1	0	0	5	3	8	19	38	33	33	30	38
Hr Total	12	2	4	8	6	23	58	205	126	146	126	129

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	37	39	44	44	24	31	23	12	10	12	4
30	39	33	35	42	37	34	24	12	16	14	3	1
45	28	32	47	34	53	36	18	11	12	8	2	1
00	37	39	49	41	39	44	16	19	18	7	2	3
Hr Total	137	141	170	161	173	138	89	65	58	39	19	9

24 Hour Total : 2044
 AM peak hour begins : 07:00 AM peak volume : 205 Peak hour factor : 0.63
 PM peak hour begins : 14:30 PM peak volume : 182 Peak hour factor : 0.93

May 25 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	1	1	3	3	13	55	29	48	43	53
30	3	1	0	1	3	3	13	63	46	64	51	39
45	1	1	1	2	4	8	25	39	42	69	43	54
00	2	1	0	5	4	13	24	28	44	44	46	45
Hr Total	10	4	2	9	14	27	75	185	161	225	183	191

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	52	81	64	66	74	39	27	19	14	12	6
30	52	41	56	52	61	46	26	24	16	13	3	7
45	36	51	66	64	71	55	27	19	24	11	7	3
00	40	38	54	80	47	50	19	22	14	8	3	1
Hr Total	181	182	257	260	245	225	111	92	73	46	25	17

24 Hour Total : 2800
 AM peak hour begins : 08:45 AM peak volume : 225 Peak hour factor : 0.82
 PM peak hour begins : 15:45 PM peak volume : 278 Peak hour factor : 0.87

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525048.PRN
 Station : 000005201004
 Identification : 000140510023 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : North Ave east of US 301

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	2	1	5	6	17	105	58	87	80	78
30	4	1	1	2	3	8	24	145	78	100	85	71
45	6	1	3	4	5	15	49	74	74	107	68	88
00	3	1	0	10	7	21	43	66	77	77	76	83
Hr Total	22	6	6	17	20	50	133	390	287	371	309	320

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	86	89	120	108	110	98	70	50	31	24	24	10
30	91	74	91	94	98	80	50	36	32	27	6	8
45	64	83	113	98	124	91	45	30	36	19	9	4
00	77	77	103	121	86	94	35	41	32	15	5	4
Hr Total	318	323	427	421	418	363	200	157	131	85	44	26

24 Hour Total : 4844
 AM peak hour begins : 07:00 AM peak volume : 390 Peak hour factor : 0.67
 PM peak hour begins : 15:45 PM peak volume : 453 Peak hour factor : 0.91

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525049.PRN
 Station : 000005191003
 Identification : 000019247008 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 7th St south of North Ave

May 25 Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	1	5	3	40	58	67	78	62
30	5	0	0	0	2	6	18	68	86	69	77	61
45	2	0	0	1	0	6	30	59	76	74	63	80
00	1	0	2	5	2	13	29	52	63	87	63	67
Hr Total	9	1	2	6	5	30	80	219	283	297	281	270

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	81	94	80	112	62	87	77	40	21	20	15	2
30	82	70	66	69	72	85	50	37	21	19	13	6
45	82	79	79	100	75	70	51	52	22	7	8	4
00	63	78	57	85	80	74	50	30	22	13	8	3
Hr Total	308	321	282	366	289	316	228	159	86	59	44	15

24 Hour Total : 3956
 AM peak hour begins : 09:30 AM peak volume : 316 Peak hour factor : 0.91
 PM peak hour begins : 15:00 PM peak volume : 366 Peak hour factor : 0.82

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525050.PRN
 Station : 000005201003
 Identification : 000025620001 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : North Ave east of 7th St

May 25 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	0	0	6	5	11	93	59	70	52	46
30	2	0	4	1	0	8	17	150	65	57	49	42
45	6	1	2	4	3	13	39	59	70	64	46	50
00	3	2	1	13	5	11	48	68	55	61	49	63
Hr Total	17	5	7	18	14	37	115	370	249	252	196	201

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	53	71	70	66	61	58	39	23	20	18	7
30	50	40	60	69	61	66	42	24	22	22	9	8
45	49	58	72	67	77	66	42	31	28	19	4	4
00	67	76	75	75	85	62	32	42	28	10	9	7
Hr Total	216	227	278	281	289	255	174	136	101	71	40	26

24 Hour Total : 3575
 AM peak hour begins : 07:00 AM peak volume : 370 Peak hour factor : 0.62
 PM peak hour begins : 16:00 PM peak volume : 289 Peak hour factor : 0.85

May 25 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	2	2	3	5	17	74	40	68	57	50
30	4	2	2	1	6	5	20	107	50	90	65	55
45	3	2	3	6	4	10	28	55	48	81	70	40
00	0	1	0	4	6	16	36	33	59	46	55	39
Hr Total	14	6	7	13	19	36	101	269	197	285	247	184

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	65	146	75	86	72	37	24	23	17	8	4
30	40	50	68	62	73	50	35	38	19	15	6	9
45	34	42	63	80	74	51	24	40	28	10	10	4
00	35	41	55	87	59	46	22	33	15	10	4	1
Hr Total	162	198	332	304	292	219	118	135	85	52	28	18

24 Hour Total : 3321
 AM peak hour begins : 08:45 AM peak volume : 298 Peak hour factor : 0.83
 PM peak hour begins : 14:00 PM peak volume : 332 Peak hour factor : 0.57

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525050.PRN
 Station : 000005201003
 Identification : 000025620001 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : North Ave east of 7th St

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	3	2	2	9	10	28	167	99	138	109	96
30	6	2	6	2	6	13	37	257	115	147	114	97
45	9	3	5	10	7	23	67	114	118	145	116	90
00	3	3	1	17	11	27	84	101	114	107	104	102
Hr Total	31	11	14	31	33	73	216	639	446	537	443	385

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	103	118	217	145	152	133	95	63	46	37	26	11
30	90	90	128	131	134	116	77	62	41	37	15	17
45	83	100	135	147	151	117	66	71	56	29	14	8
00	102	117	130	162	144	108	54	75	43	20	13	8
Hr Total	378	425	610	585	581	474	292	271	186	123	68	44

24 Hour Total : 6896
 AM peak hour begins : 07:00 AM peak volume : 639 Peak hour factor : 0.62
 PM peak hour begins : 14:00 PM peak volume : 610 Peak hour factor : 0.70

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525052.PRN
 Station : 000005201007
 Identification : 000065310006 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : Ft King Rd west of US 301

May 25 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	4	1	1	4	25	28	38	49	31
30	3	3	1	1	1	3	20	29	26	44	53	45
45	2	0	0	0	2	4	14	35	36	49	41	61
00	1	0	4	4	1	4	19	31	43	48	45	44
Hr Total	9	5	6	9	5	12	57	120	133	179	188	181

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	42	55	54	70	46	39	35	17	16	13	5
30	48	44	59	64	63	69	29	32	16	15	11	7
45	36	51	34	52	60	52	31	37	10	9	6	4
00	46	48	43	57	80	51	34	36	11	6	8	5
Hr Total	165	185	191	227	273	218	133	140	54	46	38	21

24 Hour Total : 2595
 AM peak hour begins : 09:30 AM peak volume : 199 Peak hour factor : 0.94
 PM peak hour begins : 16:00 PM peak volume : 273 Peak hour factor : 0.85

May 25 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	3	7	5	19	38	40	41	34	50
30	1	1	3	1	5	13	36	59	60	42	32	33
45	1	0	1	0	4	9	33	46	48	41	41	40
00	1	2	2	2	8	18	47	40	46	47	38	45
Hr Total	3	4	6	6	24	45	135	183	194	171	145	168

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	33	33	46	36	50	34	18	15	13	8	4
30	41	30	38	42	39	43	40	19	13	12	15	8
45	38	47	36	38	40	36	31	21	21	13	8	3
00	47	46	44	44	43	33	25	13	19	9	2	2
Hr Total	171	156	151	170	158	162	130	71	68	47	33	17

24 Hour Total : 2418
 AM peak hour begins : 08:15 AM peak volume : 195 Peak hour factor : 0.81
 PM peak hour begins : 16:30 PM peak volume : 176 Peak hour factor : 0.88

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525052.PRN
 Station : 000005201007
 Identification : 000065310006 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : Ft King Rd west of US 301

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	1	7	8	6	23	63	68	79	83	81
30	4	4	4	2	6	16	56	88	86	86	85	78
45	3	0	1	0	6	13	47	81	84	90	82	101
00	2	2	6	6	9	22	66	71	89	95	83	89
Hr Total	12	9	12	15	29	57	192	303	327	350	333	349

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	75	88	100	106	96	73	53	32	29	21	9
30	89	74	97	106	102	112	69	51	29	27	26	15
45	74	98	70	90	100	88	62	58	31	22	14	7
00	93	94	87	101	123	84	59	49	30	15	10	7
Hr Total	336	341	342	397	431	380	263	211	122	93	71	38

24 Hour Total : 5013
 AM peak hour begins : 11:30 AM peak volume : 359 Peak hour factor : 0.89
 PM peak hour begins : 16:00 PM peak volume : 431 Peak hour factor : 0.88

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525054.PRN
 Station : 000005221001
 Identification : 001540900014 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 north of Ft King Rd

May 25 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	12	4	8	11	17	39	77	160	180	189	200
30	18	13	6	7	9	28	50	118	184	204	211	213
45	16	14	9	12	8	34	68	157	191	200	236	214
00	18	7	9	11	10	31	83	154	174	214	210	203
Hr Total	76	46	28	38	38	110	240	506	709	798	846	830

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	217	225	206	247	192	195	176	124	82	78	44	30
30	226	193	215	207	158	215	171	99	83	62	36	24
45	232	208	187	219	195	166	141	119	91	59	52	34
00	231	199	178	220	212	217	149	84	71	51	30	18
Hr Total	906	825	786	893	757	793	637	426	327	250	162	106

24 Hour Total : 11133
 AM peak hour begins : 11:30 AM peak volume : 860 Peak hour factor : 0.93
 PM peak hour begins : 12:15 PM peak volume : 914 Peak hour factor : 0.98

May 25 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	13	6	8	11	25	76	115	153	158	176	183
30	16	7	8	10	12	40	87	154	140	160	188	195
45	10	10	4	14	27	62	103	125	172	165	160	209
00	20	13	14	9	30	38	98	174	183	196	169	204
Hr Total	58	43	32	41	80	165	364	568	648	679	693	791

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	237	168	194	178	207	197	119	117	109	69	72	29
30	205	170	194	187	195	161	127	94	93	67	55	29
45	183	197	172	192	173	197	133	108	80	58	27	22
00	234	195	202	188	188	121	112	95	86	67	39	26
Hr Total	859	730	762	745	763	676	491	414	368	261	193	106

24 Hour Total : 10530
 AM peak hour begins : 11:30 AM peak volume : 855 Peak hour factor : 0.90
 PM peak hour begins : 12:00 PM peak volume : 859 Peak hour factor : 0.91

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525054.PRN
 Station : 000005221001
 Identification : 001540900014 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 north of Ft King Rd

May 25

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	25	10	16	22	42	115	192	313	338	365	383
30	34	20	14	17	21	68	137	272	324	364	399	408
45	26	24	13	26	35	96	171	282	363	365	396	423
00	38	20	23	20	40	69	181	328	357	410	379	407
Hr Total	134	89	60	79	118	275	604	1074	1357	1477	1539	1621

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	454	393	400	425	399	392	295	241	191	147	116	59
30	431	363	409	394	353	376	298	193	176	129	91	53
45	415	405	359	411	368	363	274	227	171	117	79	56
00	465	394	380	408	400	338	261	179	157	118	69	44
Hr Total	1765	1555	1548	1638	1520	1469	1128	840	695	511	355	212

24 Hour Total : 21663
 AM peak hour begins : 11:30 AM peak volume : 1715 Peak hour factor : 0.94
 PM peak hour begins : 12:00 PM peak volume : 1765 Peak hour factor : 0.95

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

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*****
Data File       : D0525051.PRN
Station        : 000005221002
Identification  : 000065310005      Interval   : 15 minutes
Start date     : May 25, 10         Start time  : 00:00
Stop date      : May 25, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : US 301 south of Ft King Rd
*****
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May 25 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	14	4	13	9	14	39	69	142	155	159	163
30	18	17	5	8	5	27	56	101	154	178	180	191
45	15	14	9	10	12	33	66	142	178	167	179	179
00	19	7	11	13	8	29	87	137	154	184	166	168
Hr Total	77	52	29	44	34	103	248	449	628	684	684	701

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	179	180	160	181	180	180	149	125	74	75	47	31
30	187	167	179	187	135	186	146	102	80	63	38	29
45	198	180	156	161	179	155	117	89	79	59	48	31
00	201	156	164	181	191	192	144	84	63	46	36	26
Hr Total	765	683	659	710	685	713	556	400	296	243	169	117

24 Hour Total : 9729

AM peak hour begins : 11:15 AM peak volume : 717 Peak hour factor : 0.94
 PM peak hour begins : 12:15 PM peak volume : 766 Peak hour factor : 0.95

 May 25 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	15	10	11	16	36	91	117	165	168	192	205
30	15	8	10	10	15	47	110	165	163	162	177	184
45	10	10	5	12	29	64	129	147	170	162	162	228
00	18	9	14	8	32	56	123	166	194	211	188	218
Hr Total	56	42	39	41	92	203	453	595	692	703	719	835

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	262	198	207	199	222	221	139	124	106	79	78	29
30	196	165	189	192	187	163	139	105	110	72	67	31
45	212	220	176	207	199	217	146	119	87	65	31	24
00	228	177	208	201	199	144	127	104	93	67	43	25
Hr Total	898	760	780	799	807	745	551	452	396	283	219	109

24 Hour Total : 11269

AM peak hour begins : 11:30 AM peak volume : 904 Peak hour factor : 0.86
 PM peak hour begins : 12:00 PM peak volume : 898 Peak hour factor : 0.86

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525051.PRN
 Station : 000005221002
 Identification : 000065310005 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 south of Ft King Rd

May 25

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	29	14	24	25	50	130	186	307	323	351	368
30	33	25	15	18	20	74	166	266	317	340	357	375
45	25	24	14	22	41	97	195	289	348	329	341	407
00	37	16	25	21	40	85	210	303	348	395	354	386
Hr Total	133	94	68	85	126	306	701	1044	1320	1387	1403	1536

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	441	378	367	380	402	401	288	249	180	154	125	60
30	383	332	368	379	322	349	285	207	190	135	105	60
45	410	400	332	368	378	372	263	208	166	124	79	55
00	429	333	372	382	390	336	271	188	156	113	79	51
Hr Total	1663	1443	1439	1509	1492	1458	1107	852	692	526	388	226

24 Hour Total : 20998

AM peak hour begins : 11:30 AM peak volume : 1617 Peak hour factor : 0.92
 PM peak hour begins : 12:00 PM peak volume : 1663 Peak hour factor : 0.94

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0525053.PRN
Station : 000005201006
Identification : 000019247001 Interval : 15 minutes
Start date : May 25, 10 Start time : 00:00
Stop date : May 25, 10 Stop time : 24:00
City/Town : Zephyrhills County : Pasco
Location : Ft King Rd east of US 301

May 25 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	2	2	2	35	30	40	27	32
30	2	0	2	3	1	3	6	41	41	31	39	33
45	2	1	0	1	2	6	16	21	32	38	25	31
00	2	1	1	3	1	3	18	33	29	36	29	39
Hr Total	7	3	3	7	6	14	42	130	132	145	120	135

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	23	35	31	28	33	24	16	12	6	8	1
30	33	24	33	38	30	24	12	6	7	5	8	3
45	27	35	32	41	24	28	24	15	11	5	2	2
00	33	48	32	34	30	20	15	8	9	6	2	3
Hr Total	125	130	132	144	112	105	75	45	39	22	20	9

24 Hour Total : 1702
AM peak hour begins : 09:00 AM peak volume : 145 Peak hour factor : 0.91
PM peak hour begins : 13:30 PM peak volume : 151 Peak hour factor : 0.79

May 25 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	0	1	5	6	39	52	74	83	72
30	4	0	2	0	5	4	19	48	64	82	85	74
45	3	0	1	2	0	6	23	55	65	82	92	83
00	0	0	1	5	3	7	22	52	68	84	87	81
Hr Total	10	2	5	7	9	22	70	194	249	322	347	310

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	73	98	116	122	92	82	73	36	29	19	10	0
30	80	69	88	81	77	74	48	32	19	13	16	2
45	77	79	73	103	89	67	54	62	24	8	10	4
00	74	82	55	98	82	64	42	33	20	14	7	1
Hr Total	304	328	332	404	340	287	217	163	92	54	43	7

24 Hour Total : 4118
AM peak hour begins : 10:00 AM peak volume : 347 Peak hour factor : 0.94
PM peak hour begins : 15:00 PM peak volume : 404 Peak hour factor : 0.83

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0525053.PRN
 Station : 000005201006
 Identification : 000019247001 Interval : 15 minutes
 Start date : May 25, 10 Start time : 00:00
 Stop date : May 25, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : Ft King Rd east of US 301

May 25 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	1	0	3	7	8	74	82	114	110	104
30	6	0	4	3	6	7	25	89	105	113	124	107
45	5	1	1	3	2	12	39	76	97	120	117	114
00	2	1	2	8	4	10	40	85	97	120	116	120
Hr Total	17	5	8	14	15	36	112	324	381	467	467	445

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	105	121	151	153	120	115	97	52	41	25	18	1
30	113	93	121	119	107	98	60	38	26	18	24	5
45	104	114	105	144	113	95	78	77	35	13	12	6
00	107	130	87	132	112	84	57	41	29	20	9	4
Hr Total	429	458	464	548	452	392	292	208	131	76	63	16

24 Hour Total : 5820
 AM peak hour begins : 09:30 AM peak volume : 474 Peak hour factor : 0.96
 PM peak hour begins : 15:00 PM peak volume : 548 Peak hour factor : 0.90

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526003.PRN
Station        : 000005201008
Identification  : 000017199002      Interval   : 15 minutes
Start date     : May 26, 10          Start time  : 00:00
Stop date      : May 26, 10          Stop time   : 24:00
City/Town      : Zephyrhills         County      : Pasco
Location       : Tucker Rd west of US 301
*****
```

May 26 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	0	0	1	1	3	6	5	4
30	0	1	0	0	1	1	1	2	3	6	4	6
45	2	0	1	0	1	0	1	0	2	3	5	7
00	1	0	0	0	0	0	2	1	4	2	5	2
Hr Total	3	2	1	0	2	1	5	4	12	17	19	19

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

```
24 Hour Total      : 239
AM peak hour begins : 10:45      AM peak volume : 22      Peak hour factor : 0.79
PM peak hour begins : 16:00      PM peak volume : 25      Peak hour factor : 0.69
*****
```

May 26 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	0	0	2	3	6	9	7	2
30	0	0	0	0	1	1	4	2	1	5	3	1
45	1	0	0	0	0	0	6	2	0	3	6	5
00	1	1	1	0	0	0	4	8	5	2	5	2
Hr Total	3	2	1	0	1	1	16	15	12	19	21	10

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

```
24 Hour Total      : 245
AM peak hour begins : 08:45      AM peak volume : 22      Peak hour factor : 0.61
PM peak hour begins : 13:45      PM peak volume : 23      Peak hour factor : 0.82
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526003.PRN
 Station : 000005201008
 Identification : 000017199002 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : Tucker Rd west of US 301

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	0	0	0	0	3	4	9	15	12	6
30	0	1	0	0	2	2	5	4	4	11	7	7
45	3	0	1	0	1	0	7	2	2	6	11	12
00	2	1	1	0	0	0	6	9	9	4	10	4
Hr Total	6	4	2	0	3	2	21	19	24	36	40	29
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	7	11	11	15	4	10	2	3	6	5	0
30	7	4	7	16	10	6	4	7	2	7	3	0
45	9	9	8	8	9	15	3	3	1	2	3	1
00	4	10	8	6	8	6	11	6	3	5	3	1
Hr Total	29	30	34	41	42	31	28	18	9	20	14	2

24 Hour Total : 484

AM peak hour begins : 08:45 AM peak volume : 41 Peak hour factor : 0.68
 PM peak hour begins : 15:15 PM peak volume : 45 Peak hour factor : 0.70

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0526002.PRN
Station : 000005211004
Identification : 000138590003 Interval : 15 minutes
Start date : May 26, 10 Start time : 00:00
Stop date : May 26, 10 Stop time : 24:00
City/Town : Zephyrhills County : Pasco
Location : US 301 north of Tucker Rd

May 26 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	2	3	3	6	9	21	43	70	83	75	53
30	11	14	3	2	4	20	27	64	69	62	52	88
45	8	9	4	5	8	22	40	67	69	83	73	69
00	14	8	4	6	9	19	56	83	73	73	70	82
Hr Total	52	33	14	16	27	70	144	257	281	301	270	292

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	71	73	92	89	139	133	120	75	39	38	30	21
30	85	78	85	82	136	149	128	76	45	44	33	25
45	80	75	82	86	137	157	113	55	48	39	23	22
00	90	80	90	139	139	175	90	59	59	28	28	23
Hr Total	326	306	349	396	551	614	451	265	191	149	114	91

24 Hour Total : 5560
AM peak hour begins : 11:15 AM peak volume : 310 Peak hour factor : 0.88
PM peak hour begins : 17:00 PM peak volume : 614 Peak hour factor : 0.88

May 26 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	13	7	8	17	32	90	144	95	78	81	88
30	11	5	4	6	19	47	110	126	96	72	64	94
45	5	7	10	8	28	64	141	121	82	74	88	72
00	13	7	11	8	26	75	148	103	92	70	63	82
Hr Total	34	32	32	30	90	218	489	494	365	294	296	336

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	84	75	86	86	88	85	73	61	42	34	29	14
30	67	73	87	90	74	85	60	42	35	44	19	12
45	74	65	75	84	76	79	74	44	39	33	18	12
00	86	90	90	83	67	73	58	41	37	19	11	13
Hr Total	311	303	338	343	305	322	265	188	153	130	77	51

24 Hour Total : 5496
AM peak hour begins : 06:30 AM peak volume : 559 Peak hour factor : 0.94
PM peak hour begins : 14:45 PM peak volume : 350 Peak hour factor : 0.97

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526002.PRN
Station        : 000005211004
Identification  : 000138590003      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : US 301 north of Tucker Rd
*****
```

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	15	10	11	23	41	111	187	165	161	156	141
30	22	19	7	8	23	67	137	190	165	134	116	182
45	13	16	14	13	36	86	181	188	151	157	161	141
00	27	15	15	14	35	94	204	186	165	143	133	164
Hr Total	86	65	46	46	117	288	633	751	646	595	566	628
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	155	148	178	175	227	218	193	136	81	72	59	35
30	152	151	172	172	210	234	188	118	80	88	52	37
45	154	140	157	170	213	236	187	99	87	72	41	34
00	176	170	180	222	206	248	148	100	96	47	39	36
Hr Total	637	609	687	739	856	936	716	453	344	279	191	142

```
-----
24 Hour Total       : 11056
AM peak hour begins : 06:45      AM peak volume : 769      Peak hour factor : 0.94
PM peak hour begins : 17:00      PM peak volume : 936      Peak hour factor : 0.94
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Page 1

Data File : D0526001.PRN
Station : 000005211005
Identification : 000065310002 Interval : 15 minutes
Start date : May 26, 10 Start time : 00:00
Stop date : May 26, 10 Stop time : 24:00
City/Town : Zephyrhills County : Pasco
Location : US 301 south of Tucker Rd

May 26 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	1	3	3	6	9	23	45	61	78	65	64
30	10	14	3	2	3	22	24	65	66	52	58	77
45	7	9	5	5	11	19	43	64	68	88	80	74
00	13	6	4	7	7	28	53	78	78	74	60	79
Hr Total	46	30	15	17	27	78	143	252	273	292	263	294

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	76	91	84	143	128	115	72	39	41	30	20
30	82	78	71	70	136	164	133	80	42	38	31	26
45	71	69	83	83	150	145	118	51	44	41	18	22
00	90	81	95	145	135	170	81	61	59	26	29	25
Hr Total	315	304	340	382	564	607	447	264	184	146	108	93

24 Hour Total : 5484
AM peak hour begins : 11:30 AM peak volume : 307 Peak hour factor : 0.94
PM peak hour begins : 17:00 PM peak volume : 607 Peak hour factor : 0.89

May 26 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	8	7	10	15	36	104	162	105	89	84	90
30	10	9	5	7	25	56	121	143	108	76	64	91
45	5	11	10	9	29	77	147	132	84	78	72	63
00	10	7	4	8	30	96	153	127	98	76	75	78
Hr Total	29	35	26	34	99	265	525	564	395	319	295	322

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	85	80	75	84	93	87	68	61	45	37	22	14
30	78	71	88	87	73	88	57	41	30	41	17	10
45	76	59	68	84	81	77	76	43	41	31	14	15
00	82	90	95	84	69	74	53	46	33	19	10	7
Hr Total	321	300	326	339	316	326	254	191	149	128	63	46

24 Hour Total : 5667
AM peak hour begins : 06:30 AM peak volume : 605 Peak hour factor : 0.93
PM peak hour begins : 14:45 PM peak volume : 350 Peak hour factor : 0.92

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526001.PRN
 Station : 000005211005
 Identification : 000065310002 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 south of Tucker Rd

May 26

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	9	10	13	21	45	127	207	166	167	149	154
30	20	23	8	9	28	78	145	208	174	128	122	168
45	12	20	15	14	40	96	190	196	152	166	152	137
00	23	13	8	15	37	124	206	205	176	150	135	157
Hr Total	75	65	41	51	126	343	668	816	668	611	558	616

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	157	156	166	168	236	215	183	133	84	78	52	34
30	160	149	159	157	209	252	190	121	72	79	48	36
45	147	128	151	167	231	222	194	94	85	72	32	37
00	172	171	190	229	204	244	134	107	92	45	39	32
Hr Total	636	604	666	721	880	933	701	455	333	274	171	139

24 Hour Total : 11151
 AM peak hour begins : 06:45 AM peak volume : 817 Peak hour factor : 0.98
 PM peak hour begins : 17:00 PM peak volume : 933 Peak hour factor : 0.93

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526004.PRN
Station        : 000005201009
Identification  : 000140510022      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : Tucker Rd between US 301 & SR 39
*****
```

May 26 Eastbound Volume for Lane 1

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

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

```
24 Hour Total       : 191
AM peak hour begins : 05:45      AM peak volume : 16      Peak hour factor : 0.50
PM peak hour begins : 16:00      PM peak volume : 23      Peak hour factor : 0.44
*****
```

May 26 Westbound Volume for Lane 2

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

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

```
24 Hour Total       : 165
AM peak hour begins : 11:30      AM peak volume : 15      Peak hour factor : 0.38
PM peak hour begins : 15:45      PM peak volume : 22      Peak hour factor : 0.92
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526004.PRN
 Station : 000005201009
 Identification : 000140510022 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : Tucker Rd between US 301 & SR 39

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	1	1	1	3	7	4	5
30	1	0	0	0	0	1	4	4	1	5	2	9
45	0	0	0	0	0	3	7	2	2	3	10	8
00	1	0	0	0	0	9	7	4	3	7	5	4
Hr Total	3	0	0	0	0	14	19	11	9	22	21	26

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	6	6	5	19	8	6	3	4	1	0	0
30	16	6	4	6	9	10	7	3	1	4	2	0
45	3	10	4	5	8	4	7	2	3	4	0	0
00	3	9	2	6	6	9	7	6	1	0	3	0
Hr Total	25	31	16	22	42	31	27	14	9	9	5	0

24 Hour Total : 356
 AM peak hour begins : 11:30 AM peak volume : 31 Peak hour factor : 0.48
 PM peak hour begins : 15:45 PM peak volume : 42 Peak hour factor : 0.55

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526006.PRN
 Station : 000005211003
 Identification : 000019247012 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : SR 39 north of Tucker Rd

May 26 Southbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	6	4	2	3	15	40	37	38	51	46	29
30	4	9	8	4	4	36	47	55	43	41	38	35
45	2	2	6	6	7	34	59	48	57	37	41	54
00	3	2	2	3	14	46	50	53	46	43	40	50
Hr Total	14	19	20	15	28	131	196	193	184	172	165	168

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	52	44	51	49	64	54	35	27	19	16	7
30	57	30	52	43	55	66	53	25	29	31	13	14
45	63	36	54	52	36	43	46	16	27	19	8	5
00	50	47	50	50	46	45	35	30	17	21	5	4
Hr Total	209	165	200	196	186	218	188	106	100	90	42	30

24 Hour Total : 3035
 AM peak hour begins : 06:30 AM peak volume : 201 Peak hour factor : 0.85
 PM peak hour begins : 12:15 PM peak volume : 222 Peak hour factor : 0.88

May 26 Northbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	14	2	2	4	8	10	31	41	38	47	49
30	3	5	4	3	5	12	20	36	41	45	54	48
45	5	2	9	4	2	7	20	43	44	43	54	58
00	7	6	7	3	5	10	34	61	48	46	35	40
Hr Total	22	27	22	12	16	37	84	171	174	172	190	195

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	53	45	46	48	73	48	40	35	19	14	9
30	39	49	42	45	62	60	49	24	27	21	11	6
45	50	35	52	69	55	66	55	19	18	13	15	11
00	39	40	44	62	71	67	42	32	21	13	12	9
Hr Total	179	177	183	222	236	266	194	115	101	66	52	35

24 Hour Total : 2948
 AM peak hour begins : 09:45 AM peak volume : 201 Peak hour factor : 0.93
 PM peak hour begins : 16:45 PM peak volume : 270 Peak hour factor : 0.92

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526006.PRN
Station        : 000005211003
Identification  : 000019247012      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : SR 39 north of Tucker Rd
*****
```

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	20	6	4	7	23	50	68	79	89	93	78
30	7	14	12	7	9	48	67	91	84	86	92	83
45	7	4	15	10	9	41	79	91	101	80	95	112
00	10	8	9	6	19	56	84	114	94	89	75	90
Hr Total	36	46	42	27	44	168	280	364	358	344	355	363

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	90	105	89	97	97	137	102	75	62	38	30	16
30	96	79	94	88	117	126	102	49	56	52	24	20
45	113	71	106	121	91	109	101	35	45	32	23	16
00	89	87	94	112	117	112	77	62	38	34	17	13
Hr Total	388	342	383	418	422	484	382	221	201	156	94	65

```
24 Hour Total       : 5983
AM peak hour begins : 11:30      AM peak volume : 388      Peak hour factor : 0.86
PM peak hour begins : 16:45      PM peak volume : 489      Peak hour factor : 0.89
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526005.PRN
 Station : 000005211002
 Identification : 001540900005 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : SR 39 south of Tucker Rd

May 26 Southbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	6	4	3	2	12	46	45	35	53	46	26
30	3	3	7	5	4	35	53	41	43	35	43	42
45	2	5	5	7	6	31	67	52	50	36	37	53
00	2	2	8	3	13	37	42	48	49	41	44	41
Hr Total	13	16	24	18	25	115	208	186	177	165	170	162

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	61	44	43	47	59	51	34	33	17	15	9
30	47	26	52	35	55	60	52	26	29	25	12	8
45	67	44	51	50	46	50	39	17	26	21	12	5
00	52	44	44	49	53	45	31	25	20	16	4	4
Hr Total	200	175	191	177	201	214	173	102	108	79	43	26

24 Hour Total : 2968
 AM peak hour begins : 06:00 AM peak volume : 208 Peak hour factor : 0.78
 PM peak hour begins : 12:15 PM peak volume : 227 Peak hour factor : 0.85

May 26 Northbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	8	2	1	4	12	9	31	45	40	48	48
30	4	6	5	3	7	14	20	41	42	47	58	55
45	4	0	8	7	2	14	31	43	45	44	56	58
00	1	7	6	3	6	8	42	57	50	54	44	38
Hr Total	17	21	21	14	19	48	102	172	182	185	206	199

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	52	41	47	49	84	54	37	36	16	12	7
30	46	57	43	41	69	58	49	24	29	20	12	6
45	55	24	45	68	50	65	56	21	18	12	8	9
00	41	43	40	56	61	60	35	27	20	16	14	7
Hr Total	188	176	169	212	229	267	194	109	103	64	46	29

24 Hour Total : 2972
 AM peak hour begins : 09:45 AM peak volume : 216 Peak hour factor : 0.93
 PM peak hour begins : 16:45 PM peak volume : 268 Peak hour factor : 0.80

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526005.PRN
 Station : 000005211002
 Identification : 001540900005 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : SR 39 south of Tucker Rd

May 26

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	14	6	4	6	24	55	76	80	93	94	74
30	7	9	12	8	11	49	73	82	85	82	101	97
45	6	5	13	14	8	45	98	95	95	80	93	111
00	3	9	14	6	19	45	84	105	99	95	88	79
Hr Total	30	37	45	32	44	163	310	358	359	350	376	361

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	113	85	90	96	143	105	71	69	33	27	16
30	93	83	95	76	124	118	101	50	58	45	24	14
45	122	68	96	118	96	115	95	38	44	33	20	14
00	93	87	84	105	114	105	66	52	40	32	18	11
Hr Total	388	351	360	389	430	481	367	211	211	143	89	55

24 Hour Total : 5940
 AM peak hour begins : 09:45 AM peak volume : 383 Peak hour factor : 0.95
 PM peak hour begins : 16:45 PM peak volume : 490 Peak hour factor : 0.86

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526007.PRN
 Station : 000005211001
 Identification : 000025620005 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : Tucker Rd east of SR 39

May 26 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	0	0	2	5	7	13	5	6
30	3	2	0	0	0	3	2	3	7	3	1	1
45	0	1	0	0	0	3	1	3	7	3	6	3
00	0	0	0	0	0	0	8	13	2	3	5	14
Hr Total	3	4	0	0	0	6	13	24	23	22	17	24
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	8	14	8	13	5	9	2	1	2	3	0
30	9	7	13	12	9	14	6	5	1	2	2	3
45	7	7	5	11	7	3	15	4	3	6	2	2
00	6	10	7	4	5	4	8	1	4	2	1	2
Hr Total	26	32	39	35	34	26	38	12	9	12	8	7

24 Hour Total : 414
 AM peak hour begins : 07:45 AM peak volume : 34 Peak hour factor : 0.65
 PM peak hour begins : 13:30 PM peak volume : 44 Peak hour factor : 0.79

May 26 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	4	0	0	0	0	0	4	7	7	4	7
30	1	1	0	0	0	2	4	2	3	5	3	3
45	0	5	0	0	0	2	2	1	9	2	5	3
00	1	0	0	0	0	4	4	10	4	1	2	5
Hr Total	3	10	0	0	0	8	10	17	23	15	14	18
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	5	11	8	4	4	4	7	4	7	4	2
30	4	3	7	9	11	11	3	3	5	4	2	0
45	8	11	6	9	3	5	7	4	4	3	2	1
00	3	5	4	8	7	7	13	8	2	1	0	2
Hr Total	19	24	28	34	25	27	27	22	15	15	8	5

24 Hour Total : 367
 AM peak hour begins : 07:45 AM peak volume : 29 Peak hour factor : 0.73
 PM peak hour begins : 13:30 PM peak volume : 34 Peak hour factor : 0.77

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526007.PRN
 Station : 000005211001
 Identification : 000025620005 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : Tucker Rd east of SR 39

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	5	0	0	0	0	2	9	14	20	9	13
30	4	3	0	0	0	5	6	5	10	8	4	4
45	0	6	0	0	0	5	3	4	16	5	11	6
00	1	0	0	0	0	4	12	23	6	4	7	19
Hr Total	6	14	0	0	0	14	23	41	46	37	31	42

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	13	25	16	17	9	13	9	5	9	7	2
30	13	10	20	21	20	25	9	8	6	6	4	3
45	15	18	11	20	10	8	22	8	7	9	4	3
00	9	15	11	12	12	11	21	9	6	3	1	4
Hr Total	45	56	67	69	59	53	65	34	24	27	16	12

24 Hour Total : 781
 AM peak hour begins : 07:45 AM peak volume : 63 Peak hour factor : 0.68
 PM peak hour begins : 13:30 PM peak volume : 78 Peak hour factor : 0.78

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526012.PRN
 Station : 000005181009
 Identification : 000065310004 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : C Ave west of 6th St

May 26 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	2	0	1	5	7	13	5	12	6	16
30	1	0	2	1	0	2	4	13	15	10	10	9
45	2	0	1	3	8	4	10	14	5	12	10	12
00	4	0	0	2	2	9	11	17	8	14	6	11
Hr Total	9	2	5	6	11	20	32	57	33	48	32	48

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	11	10	16	18	9	13	11	9	4	7	1
30	7	11	13	11	6	10	12	9	3	7	1	5
45	6	8	8	15	12	13	9	10	4	10	4	4
00	8	19	10	7	13	11	13	6	13	3	2	3
Hr Total	31	49	41	49	49	43	47	36	29	24	14	13

24 Hour Total : 728
 AM peak hour begins : 07:00 AM peak volume : 57 Peak hour factor : 0.84
 PM peak hour begins : 14:45 PM peak volume : 52 Peak hour factor : 0.81

May 26 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	1	2	3	7	15	8	14	22
30	2	0	1	0	1	2	5	14	12	9	12	19
45	1	0	0	1	1	4	4	20	7	10	9	10
00	2	2	1	1	2	6	7	10	8	12	14	19
Hr Total	5	2	3	2	5	14	19	51	42	39	49	70

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	19	14	22	31	26	23	19	16	11	9	3
30	17	16	23	18	18	32	25	15	13	13	6	7
45	9	18	12	24	29	23	19	21	10	10	8	8
00	15	13	10	30	28	18	19	16	14	8	5	4
Hr Total	58	66	59	94	106	99	86	71	53	42	28	22

24 Hour Total : 1085
 AM peak hour begins : 11:00 AM peak volume : 70 Peak hour factor : 0.80
 PM peak hour begins : 16:30 PM peak volume : 115 Peak hour factor : 0.90

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526012.PRN
Station        : 000005181009
Identification  : 000065310004      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town     : Zephyrhills         County      : Pasco
Location       : C Ave west of 6th St
*****
```

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	3	0	2	7	10	20	20	20	20	38
30	3	0	3	1	1	4	9	27	27	19	22	28
45	3	0	1	4	9	8	14	34	12	22	19	22
00	6	2	1	3	4	15	18	27	16	26	20	30
Hr Total	14	4	8	8	16	34	51	108	75	87	81	118

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	30	24	38	49	35	36	30	25	15	16	4
30	24	27	36	29	24	42	37	24	16	20	7	12
45	15	26	20	39	41	36	28	31	14	20	12	12
00	23	32	20	37	41	29	32	22	27	11	7	7
Hr Total	89	115	100	143	155	142	133	107	82	66	42	35

```
-----
24 Hour Total       : 1813
AM peak hour begins : 11:00      AM peak volume : 118      Peak hour factor : 0.78
PM peak hour begins : 16:30      PM peak volume : 159      Peak hour factor : 0.95
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526013.PRN
 Station : 000005181010
 Identification : 000145150007 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 6th St north of C Ave

May 26 Northbound Volume for Lane 1

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

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

24 Hour Total : 104
 AM peak hour begins : 09:00 AM peak volume : 12 Peak hour factor : 0.38
 PM peak hour begins : 15:00 PM peak volume : 12 Peak hour factor : 0.75

May 26 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	0	0	0	4	9	8	13	16
30	1	3	0	0	0	0	3	9	4	4	6	20
45	3	0	0	0	0	0	3	7	2	14	5	11
00	3	0	0	0	0	1	2	10	9	6	9	16
Hr Total	8	4	0	0	0	1	8	30	24	32	33	63

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	12	13	25	20	17	15	10	11	9	4	4
30	8	10	15	13	12	19	16	12	6	4	6	5
45	15	12	8	17	18	13	10	5	7	4	3	1
00	10	12	7	21	17	8	14	10	7	4	2	0
Hr Total	49	46	43	76	67	57	55	37	31	21	15	10

24 Hour Total : 710
 AM peak hour begins : 11:00 AM peak volume : 63 Peak hour factor : 0.79
 PM peak hour begins : 15:00 PM peak volume : 76 Peak hour factor : 0.76

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526013.PRN
Station        : 000005181010
Identification  : 000145150007      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : 6th St north of C Ave
*****
```

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	0	0	2	6	12	10	14	17
30	1	3	0	0	0	0	3	11	7	4	6	22
45	3	1	0	0	0	0	4	7	4	22	6	16
00	4	0	0	0	0	1	2	10	10	8	11	18
Hr Total	10	5	0	0	0	1	11	34	33	44	37	73

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	12	15	29	21	18	18	11	12	9	4	4
30	10	14	16	15	12	21	18	13	7	5	7	5
45	17	12	10	19	18	15	11	5	7	5	5	2
00	12	14	8	25	17	10	17	11	7	5	2	0
Hr Total	55	52	49	88	68	64	64	40	33	24	18	11

```
-----
24 Hour Total       : 814
AM peak hour begins : 11:00      AM peak volume : 73      Peak hour factor : 0.83
PM peak hour begins : 15:00      PM peak volume : 88      Peak hour factor : 0.76
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526014.PRN
 Station : 000005181011
 Identification : 000025620002 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : C Ave between 6th St & US 301

May 26 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	1	1	1	2	9	1	4	11
30	2	0	1	1	1	3	3	5	6	8	9	6
45	0	0	0	0	0	3	4	12	6	4	4	5
00	1	2	1	1	2	5	4	5	1	9	6	9
Hr Total	3	2	3	2	4	12	12	24	22	22	23	31

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	7	8	9	11	12	16	11	6	5	4	1
30	6	11	10	7	10	17	14	4	8	8	3	3
45	4	6	8	12	17	16	10	18	6	6	4	6
00	2	7	6	18	7	12	14	9	8	6	4	5
Hr Total	19	31	32	46	45	57	54	42	28	25	15	15

24 Hour Total : 569
 AM peak hour begins : 07:30 AM peak volume : 32 Peak hour factor : 0.67
 PM peak hour begins : 17:15 PM peak volume : 61 Peak hour factor : 0.90

May 26 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	4	2	0	1	5	6	14	5	12	6	16
30	2	3	2	0	0	2	5	14	12	13	12	10
45	3	0	1	3	8	6	10	15	6	6	8	13
00	2	0	0	2	2	9	14	14	10	16	8	11
Hr Total	9	7	5	5	11	22	35	57	33	47	34	50

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	9	12	14	19	9	16	16	10	8	8	3
30	8	11	17	12	11	12	15	10	3	9	4	4
45	13	12	11	18	8	13	10	10	3	8	2	4
00	5	17	11	12	15	12	19	8	13	3	3	2
Hr Total	39	49	51	56	53	46	60	44	29	28	17	13

24 Hour Total : 800
 AM peak hour begins : 06:45 AM peak volume : 57 Peak hour factor : 0.95
 PM peak hour begins : 15:15 PM peak volume : 61 Peak hour factor : 0.80

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526014.PRN
 Station : 000005181011
 Identification : 000025620002 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : C Ave between 6th St & US 301

May 26

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	4	3	0	2	6	7	16	14	13	10	27
30	4	3	3	1	1	5	8	19	18	21	21	16
45	3	0	1	3	8	9	14	27	12	10	12	18
00	3	2	1	3	4	14	18	19	11	25	14	20
Hr Total	12	9	8	7	15	34	47	81	55	69	57	81

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	16	20	23	30	21	32	27	16	13	12	4
30	14	22	27	19	21	29	29	14	11	17	7	7
45	17	18	19	30	25	29	20	28	9	14	6	10
00	7	24	17	30	22	24	33	17	21	9	7	7
Hr Total	58	80	83	102	98	103	114	86	57	53	32	28

24 Hour Total : 1369

AM peak hour begins : 07:00 AM peak volume : 81 Peak hour factor : 0.75

PM peak hour begins : 17:15 PM peak volume : 114 Peak hour factor : 0.89

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526010.PRN
 Station : 000005211006
 Identification : 000065310014 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 north of C Ave

May 26 Southbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	13	11	13	17	37	113	154	152	135	151	131
30	8	12	8	9	28	71	144	189	144	110	124	150
45	6	8	15	13	24	84	192	153	155	118	136	135
00	17	9	12	14	39	118	179	151	132	131	115	151
Hr Total	46	42	46	49	108	310	628	647	583	494	526	567
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	141	148	147	147	157	183	131	101	89	62	49	25
30	140	116	142	148	153	150	119	75	76	61	28	25
45	136	115	144	149	128	130	118	66	79	53	24	19
00	141	144	169	161	139	131	99	75	73	50	15	19
Hr Total	558	523	602	605	577	594	467	317	317	226	116	88

24 Hour Total : 9036
 AM peak hour begins : 06:30 AM peak volume : 714 Peak hour factor : 0.93
 PM peak hour begins : 15:30 PM peak volume : 620 Peak hour factor : 0.96

May 26 Northbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	13	8	6	8	19	33	82	118	132	137	120
30	12	19	8	5	15	38	50	118	125	126	121	153
45	12	10	10	9	10	37	78	112	134	138	143	130
00	15	8	11	10	15	34	91	144	122	137	125	135
Hr Total	63	50	37	30	48	128	252	456	499	533	526	538
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	135	138	148	138	191	215	175	112	97	59	47	29
30	144	132	140	141	185	204	181	98	86	65	46	30
45	139	129	140	173	203	199	177	93	61	62	34	29
00	140	130	129	197	197	215	133	80	84	45	42	38
Hr Total	558	529	557	649	776	833	666	383	328	231	169	126

24 Hour Total : 8965
 AM peak hour begins : 11:15 AM peak volume : 553 Peak hour factor : 0.90
 PM peak hour begins : 17:00 PM peak volume : 833 Peak hour factor : 0.97

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526010.PRN
Station        : 000005211006
Identification  : 000065310014      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : US 301 north of C Ave
*****
```

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	26	19	19	25	56	146	236	270	267	288	251
30	20	31	16	14	43	109	194	307	269	236	245	303
45	18	18	25	22	34	121	270	265	289	256	279	265
00	32	17	23	24	54	152	270	295	254	268	240	286
Hr Total	109	92	83	79	156	438	880	1103	1082	1027	1052	1105

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	276	286	295	285	348	398	306	213	186	121	96	54
30	284	248	282	289	338	354	300	173	162	126	74	55
45	275	244	284	322	331	329	295	159	140	115	58	48
00	281	274	298	358	336	346	232	155	157	95	57	57
Hr Total	1116	1052	1159	1254	1353	1427	1133	700	645	457	285	214

```
-----
24 Hour Total       : 18001
AM peak hour begins : 07:15      AM peak volume : 1137      Peak hour factor : 0.93
PM peak hour begins : 17:00      PM peak volume : 1427      Peak hour factor : 0.90
*****
```


Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526011.PRN
 Station : 000005191012
 Identification : 000138590004 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : C Ave east of US 301

May 26 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	3	1	2	3	4	3	7	4	4	9
30	2	4	2	0	4	1	3	6	4	7	9	12
45	3	2	1	2	5	3	3	8	6	7	3	11
00	3	0	0	2	3	3	9	5	2	9	8	12
Hr Total	13	8	6	5	14	10	19	22	19	27	24	44

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	10	9	12	14	16	12	16	8	3	5	2
30	3	7	11	13	16	14	15	10	6	7	3	4
45	8	6	5	6	16	18	7	5	7	5	1	5
00	5	5	9	13	12	14	11	6	11	3	0	6
Hr Total	25	28	34	44	58	62	45	37	32	18	9	17

24 Hour Total : 620
 AM peak hour begins : 11:00 AM peak volume : 44 Peak hour factor : 0.92
 PM peak hour begins : 17:00 PM peak volume : 62 Peak hour factor : 0.86

May 26 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	4	3	9	7	5	5	6	5
30	2	3	2	1	4	10	10	6	5	6	8	3
45	1	2	1	1	3	9	7	7	7	5	6	2
00	0	0	0	0	5	6	11	7	6	10	6	9
Hr Total	5	5	3	2	16	28	37	27	23	26	26	19

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	6	3	6	9	8	8	6	7	4	6	2
30	7	8	7	10	9	8	10	5	3	9	6	0
45	7	6	4	14	8	8	11	6	5	6	2	2
00	13	4	6	7	5	8	3	7	7	3	1	4
Hr Total	31	24	20	37	31	32	32	24	22	22	15	8

24 Hour Total : 515
 AM peak hour begins : 06:00 AM peak volume : 37 Peak hour factor : 0.84
 PM peak hour begins : 15:15 PM peak volume : 40 Peak hour factor : 0.71

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526011.PRN
Station        : 000005191012
Identification  : 000138590004      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : C Ave east of US 301
*****
```

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	2	3	1	6	6	13	10	12	9	10	14
30	4	7	4	1	8	11	13	12	9	13	17	15
45	4	4	2	3	8	12	10	15	13	12	9	13
00	3	0	0	2	8	9	20	12	8	19	14	21
Hr Total	18	13	9	7	30	38	56	49	42	53	50	63

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	16	12	18	23	24	20	22	15	7	11	4
30	10	15	18	23	25	22	25	15	9	16	9	4
45	15	12	9	20	24	26	18	11	12	11	3	7
00	18	9	15	20	17	22	14	13	18	6	1	10
Hr Total	56	52	54	81	89	94	77	61	54	40	24	25

```
-----
24 Hour Total       : 1135
AM peak hour begins : 11:00      AM peak volume : 63      Peak hour factor : 0.75
PM peak hour begins : 17:00      PM peak volume : 94      Peak hour factor : 0.90
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526015.PRN
Station        : 000005181006
Identification  : 000065310008      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : South Ave west of 6th St
*****
```

May 26 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	2	2	1	0	2	17	20	22	22	10
30	1	1	0	0	1	4	5	13	11	13	13	14
45	1	0	0	1	1	0	12	25	19	11	18	20
00	1	1	1	1	1	5	13	18	19	17	21	11
Hr Total	4	2	3	4	4	9	32	73	69	63	74	55

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	8	14	23	12	18	13	14	7	2	8	3
30	12	11	13	26	19	16	15	10	14	4	4	3
45	13	13	14	26	18	22	12	13	7	4	1	0
00	7	12	21	23	15	21	10	9	10	4	2	1
Hr Total	55	44	62	98	64	77	50	46	38	14	15	7

```
24 Hour Total      : 962
AM peak hour begins : 07:15      AM peak volume : 76      Peak hour factor : 0.76
PM peak hour begins : 15:00      PM peak volume : 98      Peak hour factor : 0.94
*****
```

May 26 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	0	0	1	0	0	10	13	5	6	15
30	0	0	0	0	1	0	1	10	5	11	7	3
45	2	0	1	0	0	3	3	9	10	4	5	9
00	0	2	0	0	0	3	6	9	8	5	6	7
Hr Total	3	4	1	0	2	6	10	38	36	25	24	34

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	8	13	13	11	10	6	6	9	2	5	4
30	10	9	10	6	8	10	6	10	3	5	4	1
45	6	10	12	10	8	17	7	7	4	1	2	0
00	11	9	12	13	8	12	11	7	5	3	1	1
Hr Total	38	36	47	42	35	49	30	30	21	11	12	6

```
24 Hour Total      : 540
AM peak hour begins : 07:15      AM peak volume : 41      Peak hour factor : 0.79
PM peak hour begins : 17:00      PM peak volume : 49      Peak hour factor : 0.72
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526015.PRN
Station        : 000005181006
Identification  : 000065310008      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : South Ave west of 6th St
*****
```

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	2	2	2	0	2	27	33	27	28	25
30	1	1	0	0	2	4	6	23	16	24	20	17
45	3	0	1	1	1	3	15	34	29	15	23	29
00	1	3	1	1	1	8	19	27	27	22	27	18
Hr Total	7	6	4	4	6	15	42	111	105	88	98	89

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	16	27	36	23	28	19	20	16	4	13	7
30	22	20	23	32	27	26	21	20	17	9	8	4
45	19	23	26	36	26	39	19	20	11	5	3	0
00	18	21	33	36	23	33	21	16	15	7	3	2
Hr Total	93	80	109	140	99	126	80	76	59	25	27	13

```
-----
24 Hour Total       : 1502
AM peak hour begins : 07:15      AM peak volume : 117      Peak hour factor : 0.86
PM peak hour begins : 15:00      PM peak volume : 140      Peak hour factor : 0.97
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526016.PRN
 Station : 000005181007
 Identification : 000158000002 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 6th St north of South Ave

May 26

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	1	0	1	6	41	55	39	58	40
30	2	2	1	1	1	5	32	39	52	33	53	53
45	5	3	2	0	1	7	38	48	35	46	32	53
00	2	0	1	0	0	9	32	42	36	33	42	40
Hr Total	12	7	5	2	2	22	108	170	178	151	185	186

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	42	48	64	72	71	49	27	25	22	12	6
30	45	46	59	51	56	68	26	26	22	18	9	6
45	51	40	51	61	49	50	40	22	21	13	12	1
00	44	54	50	61	48	46	35	26	19	10	8	1
Hr Total	199	182	208	237	225	235	150	101	87	63	41	14

24 Hour Total : 2770

AM peak hour begins : 11:15 AM peak volume : 205 Peak hour factor : 0.87
 PM peak hour begins : 15:30 PM peak volume : 250 Peak hour factor : 0.87

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526017.PRN
 Station : 000005181008
 Identification : 000065310011 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 6th St south of South Ave

May 26 Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	0	0	2	9	19	13	20	22
30	2	3	0	1	1	1	6	12	17	11	17	29
45	3	1	0	0	0	2	6	13	9	22	11	24
00	2	1	0	0	0	3	6	17	14	13	22	20
Hr Total	9	6	0	1	1	6	20	51	59	59	70	95

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	22	20	28	37	29	23	18	17	12	5	4
30	18	23	28	23	17	31	18	21	5	9	11	7
45	24	18	28	34	22	24	18	9	9	4	4	1
00	18	26	16	33	30	13	20	15	11	5	5	0
Hr Total	85	89	92	118	106	97	79	63	42	30	25	12

24 Hour Total : 1215
 AM peak hour begins : 11:15 AM peak volume : 98 Peak hour factor : 0.84
 PM peak hour begins : 15:15 PM peak volume : 127 Peak hour factor : 0.86

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526018.PRN
 Station : 000005181005
 Identification : 000178560003 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : South Ave between 6th St & US 301

May 26 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	0	0	1	0	0	10	13	4	5	11
30	0	0	0	0	1	0	0	7	5	6	5	5
45	2	0	0	0	0	3	2	8	8	6	8	11
00	0	3	0	1	0	3	5	9	9	7	9	6
Hr Total	3	5	0	1	2	6	7	34	35	23	27	33

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	8	11	17	8	8	4	4	6	2	4	3
30	9	9	7	8	6	8	8	10	2	5	6	1
45	5	7	11	11	10	16	9	6	11	1	1	1
00	11	7	10	10	9	10	11	7	4	3	2	1
Hr Total	34	31	39	46	33	42	32	27	23	11	13	6

24 Hour Total : 513
 AM peak hour begins : 07:15 AM peak volume : 37 Peak hour factor : 0.71
 PM peak hour begins : 14:30 PM peak volume : 46 Peak hour factor : 0.68

May 26 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	3	4	1	1	7	46	54	47	47	37
30	0	1	1	0	0	8	26	39	41	28	41	39
45	4	1	1	1	3	3	33	54	41	32	43	52
00	1	2	1	0	1	11	46	44	41	39	40	40
Hr Total	7	5	6	5	5	23	112	183	177	146	171	168

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	30	41	57	49	52	42	25	11	15	12	4
30	39	35	37	50	51	49	27	21	33	15	6	2
45	38	32	43	51	44	45	35	28	22	15	8	1
00	32	38	53	60	41	52	25	20	19	9	6	2
Hr Total	162	135	174	218	185	198	129	94	85	54	32	9

24 Hour Total : 2483
 AM peak hour begins : 07:30 AM peak volume : 193 Peak hour factor : 0.89
 PM peak hour begins : 15:00 PM peak volume : 218 Peak hour factor : 0.91

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526018.PRN
Station        : 000005181005
Identification  : 000178560003      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : South Ave between 6th St & US 301
*****
```

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	3	4	2	1	7	56	67	51	52	48
30	0	1	1	0	1	8	26	46	46	34	46	44
45	6	1	1	1	3	6	35	62	49	38	51	63
00	1	5	1	1	1	14	51	53	50	46	49	46
Hr Total	10	10	6	6	7	29	119	217	212	169	198	201

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	38	52	74	57	60	46	29	17	17	16	7
30	48	44	44	58	57	57	35	31	35	20	12	3
45	43	39	54	62	54	61	44	34	33	16	9	2
00	43	45	63	70	50	62	36	27	23	12	8	3
Hr Total	196	166	213	264	218	240	161	121	108	65	45	15

```
-----
24 Hour Total       : 2996
AM peak hour begins : 07:15      AM peak volume : 228      Peak hour factor : 0.85
PM peak hour begins : 15:00     PM peak volume : 264      Peak hour factor : 0.89
*****
```


Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526021.PRN
 Station : 000005221007
 Identification : 000145150006 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 south of South Ave

May 26 Southbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	15	11	13	16	35	113	148	143	134	145	129
30	8	11	8	9	27	70	149	186	139	107	124	143
45	5	7	15	13	24	84	185	153	141	108	126	130
00	16	7	12	15	42	114	183	147	132	129	111	154
Hr Total	43	40	46	50	109	303	630	634	555	478	506	556

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	127	134	143	141	142	164	126	96	80	60	48	23
30	138	111	136	148	148	149	121	74	78	66	28	26
45	130	112	130	127	119	120	110	65	77	52	22	19
00	143	134	161	158	133	125	101	76	67	45	17	19
Hr Total	538	491	570	574	542	558	458	311	302	223	115	87

24 Hour Total : 8719
 AM peak hour begins : 06:30 AM peak volume : 702 Peak hour factor : 0.94
 PM peak hour begins : 14:30 PM peak volume : 580 Peak hour factor : 0.90

May 26 Northbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	9	5	5	4	19	25	42	70	91	86	84
30	7	9	4	4	12	30	22	56	75	88	85	112
45	10	8	8	8	8	31	62	66	88	98	97	90
00	12	5	10	8	9	30	53	91	92	90	92	96
Hr Total	52	31	27	25	33	110	162	255	325	367	360	382

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	94	96	108	82	98	137	100	69	72	38	41	23
30	97	93	98	85	121	117	105	68	51	37	30	21
45	96	86	91	109	127	123	98	58	35	40	28	18
00	102	86	88	122	104	128	78	59	51	34	29	24
Hr Total	389	361	385	398	450	505	381	254	209	149	128	86

24 Hour Total : 5824
 AM peak hour begins : 11:15 AM peak volume : 392 Peak hour factor : 0.88
 PM peak hour begins : 17:00 PM peak volume : 505 Peak hour factor : 0.92

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526021.PRN
 Station : 000005221007
 Identification : 000145150006 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 south of South Ave

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	24	16	18	20	54	138	190	213	225	231	213
30	15	20	12	13	39	100	171	242	214	195	209	255
45	15	15	23	21	32	115	247	219	229	206	223	220
00	28	12	22	23	51	144	236	238	224	219	203	250
Hr Total	95	71	73	75	142	413	792	889	880	845	866	938

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	221	230	251	223	240	301	226	165	152	98	89	46
30	235	204	234	233	269	266	226	142	129	103	58	47
45	226	198	221	236	246	243	208	123	112	92	50	37
00	245	220	249	280	237	253	179	135	118	79	46	43
Hr Total	927	852	955	972	992	1063	839	565	511	372	243	173

24 Hour Total : 14543
 AM peak hour begins : 11:15 AM peak volume : 946 Peak hour factor : 0.93
 PM peak hour begins : 17:00 PM peak volume : 1063 Peak hour factor : 0.88

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526022.PRN
 Station : 000005181002
 Identification : 000158000015 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : South Ave between US 301 & 7th St

May 26 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	3	4	3	0	4	19	22	26	25	10
30	3	1	2	2	1	4	4	22	18	19	16	13
45	2	4	1	0	1	3	15	25	25	22	25	22
00	0	2	2	0	4	4	12	19	26	24	18	21
Hr Total	7	9	8	6	9	11	35	85	91	91	84	66

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	15	26	38	23	26	20	17	22	10	8	3
30	11	20	28	37	20	21	21	15	18	8	7	2
45	16	13	17	39	25	24	24	21	19	15	4	1
00	29	21	25	30	22	27	16	17	11	6	6	3
Hr Total	82	69	96	144	90	98	81	70	70	39	25	9

24 Hour Total : 1375
 AM peak hour begins : 08:30 AM peak volume : 96 Peak hour factor : 0.92
 PM peak hour begins : 15:00 PM peak volume : 144 Peak hour factor : 0.92

May 26 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	7	3	3	5	8	32	52	39	29	38	23
30	3	2	2	5	14	11	38	61	50	30	32	26
45	5	1	0	8	4	23	55	54	37	34	34	27
00	1	3	3	7	9	39	56	47	41	33	25	35
Hr Total	11	13	8	23	32	81	181	214	167	126	129	111

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	37	46	36	33	43	32	24	27	14	9	6
30	31	24	34	37	33	31	42	18	17	19	7	4
45	25	24	34	42	40	41	32	19	23	7	3	5
00	32	29	38	34	30	33	25	19	11	12	7	4
Hr Total	120	114	152	149	136	148	131	80	78	52	26	19

24 Hour Total : 2301
 AM peak hour begins : 06:30 AM peak volume : 224 Peak hour factor : 0.92
 PM peak hour begins : 14:45 PM peak volume : 153 Peak hour factor : 0.91

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526022.PRN
Station        : 000005181002
Identification  : 000158000015      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : South Ave between US 301 & 7th St
*****
```

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	9	6	7	8	8	36	71	61	55	63	33
30	6	3	4	7	15	15	42	83	68	49	48	39
45	7	5	1	8	5	26	70	79	62	56	59	49
00	1	5	5	7	13	43	68	66	67	57	43	56
Hr Total	18	22	16	29	41	92	216	299	258	217	213	177

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	52	72	74	56	69	52	41	49	24	17	9
30	42	44	62	74	53	52	63	33	35	27	14	6
45	41	37	51	81	65	65	56	40	42	22	7	6
00	61	50	63	64	52	60	41	36	22	18	13	7
Hr Total	202	183	248	293	226	246	212	150	148	91	51	28

```
-----
24 Hour Total       : 3676
AM peak hour begins : 06:45      AM peak volume : 301      Peak hour factor : 0.91
PM peak hour begins : 15:00      PM peak volume : 293      Peak hour factor : 0.90
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526023.PRN
 Station : 000005181004
 Identification : 000065310003 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 7th St north of South Ave

May 26

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	2	0	1	1	8	44	73	49	53	35
30	4	3	3	0	1	7	22	79	59	50	50	53
45	3	2	0	1	1	9	28	69	70	53	59	50
00	1	0	3	3	5	6	38	72	45	52	37	52
Hr Total	12	6	8	4	8	23	96	264	247	204	199	190

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	51	54	49	68	75	73	37	43	24	13	3
30	48	50	47	55	68	77	70	34	39	16	14	6
45	50	63	44	75	88	81	72	36	23	18	10	4
00	63	58	44	79	82	74	49	30	31	16	12	7
Hr Total	216	222	189	258	306	307	264	137	136	74	49	20

24 Hour Total : 3439

AM peak hour begins : 07:15 AM peak volume : 293 Peak hour factor : 0.93

PM peak hour begins : 16:30 PM peak volume : 322 Peak hour factor : 0.91

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526024.PRN
 Station : 000005181001
 Identification : 000138590002 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 7th St south of South Ave

May 26

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	3	1	3	1	5	38	48	46	51	42
30	6	10	4	1	3	5	19	58	52	38	38	41
45	2	3	2	1	2	6	15	46	50	44	49	45
00	1	2	1	2	5	4	38	58	36	49	35	46
Hr Total	13	19	10	5	13	16	77	200	186	177	173	174

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	43	38	50	93	79	72	41	29	23	9	6
30	51	44	41	58	68	89	77	31	35	24	17	9
45	44	50	49	64	81	84	77	34	28	21	8	10
00	50	45	42	78	86	96	47	31	32	10	14	13
Hr Total	189	182	170	250	328	348	273	137	124	78	48	38

24 Hour Total : 3228
 AM peak hour begins : 07:15 AM peak volume : 210 Peak hour factor : 0.91
 PM peak hour begins : 17:00 PM peak volume : 348 Peak hour factor : 0.91

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526025.PRN
 Station : 000005181003
 Identification : 000138590001 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : South Ave east of 7th St

May 26 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	5	7	4	6	0	5	25	23	33	36	20
30	5	6	4	4	3	7	8	23	24	21	18	18
45	4	5	3	0	2	2	15	25	26	25	32	31
00	0	3	3	1	6	6	24	35	24	31	25	27
Hr Total	12	19	17	9	17	15	52	108	97	110	111	96

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	24	29	42	53	51	41	25	23	19	11	6
30	23	28	27	48	29	51	43	23	33	21	14	7
45	23	21	36	42	42	42	44	28	26	20	4	8
00	28	23	39	45	35	52	29	27	21	8	9	10
Hr Total	111	96	131	177	159	196	157	103	103	68	38	31

24 Hour Total : 2033
 AM peak hour begins : 11:30 AM peak volume : 118 Peak hour factor : 0.80
 PM peak hour begins : 17:00 PM peak volume : 196 Peak hour factor : 0.94

May 26 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	7	3	3	5	7	34	60	56	35	45	26
30	2	2	2	5	14	12	43	73	57	32	39	37
45	6	1	0	8	5	25	60	68	54	43	45	36
00	2	3	4	8	9	41	56	63	46	43	35	43
Hr Total	12	13	9	24	33	85	193	264	213	153	164	142

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	54	57	46	37	63	46	27	33	21	14	6
30	41	38	47	37	43	39	53	26	30	23	7	5
45	37	39	44	58	52	51	39	26	22	10	6	6
00	47	37	48	37	38	37	40	21	15	15	8	5
Hr Total	174	168	196	178	170	190	178	100	100	69	35	22

24 Hour Total : 2885
 AM peak hour begins : 07:00 AM peak volume : 264 Peak hour factor : 0.90
 PM peak hour begins : 14:00 PM peak volume : 196 Peak hour factor : 0.86

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526025.PRN
Station        : 000005181003
Identification  : 000138590001      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : South Ave east of 7th St
*****
```

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	12	10	7	11	7	39	85	79	68	81	46
30	7	8	6	9	17	19	51	96	81	53	57	55
45	10	6	3	8	7	27	75	93	80	68	77	67
00	2	6	7	9	15	47	80	98	70	74	60	70
Hr Total	24	32	26	33	50	100	245	372	310	263	275	238

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	86	78	86	88	90	114	87	52	56	40	25	12
30	64	66	74	85	72	90	96	49	63	44	21	12
45	60	60	80	100	94	93	83	54	48	30	10	14
00	75	60	87	82	73	89	69	48	36	23	17	15
Hr Total	285	264	327	355	329	386	335	203	203	137	73	53

```
24 Hour Total       : 4918
AM peak hour begins : 07:00      AM peak volume : 372      Peak hour factor : 0.95
PM peak hour begins : 17:00      PM peak volume : 386      Peak hour factor : 0.85
*****
```


Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526026.PRN
Station        : 000005221009
Identification  : 000158000004      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : 5th Ave/SR 54 west of 6th St
*****
```

May 26 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	10	7	7	7	7	35	75	102	100	111	124
30	9	4	4	5	2	20	35	87	120	98	109	97
45	10	2	6	1	5	14	50	83	93	126	117	101
00	5	3	3	5	5	32	68	101	111	121	94	112
Hr Total	33	19	20	18	19	73	188	346	426	445	431	434

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	91	101	111	108	108	100	59	67	51	30	24
30	111	91	105	109	120	105	92	74	70	60	33	20
45	113	124	98	115	82	96	92	83	74	44	15	11
00	136	98	137	89	90	88	108	64	44	33	19	17
Hr Total	456	404	441	424	400	397	392	280	255	188	97	72

```
24 Hour Total      : 6258
AM peak hour begins : 09:30      AM peak volume : 467      Peak hour factor : 0.93
PM peak hour begins : 14:45      PM peak volume : 472      Peak hour factor : 0.86
*****
```

May 26 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	8	2	3	4	12	15	37	71	76	91	85
30	6	2	1	7	4	12	28	54	68	90	84	80
45	5	4	1	4	2	16	35	59	88	85	79	91
00	4	7	4	3	6	23	29	55	96	83	83	115
Hr Total	27	21	8	17	16	63	107	205	323	334	337	371

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	81	103	103	129	103	94	79	60	56	42	26	13
30	85	79	119	109	91	107	66	62	60	41	28	14
45	87	94	102	102	100	81	70	49	52	30	19	10
00	91	85	102	106	94	93	83	63	53	38	13	11
Hr Total	344	361	426	446	388	375	298	234	221	151	86	48

```
24 Hour Total      : 5207
AM peak hour begins : 11:30      AM peak volume : 372      Peak hour factor : 0.81
PM peak hour begins : 14:15      PM peak volume : 452      Peak hour factor : 0.88
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526026.PRN
 Station : 000005221009
 Identification : 000158000004 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 5th Ave/SR 54 west of 6th St

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	18	9	10	11	19	50	112	173	176	202	209
30	15	6	5	12	6	32	63	141	188	188	193	177
45	15	6	7	5	7	30	85	142	181	211	196	192
00	9	10	7	8	11	55	97	156	207	204	177	227
Hr Total	60	40	28	35	35	136	295	551	749	779	768	805

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	177	194	204	240	211	202	179	119	123	93	56	37
30	196	170	224	218	211	212	158	136	130	101	61	34
45	200	218	200	217	182	177	162	132	126	74	34	21
00	227	183	239	195	184	181	191	127	97	71	32	28
Hr Total	800	765	867	870	788	772	690	514	476	339	183	120

24 Hour Total : 11465
 AM peak hour begins : 09:30 AM peak volume : 810 Peak hour factor : 0.96
 PM peak hour begins : 14:45 PM peak volume : 914 Peak hour factor : 0.95

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526027.PRN
 Station : 000005191010
 Identification : 001540900003 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 6th St north of 5th Ave/SR 54

May 26

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	6	0	1	0	2	10	43	76	67	92	75
30	2	2	0	1	0	6	38	51	77	68	78	81
45	6	3	2	0	2	5	28	58	63	72	62	90
00	3	3	1	0	0	11	37	53	81	62	72	93
Hr Total	15	14	3	2	2	24	113	205	297	269	304	339

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	69	72	96	90	89	59	37	36	26	16	4
30	77	85	89	73	76	110	47	39	33	26	10	9
45	67	63	94	77	78	59	47	34	28	25	16	3
00	73	82	94	93	92	56	63	39	30	16	6	3
Hr Total	291	299	349	339	336	314	216	149	127	93	48	19

24 Hour Total : 4167

AM peak hour begins : 11:00 AM peak volume : 339 Peak hour factor : 0.91
 PM peak hour begins : 14:15 PM peak volume : 373 Peak hour factor : 0.97

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526028.PRN
 Station : 000005191011
 Identification : 000065310009 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 6th St south of 5th Ave/SR 54

May 26

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	1	0	2	6	42	55	50	61	44
30	2	3	1	1	0	7	30	43	56	40	61	61
45	6	3	2	0	1	7	34	48	38	47	40	61
00	2	0	1	0	0	10	36	48	44	39	50	43
Hr Total	13	8	5	2	1	26	106	181	193	176	212	209

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	42	48	66	73	73	52	26	27	23	12	5
30	46	46	59	58	55	78	31	29	22	19	11	6
45	57	43	53	62	49	51	42	23	22	13	12	2
00	45	59	55	60	54	52	37	26	19	11	10	0
Hr Total	206	190	215	246	231	254	162	104	90	66	45	13

24 Hour Total : 2954

AM peak hour begins : 11:15 AM peak volume : 223 Peak hour factor : 0.91

PM peak hour begins : 16:45 PM peak volume : 256 Peak hour factor : 0.82

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526029.PRN
Station        : 000005221008
Identification  : 000039640004      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : 5th Ave/SR 54 between 6th St & US 301
*****
```

May 26 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	9	6	7	7	7	35	71	100	97	104	119
30	9	4	3	5	2	17	34	88	115	99	120	100
45	10	4	5	1	5	13	41	81	91	119	108	112
00	7	3	4	5	5	28	65	93	115	116	100	111
Hr Total	37	20	18	18	19	65	175	333	421	431	432	442

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	92	90	96	105	106	107	93	62	65	54	27	20
30	114	95	103	102	118	97	82	72	69	53	31	19
45	112	120	97	108	81	93	86	74	66	45	14	11
00	134	92	127	91	91	74	101	60	48	33	17	18
Hr Total	452	397	423	406	396	371	362	268	248	185	89	68

```
24 Hour Total       : 6076
AM peak hour begins : 09:30      AM peak volume : 459      Peak hour factor : 0.96
PM peak hour begins : 12:00     PM peak volume : 452      Peak hour factor : 0.84
*****
```

May 26 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	7	2	3	3	12	12	34	50	61	72	56
30	6	2	1	9	4	11	18	49	57	58	60	60
45	5	3	0	3	2	17	27	44	60	50	53	58
00	4	4	4	3	6	17	26	46	65	55	56	84
Hr Total	25	16	7	18	15	57	83	173	232	224	241	258

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	78	75	94	74	66	64	45	46	35	26	12
30	62	60	83	90	73	72	49	42	50	30	24	10
45	69	58	64	78	76	59	58	36	42	19	14	11
00	71	63	69	85	68	75	61	48	44	30	12	9
Hr Total	256	259	291	347	291	272	232	171	182	114	76	42

```
24 Hour Total       : 3882
AM peak hour begins : 11:00     AM peak volume : 258     Peak hour factor : 0.77
PM peak hour begins : 15:00     PM peak volume : 347     Peak hour factor : 0.92
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526029.PRN
Station        : 000005221008
Identification  : 000039640004      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : 5th Ave/SR 54 between 6th St & US 301
*****
```

May 26

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	16	8	10	10	19	47	105	150	158	176	175
30	15	6	4	14	6	28	52	137	172	157	180	160
45	15	7	5	4	7	30	68	125	151	169	161	170
00	11	7	8	8	11	45	91	139	180	171	156	195
Hr Total	62	36	25	36	34	122	258	506	653	655	673	700

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	146	168	171	199	180	173	157	107	111	89	53	32
30	176	155	186	192	191	169	131	114	119	83	55	29
45	181	178	161	186	157	152	144	110	108	64	28	22
00	205	155	196	176	159	149	162	108	92	63	29	27
Hr Total	708	656	714	753	687	643	594	439	430	299	165	110

24 Hour Total : 9958

AM peak hour begins : 11:00 AM peak volume : 700 Peak hour factor : 0.90
 PM peak hour begins : 14:45 PM peak volume : 773 Peak hour factor : 0.97

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526030.PRN
 Station : 000005221004
 Identification : 000025620006 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 north of 5th Ave/SR 54

May 26 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	11	6	9	6	16	30	75	118	146	128	145
30	15	7	5	8	11	31	34	77	113	144	140	155
45	13	9	9	7	9	31	73	100	138	151	167	136
00	13	6	8	13	7	38	66	122	132	156	139	156
Hr Total	63	33	28	37	33	116	203	374	501	597	574	592

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	144	156	133	135	151	132	92	94	64	51	32
30	170	144	165	121	169	165	137	90	77	63	38	21
45	143	141	147	144	164	144	121	91	80	50	28	26
00	173	132	137	138	136	143	104	65	54	43	35	24
Hr Total	623	561	605	536	604	603	494	338	305	220	152	103

24 Hour Total : 8295
 AM peak hour begins : 10:30 AM peak volume : 606 Peak hour factor : 0.91
 PM peak hour begins : 12:15 PM peak volume : 630 Peak hour factor : 0.91

May 26 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	7	9	9	11	25	60	92	97	99	84	113
30	10	9	10	9	18	50	85	93	85	87	105	108
45	8	9	10	9	24	59	108	88	114	77	96	109
00	16	10	8	11	28	67	85	79	90	98	105	103
Hr Total	43	35	37	38	81	201	338	352	386	361	390	433

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	124	89	106	109	125	86	64	65	44	34	16
30	111	91	131	109	98	94	84	70	64	56	26	27
45	102	95	111	109	95	84	89	52	64	40	22	19
00	113	108	121	116	103	92	85	73	46	45	17	11
Hr Total	435	418	452	440	405	395	344	259	239	185	99	73

24 Hour Total : 6439
 AM peak hour begins : 10:45 AM peak volume : 435 Peak hour factor : 0.96
 PM peak hour begins : 14:15 PM peak volume : 469 Peak hour factor : 0.90

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526030.PRN
 Station : 000005221004
 Identification : 000025620006 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 north of 5th Ave/SR 54

May 26

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	18	15	18	17	41	90	167	215	245	212	258
30	25	16	15	17	29	81	119	170	198	231	245	263
45	21	18	19	16	33	90	181	188	252	228	263	245
00	29	16	16	24	35	105	151	201	222	254	244	259
Hr Total	106	68	65	75	114	317	541	726	887	958	964	1025

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	246	268	245	239	244	276	218	156	159	108	85	48
30	281	235	296	230	267	259	221	160	141	119	64	48
45	245	236	258	253	259	228	210	143	144	90	50	45
00	286	240	258	254	239	235	189	138	100	88	52	35
Hr Total	1058	979	1057	976	1009	998	838	597	544	405	251	176

24 Hour Total : 14734

AM peak hour begins : 11:30 AM peak volume : 1031 Peak hour factor : 0.92

PM peak hour begins : 12:15 PM peak volume : 1080 Peak hour factor : 0.94

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526031.PRN
 Station : 000005221005
 Identification : 000065320003 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 south of 5th Ave/SR 54

May 26 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	9	7	6	4	16	27	63	92	116	111	111
30	10	9	4	8	12	32	24	64	93	105	98	129
45	13	8	8	9	6	30	69	86	111	105	128	95
00	14	4	12	13	10	32	54	108	117	120	105	111
Hr Total	61	30	31	36	32	110	174	321	413	446	442	446

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	102	115	125	108	112	133	116	81	78	44	46	24
30	123	101	129	99	146	149	124	75	62	49	30	24
45	97	102	106	124	146	146	99	64	48	49	28	20
00	118	104	107	144	130	146	87	57	55	40	31	21
Hr Total	440	422	467	475	534	574	426	277	243	182	135	89

24 Hour Total : 6806
 AM peak hour begins : 10:30 AM peak volume : 473 Peak hour factor : 0.92
 PM peak hour begins : 17:00 PM peak volume : 574 Peak hour factor : 0.96

May 26 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	10	10	12	15	28	85	96	105	118	109	114
30	10	9	9	9	19	56	93	121	88	94	87	115
45	6	9	13	8	22	63	132	95	102	90	103	99
00	13	8	9	13	31	75	103	98	114	112	90	116
Hr Total	39	36	41	42	87	222	413	410	409	414	389	444

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	109	109	101	104	117	98	77	83	48	45	18
30	105	93	125	121	111	111	95	70	65	53	29	25
45	110	96	107	99	92	99	92	60	76	49	16	19
00	119	102	132	108	106	82	77	65	65	40	15	16
Hr Total	441	400	473	429	413	409	362	272	289	190	105	78

24 Hour Total : 6807
 AM peak hour begins : 06:30 AM peak volume : 452 Peak hour factor : 0.86
 PM peak hour begins : 14:00 PM peak volume : 473 Peak hour factor : 0.90

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526031.PRN
 Station : 000005221005
 Identification : 000065320003 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 south of 5th Ave/SR 54

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	19	17	18	19	44	112	159	197	234	220	225
30	20	18	13	17	31	88	117	185	181	199	185	244
45	19	17	21	17	28	93	201	181	213	195	231	194
00	27	12	21	26	41	107	157	206	231	232	195	227
Hr Total	100	66	72	78	119	332	587	731	822	860	831	890

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	209	224	234	209	216	250	214	158	161	92	91	42
30	228	194	254	220	257	260	219	145	127	102	59	49
45	207	198	213	223	238	245	191	124	124	98	44	39
00	237	206	239	252	236	228	164	122	120	80	46	37
Hr Total	881	822	940	904	947	983	788	549	532	372	240	167

24 Hour Total : 13613
 AM peak hour begins : 10:30 AM peak volume : 895 Peak hour factor : 0.92
 PM peak hour begins : 16:45 PM peak volume : 991 Peak hour factor : 0.95

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526032.PRN
 Station : 000005241001
 Identification : 000140510021 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 5th Ave between US 301 & 7th St

May 26 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	7	2	5	3	2	15	33	45	41	46	48
30	4	3	0	2	2	3	11	38	65	34	48	43
45	11	0	1	0	3	2	13	32	33	43	37	42
00	3	3	2	2	4	14	30	44	54	39	42	38
Hr Total	26	13	5	9	12	21	69	147	197	157	173	171

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	46	45	60	41	45	47	33	27	21	10	12
30	47	35	39	33	58	53	41	39	35	30	18	15
45	34	58	36	53	36	42	40	36	28	25	11	5
00	48	46	56	40	49	42	57	39	25	14	7	7
Hr Total	170	185	176	186	184	182	185	147	115	90	46	39

24 Hour Total : 2705
 AM peak hour begins : 08:00 AM peak volume : 197 Peak hour factor : 0.76
 PM peak hour begins : 14:45 PM peak volume : 202 Peak hour factor : 0.84

May 26 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	0	1	2	11	16	28	40	46	45	41
30	3	1	1	4	4	9	24	39	56	44	46	35
45	4	1	2	3	3	10	21	35	49	40	36	37
00	1	4	3	0	5	16	25	27	45	33	30	56
Hr Total	14	9	6	8	14	46	86	129	190	163	157	169

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	40	41	54	71	35	44	35	26	30	21	18	9
30	33	34	58	56	44	42	21	28	24	15	12	1
45	41	37	41	46	46	38	34	24	38	12	4	7
00	45	35	39	45	38	40	34	32	36	19	8	3
Hr Total	159	147	192	218	163	164	124	110	128	67	42	20

24 Hour Total : 2525
 AM peak hour begins : 08:15 AM peak volume : 196 Peak hour factor : 0.88
 PM peak hour begins : 15:00 PM peak volume : 218 Peak hour factor : 0.77

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526032.PRN
 Station : 000005241001
 Identification : 000140510021 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 5th Ave between US 301 & 7th St

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	10	2	6	5	13	31	61	85	87	91	89
30	7	4	1	6	6	12	35	77	121	78	94	78
45	15	1	3	3	6	12	34	67	82	83	73	79
00	4	7	5	2	9	30	55	71	99	72	72	94
Hr Total	40	22	11	17	26	67	155	276	387	320	330	340

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	81	87	99	131	76	89	82	59	57	42	28	21
30	80	69	97	89	102	95	62	67	59	45	30	16
45	75	95	77	99	82	80	74	60	66	37	15	12
00	93	81	95	85	87	82	91	71	61	33	15	10
Hr Total	329	332	368	404	347	346	309	257	243	157	88	59

24 Hour Total : 5230
 AM peak hour begins : 08:15 AM peak volume : 389 Peak hour factor : 0.80
 PM peak hour begins : 14:45 PM peak volume : 414 Peak hour factor : 0.79

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526033.PRN
 Station : 000005201002
 Identification : 000065310001 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 7th St north of 5th Ave

May 26

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	0	3	2	0	2	4	51	70	57	57	54
30	1	3	0	1	0	1	20	80	68	54	57	55
45	7	2	0	3	1	12	19	63	69	50	78	54
00	1	0	1	3	3	7	38	69	56	56	57	64
Hr Total	14	5	4	9	4	22	81	263	263	217	249	227

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	63	65	68	75	82	65	39	35	23	13	8
30	82	61	64	70	71	72	63	40	40	15	12	3
45	60	68	60	81	78	82	58	36	21	14	7	2
00	72	64	59	71	75	61	39	29	27	12	6	6
Hr Total	289	256	248	290	299	297	225	144	123	64	38	19

24 Hour Total : 3650

AM peak hour begins : 07:15 AM peak volume : 282 Peak hour factor : 0.88
 PM peak hour begins : 16:45 PM peak volume : 311 Peak hour factor : 0.95

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526034.PRN
 Station : 000005201001
 Identification : 000025620003 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 7th St south of 5th Ave

May 26

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	1	0	1	2	5	40	57	54	43	44
30	3	3	2	0	1	3	19	74	62	51	51	55
45	3	2	0	2	1	10	20	53	68	39	58	49
00	1	0	2	2	4	5	34	62	55	58	47	54
Hr Total	10	5	5	4	7	20	78	229	242	202	199	202

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	69	60	58	56	68	82	58	44	39	22	17	7
30	58	60	68	67	69	84	62	46	39	22	12	3
45	61	63	49	78	86	85	81	39	26	17	7	4
00	70	55	49	78	93	77	51	31	35	18	9	6
Hr Total	258	238	224	279	316	328	252	160	139	79	45	20

24 Hour Total : 3541
 AM peak hour begins : 07:45 AM peak volume : 249 Peak hour factor : 0.92
 PM peak hour begins : 16:30 PM peak volume : 345 Peak hour factor : 0.93

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526035.PRN
 Station : 000005241002
 Identification : 000065320001 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 5th Ave east of 7th St

May 26 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	7	1	5	3	2	14	26	37	34	43	43
30	6	4	1	2	3	5	11	33	52	32	42	42
45	8	0	2	0	3	3	12	26	33	35	21	34
00	4	3	3	2	4	9	27	34	45	35	40	38
Hr Total	26	14	7	9	13	19	64	119	167	136	146	157
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	45	43	56	39	54	43	39	36	27	16	14
30	36	38	44	31	51	61	44	44	33	36	21	15
45	30	56	30	50	42	46	52	39	34	28	12	7
00	51	37	50	50	61	57	63	40	31	19	12	10
Hr Total	151	176	167	187	193	218	202	162	134	110	61	46

24 Hour Total : 2684
 AM peak hour begins : 08:00 AM peak volume : 167 Peak hour factor : 0.80
 PM peak hour begins : 16:45 PM peak volume : 222 Peak hour factor : 0.91

May 26 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	3	1	3	1	11	16	36	39	43	52	43
30	3	2	1	6	4	11	21	38	53	41	38	37
45	5	1	2	3	3	12	20	35	53	44	41	35
00	2	4	3	1	5	16	25	32	38	32	35	63
Hr Total	18	10	7	13	13	50	82	141	183	160	166	178
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	44	55	68	39	46	37	27	27	22	18	10
30	46	36	56	59	41	41	23	30	28	15	13	1
45	39	39	47	45	44	41	23	26	40	14	5	7
00	44	37	38	51	35	38	32	34	34	8	10	6
Hr Total	175	156	196	223	159	166	115	117	129	59	46	24

24 Hour Total : 2586
 AM peak hour begins : 11:30 AM peak volume : 190 Peak hour factor : 0.75
 PM peak hour begins : 15:00 PM peak volume : 223 Peak hour factor : 0.82

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526035.PRN
 Station : 000005241002
 Identification : 000065320001 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 5th Ave east of 7th St

May 26

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	10	2	8	4	13	30	62	76	77	95	86
30	9	6	2	8	7	16	32	71	105	73	80	79
45	13	1	4	3	6	15	32	61	86	79	62	69
00	6	7	6	3	9	25	52	66	83	67	75	101
Hr Total	44	24	14	22	26	69	146	260	350	296	312	335

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	89	98	124	78	100	80	66	63	49	34	24
30	82	74	100	90	92	102	67	74	61	51	34	16
45	69	95	77	95	86	87	75	65	74	42	17	14
00	95	74	88	101	96	95	95	74	65	27	22	16
Hr Total	326	332	363	410	352	384	317	279	263	169	107	70

24 Hour Total : 5270
 AM peak hour begins : 08:15 AM peak volume : 351 Peak hour factor : 0.84
 PM peak hour begins : 15:00 PM peak volume : 410 Peak hour factor : 0.83

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526036.PRN
 Station : 000005191006
 Identification : 000065310015 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 12th Ave west of 6th St

May 26 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	0	2	1	4	10	24	5	11	11
30	1	1	2	0	1	3	8	15	36	7	13	11
45	1	2	2	0	0	1	5	13	16	11	13	10
00	2	1	0	2	0	4	6	11	11	9	9	6
Hr Total	6	6	4	2	3	9	23	49	87	32	46	38

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	14	17	13	13	23	15	10	10	5	2	3
30	11	12	18	9	15	11	13	18	4	6	0	1
45	16	12	20	18	13	12	14	9	12	6	2	0
00	14	11	25	18	22	9	4	5	4	1	1	1
Hr Total	53	49	80	58	63	55	46	42	30	18	5	5

24 Hour Total : 809
 AM peak hour begins : 07:45 AM peak volume : 87 Peak hour factor : 0.60
 PM peak hour begins : 14:00 PM peak volume : 80 Peak hour factor : 0.80

May 26 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	0	2	9	14	26	28	33	20
30	2	1	0	0	1	1	11	21	60	19	25	11
45	3	0	1	0	0	0	16	20	45	27	12	22
00	1	0	2	0	0	2	15	18	26	32	19	20
Hr Total	8	2	3	0	1	5	51	73	157	106	89	73

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	25	24	52	22	27	14	8	13	15	3	1
30	23	33	24	25	24	19	17	12	11	5	3	2
45	23	46	32	23	28	28	16	5	5	4	3	1
00	27	17	57	23	25	18	13	11	11	3	0	2
Hr Total	102	121	137	123	99	92	60	36	40	27	9	6

24 Hour Total : 1420
 AM peak hour begins : 08:15 AM peak volume : 159 Peak hour factor : 0.66
 PM peak hour begins : 14:30 PM peak volume : 166 Peak hour factor : 0.73

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526036.PRN
Station        : 000005191006
Identification  : 000065310015      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : 12th Ave west of 6th St
*****
```

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	0	0	2	3	13	24	50	33	44	31
30	3	2	2	0	2	4	19	36	96	26	38	22
45	4	2	3	0	0	1	21	33	61	38	25	32
00	3	1	2	2	0	6	21	29	37	41	28	26
Hr Total	14	8	7	2	4	14	74	122	244	138	135	111

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	39	41	65	35	50	29	18	23	20	5	4
30	34	45	42	34	39	30	30	30	15	11	3	3
45	39	58	52	41	41	40	30	14	17	10	5	1
00	41	28	82	41	47	27	17	16	15	4	1	3
Hr Total	155	170	217	181	162	147	106	78	70	45	14	11

```
24 Hour Total       : 2229
AM peak hour begins : 08:00      AM peak volume : 244      Peak hour factor : 0.64
PM peak hour begins : 14:15      PM peak volume : 241      Peak hour factor : 0.73
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526037.PRN
Station        : 000005191004
Identification  : 000019247006      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : 6th St north of 12th Ave
*****
```

May 26

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	6	0	1	0	2	7	41	62	66	77	69
30	2	0	1	1	1	4	33	49	63	65	76	72
45	8	4	2	0	0	6	28	60	70	60	58	86
00	4	2	0	0	3	9	32	45	65	56	68	78
Hr Total	20	12	3	2	4	21	100	195	260	247	279	305

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	63	68	87	96	89	61	38	33	29	21	7
30	61	88	90	71	71	103	39	43	38	23	14	10
45	71	68	89	75	70	59	42	33	28	24	11	0
00	73	71	97	91	79	53	47	33	28	16	5	1
Hr Total	279	290	344	324	316	304	189	147	127	92	51	18

24 Hour Total : 3929

AM peak hour begins : 11:15 AM peak volume : 310 Peak hour factor : 0.90
 PM peak hour begins : 14:15 PM peak volume : 363 Peak hour factor : 0.94

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526038.PRN
 Station : 000005191005
 Identification : 000065310010 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 6th St south of 12th Ave

May 26

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	7	0	1	0	2	8	39	62	67	82	77
30	4	1	0	1	0	3	38	45	71	64	72	75
45	9	3	3	0	0	5	29	66	73	68	62	88
00	4	3	1	0	2	9	33	50	71	56	58	76
Hr Total	23	14	4	2	2	19	108	200	277	255	274	316

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	65	75	95	91	91	55	40	32	29	16	5
30	69	84	79	78	81	114	46	47	39	25	11	9
45	72	65	84	72	76	60	43	33	31	24	15	3
00	73	75	95	96	84	61	63	38	32	16	6	1
Hr Total	292	289	333	341	332	326	207	158	134	94	48	18

24 Hour Total : 4066

AM peak hour begins : 11:15 AM peak volume : 317 Peak hour factor : 0.90
 PM peak hour begins : 16:30 PM peak volume : 365 Peak hour factor : 0.80

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526039.PRN
 Station : 000005191007
 Identification : 001540900007 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 12th Ave between 6th St & US 301

May 26 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	2	8	14	25	31	33	19
30	2	1	1	0	1	1	7	20	55	18	30	17
45	3	0	0	0	0	0	13	16	41	33	12	27
00	1	1	1	0	0	3	15	17	31	33	27	28
Hr Total	7	2	2	0	1	6	43	67	152	115	102	91

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	25	24	47	24	26	16	8	15	15	5	1
30	26	38	31	24	26	22	16	12	11	5	3	2
45	23	39	35	26	30	30	19	6	5	5	3	1
00	30	18	63	25	28	20	12	12	11	3	1	2
Hr Total	110	120	153	122	108	98	63	38	42	28	12	6

24 Hour Total : 1488
 AM peak hour begins : 08:15 AM peak volume : 158 Peak hour factor : 0.72
 PM peak hour begins : 14:15 PM peak volume : 176 Peak hour factor : 0.70

May 26 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	0	0	2	1	5	11	25	11	15	20
30	2	2	2	0	0	3	11	16	41	14	18	17
45	3	1	2	1	0	2	6	15	23	16	15	18
00	2	3	0	1	0	2	5	12	12	12	11	13
Hr Total	9	9	4	2	2	8	27	54	101	53	59	68

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	17	23	19	19	28	16	15	13	4	1	3
30	22	15	22	10	17	16	15	22	8	8	0	1
45	18	18	18	24	18	19	19	11	14	5	2	0
00	21	12	24	20	31	10	15	8	4	1	1	1
Hr Total	84	62	87	73	85	73	65	56	39	18	4	5

24 Hour Total : 1047
 AM peak hour begins : 07:45 AM peak volume : 101 Peak hour factor : 0.62
 PM peak hour begins : 16:15 PM peak volume : 94 Peak hour factor : 0.76

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526039.PRN
Station        : 000005191007
Identification  : 001540900007      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : 12th Ave between 6th St & US 301
*****
```

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	0	0	2	3	13	25	50	42	48	39
30	4	3	3	0	1	4	18	36	96	32	48	34
45	6	1	2	1	0	2	19	31	64	49	27	45
00	3	4	1	1	0	5	20	29	43	45	38	41
Hr Total	16	11	6	2	3	14	70	121	253	168	161	159

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	42	47	66	43	54	32	23	28	19	6	4
30	48	53	53	34	43	38	31	34	19	13	3	3
45	41	57	53	50	48	49	38	17	19	10	5	1
00	51	30	87	45	59	30	27	20	15	4	2	3
Hr Total	194	182	240	195	193	171	128	94	81	46	16	11

```
-----
24 Hour Total       : 2535
AM peak hour begins : 08:00      AM peak volume : 253      Peak hour factor : 0.66
PM peak hour begins : 14:15      PM peak volume : 259      Peak hour factor : 0.74
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526040.PRN
Station        : 000005221003
Identification  : 000145150009      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : US 301 north of 12th Ave
*****
```

May 26 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	10	4	9	8	16	34	78	119	149	154	141
30	14	8	7	6	9	28	31	79	160	165	171	138
45	18	10	10	7	9	28	73	104	161	144	160	157
00	17	10	9	13	7	35	68	114	139	166	154	161
Hr Total	74	38	30	35	33	107	206	375	579	624	639	597

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	158	162	165	165	149	153	153	88	95	83	45	33
30	166	155	149	150	181	187	136	106	78	62	40	27
45	138	177	167	159	172	146	132	95	77	56	28	17
00	185	142	163	147	139	150	102	70	70	44	37	25
Hr Total	647	636	644	621	641	636	523	359	320	245	150	102

```
24 Hour Total       : 8861
AM peak hour begins : 09:45      AM peak volume : 651      Peak hour factor : 0.95
PM peak hour begins : 12:45      PM peak volume : 679      Peak hour factor : 0.92
*****
```

May 26 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	8	8	8	12	25	56	97	90	88	88	113
30	11	6	12	8	18	51	84	89	97	95	109	114
45	7	7	12	7	24	55	97	99	99	93	102	122
00	17	6	4	13	28	58	82	96	104	113	113	94
Hr Total	45	27	36	36	82	189	319	381	390	389	412	443

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	124	89	105	100	109	114	99	62	57	42	36	16
30	122	114	137	97	98	106	86	76	63	58	23	23
45	96	93	110	113	99	82	86	56	50	47	20	18
00	126	110	127	128	114	95	86	81	38	36	17	9
Hr Total	468	406	479	438	420	397	357	275	208	183	96	66

```
24 Hour Total       : 6542
AM peak hour begins : 10:45      AM peak volume : 462      Peak hour factor : 0.95
PM peak hour begins : 14:00      PM peak volume : 479      Peak hour factor : 0.87
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526040.PRN
 Station : 000005221003
 Identification : 000145150009 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 north of 12th Ave

May 26

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	18	12	17	20	41	90	175	209	237	242	254
30	25	14	19	14	27	79	115	168	257	260	280	252
45	25	17	22	14	33	83	170	203	260	237	262	279
00	34	16	13	26	35	93	150	210	243	279	267	255
Hr Total	119	65	66	71	115	296	525	756	969	1013	1051	1040

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	282	251	270	265	258	267	252	150	152	125	81	49
30	288	269	286	247	279	293	222	182	141	120	63	50
45	234	270	277	272	271	228	218	151	127	103	48	35
00	311	252	290	275	253	245	188	151	108	80	54	34
Hr Total	1115	1042	1123	1059	1061	1033	880	634	528	428	246	168

24 Hour Total : 15403
 AM peak hour begins : 11:30 AM peak volume : 1104 Peak hour factor : 0.96
 PM peak hour begins : 14:00 PM peak volume : 1123 Peak hour factor : 0.97

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0526055.PRN
Station : 000005191008
Identification : 000017199001 Interval : 15 minutes
Start date : May 26, 10 Start time : 00:00
Stop date : May 26, 10 Stop time : 24:00
City/Town : Zephyrhills County : Pasco
Location : 12th Ave between US 301 & 7th St

May 26 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	3	0	0	2	4	10	11	16	14	17
30	1	3	0	1	0	0	9	12	26	12	12	15
45	2	0	0	1	2	0	6	13	16	24	10	8
00	5	1	0	0	0	3	10	9	20	15	12	15
Hr Total	10	5	3	2	2	5	29	44	73	67	48	55

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	9	13	24	9	22	14	4	9	8	10	4
30	17	19	11	14	23	19	16	10	10	6	3	2
45	17	38	16	14	16	17	18	10	7	4	3	2
00	21	16	39	21	14	14	10	15	9	2	1	2
Hr Total	71	82	79	73	62	72	58	39	35	20	17	10

24 Hour Total : 961
AM peak hour begins : 08:15 AM peak volume : 78 Peak hour factor : 0.75
PM peak hour begins : 14:30 PM peak volume : 93 Peak hour factor : 0.60

May 26 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	0	0	0	3	11	17	48	23	26	35
30	1	2	0	1	0	3	19	29	55	23	29	28
45	2	0	2	0	1	4	6	22	37	26	16	30
00	0	0	0	1	0	7	12	24	22	27	26	35
Hr Total	6	4	2	2	1	17	48	92	162	99	97	128

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	39	33	33	37	51	27	19	14	12	7	3
30	31	33	35	26	30	26	17	21	14	6	3	3
45	33	26	45	34	29	24	24	14	15	6	5	2
00	34	21	32	24	35	19	17	15	11	4	1	2
Hr Total	143	119	145	117	131	120	85	69	54	28	16	10

24 Hour Total : 1695
AM peak hour begins : 07:45 AM peak volume : 164 Peak hour factor : 0.75
PM peak hour begins : 14:00 PM peak volume : 145 Peak hour factor : 0.81

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526055.PRN
Station        : 000005191008
Identification  : 000017199001      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County     : Pasco
Location       : 12th Ave between US 301 & 7th St
*****
```

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	3	0	0	5	15	27	59	39	40	52
30	2	5	0	2	0	3	28	41	81	35	41	43
45	4	0	2	1	3	4	12	35	53	50	26	38
00	5	1	0	1	0	10	22	33	42	42	38	50
Hr Total	16	9	5	4	3	22	77	136	235	166	145	183

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	48	46	57	46	73	41	23	23	20	17	7
30	48	52	46	40	53	45	33	31	24	12	6	5
45	50	64	61	48	45	41	42	24	22	10	8	4
00	55	37	71	45	49	33	27	30	20	6	2	4
Hr Total	214	201	224	190	193	192	143	108	89	48	33	20

```
-----
24 Hour Total       : 2656
AM peak hour begins : 08:00      AM peak volume : 235      Peak hour factor : 0.73
PM peak hour begins : 14:15      PM peak volume : 235      Peak hour factor : 0.83
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526056.PRN
Station        : 000005191002
Identification  : 000039640001      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : 7th St north of 12th Ave
*****
```

May 26

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	1	1	1	2	5	53	61	71	57	64
30	2	3	0	2	0	1	24	80	76	68	74	61
45	7	0	0	1	3	13	20	62	87	66	79	61
00	2	0	1	3	3	7	39	79	60	64	72	77
Hr Total	13	3	2	7	7	23	88	274	284	269	282	263

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	86	67	79	118	79	98	55	41	35	21	18	12
30	85	70	64	74	77	102	75	30	40	18	11	4
45	84	84	76	90	91	86	59	39	25	16	7	2
00	79	83	83	81	74	67	40	32	25	13	8	4
Hr Total	334	304	302	363	321	353	229	142	125	68	44	22

```
-----
24 Hour Total       : 4122
AM peak hour begins : 11:30      AM peak volume : 309      Peak hour factor : 0.90
PM peak hour begins : 14:45      PM peak volume : 365      Peak hour factor : 0.77
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526057.PRN
 Station : 000005191001
 Identification : 000019247009 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 7th St south of 12th Ave

May 26

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	2	1	1	2	7	55	84	71	62	81
30	1	3	0	1	0	1	27	79	100	75	69	69
45	8	2	0	2	1	11	16	72	112	75	87	67
00	2	0	1	3	4	8	32	78	71	66	68	95
Hr Total	13	5	3	7	6	22	82	284	367	287	286	312

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	106	80	88	120	90	115	71	50	46	30	20	10
30	99	75	82	74	88	92	78	43	49	17	15	6
45	87	81	84	97	97	92	70	44	30	16	8	2
00	93	81	84	91	85	78	50	42	30	17	8	6
Hr Total	385	317	338	382	360	377	269	179	155	80	51	24

24 Hour Total : 4591
 AM peak hour begins : 07:45 AM peak volume : 374 Peak hour factor : 0.83
 PM peak hour begins : 16:30 PM peak volume : 389 Peak hour factor : 0.85

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0526058.PRN
Station : 000005191009
Identification : 000025450022 Interval : 15 minutes
Start date : May 26, 10 Start time : 00:00
Stop date : May 26, 10 Stop time : 24:00
City/Town : Zephyrhills County : Pasco
Location : 12th Ave east of 7th St

May 26 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	5	0	0	2	4	10	15	22	21	21
30	0	2	0	1	0	0	6	11	24	15	13	19
45	1	3	0	2	1	0	6	13	23	25	15	14
00	5	0	0	0	1	3	5	12	22	19	13	28
Hr Total	7	6	5	3	2	5	21	46	84	81	62	82

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	14	16	33	13	34	22	13	17	11	11	2
30	27	15	23	18	27	20	24	14	15	8	4	3
45	25	36	20	17	18	27	23	16	15	7	4	4
00	21	17	33	25	28	21	23	19	14	7	2	4
Hr Total	96	82	92	93	86	102	92	62	61	33	21	13

24 Hour Total : 1237
AM peak hour begins : 11:30 AM peak volume : 92 Peak hour factor : 0.82
PM peak hour begins : 14:15 PM peak volume : 109 Peak hour factor : 0.83

May 26 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	0	0	0	2	8	16	27	18	10	13
30	2	2	0	2	0	3	15	25	24	14	21	20
45	1	0	2	0	0	5	4	16	23	19	15	17
00	0	0	0	1	0	4	12	18	16	17	15	24
Hr Total	6	4	2	3	0	14	39	75	90	68	61	74

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	18	24	24	20	44	11	14	6	6	5	2
30	17	17	13	23	13	22	18	17	12	7	2	1
45	26	17	24	24	19	17	27	7	8	5	4	3
00	15	12	21	10	24	10	14	7	7	5	1	2
Hr Total	71	64	82	81	76	93	70	45	33	23	12	8

24 Hour Total : 1094
AM peak hour begins : 07:45 AM peak volume : 92 Peak hour factor : 0.85
PM peak hour begins : 16:30 PM peak volume : 109 Peak hour factor : 0.62

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526058.PRN
 Station : 000005191009
 Identification : 000025450022 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 12th Ave east of 7th St

May 26

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	5	0	0	4	12	26	42	40	31	34
30	2	4	0	3	0	3	21	36	48	29	34	39
45	2	3	2	2	1	5	10	29	46	44	30	31
00	5	0	0	1	1	7	17	30	38	36	28	52
Hr Total	13	10	7	6	2	19	60	121	174	149	123	156

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	32	40	57	33	78	33	27	23	17	16	4
30	44	32	36	41	40	42	42	31	27	15	6	4
45	51	53	44	41	37	44	50	23	23	12	8	7
00	36	29	54	35	52	31	37	26	21	12	3	6
Hr Total	167	146	174	174	162	195	162	107	94	56	33	21

24 Hour Total : 2331

AM peak hour begins : 08:00 AM peak volume : 174 Peak hour factor : 0.91
 PM peak hour begins : 16:45 PM peak volume : 216 Peak hour factor : 0.69

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0526043.PRN
Station : 000005201005
Identification : 000158000001 Interval : 15 minutes
Start date : May 26, 10 Start time : 00:00
Stop date : May 26, 10 Stop time : 24:00
City/Town : Zephyrhills County : Pasco
Location : Geiger Rd west of US 301

May 26 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	2	1	3	3	10	26	19	33	25	24
30	0	1	0	1	1	1	15	40	48	37	25	36
45	1	1	2	1	3	8	11	31	37	40	30	30
00	4	1	2	3	4	7	16	27	31	35	32	30
Hr Total	7	4	6	6	11	19	52	124	135	145	112	120

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	29	51	52	54	48	43	29	32	22	15	7
30	25	27	48	49	39	47	49	25	25	15	12	11
45	30	30	44	43	44	32	38	19	23	16	8	11
00	31	41	56	55	38	38	33	17	23	11	11	3
Hr Total	123	127	199	199	175	165	163	90	103	64	46	32

24 Hour Total : 2227
AM peak hour begins : 08:15 AM peak volume : 149 Peak hour factor : 0.78
PM peak hour begins : 14:30 PM peak volume : 201 Peak hour factor : 0.90

May 26 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	1	1	1	4	14	68	67	50	32	37
30	5	2	3	1	3	5	27	78	62	35	39	27
45	0	5	1	2	5	11	36	76	55	47	33	44
00	3	2	0	2	5	14	37	69	38	41	31	30
Hr Total	10	11	5	6	14	34	114	291	222	173	135	138

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	56	37	46	51	37	43	19	22	12	16	11
30	35	46	51	38	38	52	29	16	24	12	7	5
45	41	40	57	41	59	38	27	20	29	20	6	6
00	43	43	48	45	33	52	34	17	17	15	3	4
Hr Total	153	185	193	170	181	179	133	72	92	59	32	26

24 Hour Total : 2628
AM peak hour begins : 07:00 AM peak volume : 291 Peak hour factor : 0.93
PM peak hour begins : 14:15 PM peak volume : 202 Peak hour factor : 0.89

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526043.PRN
Station        : 000005201005
Identification  : 000158000001          Interval   : 15 minutes
Start date     : May 26, 10             Start time  : 00:00
Stop date      : May 26, 10             Stop time   : 24:00
City/Town      : Zephyrhills            County      : Pasco
Location       : Geiger Rd west of US 301
*****
```

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	3	2	4	7	24	94	86	83	57	61
30	5	3	3	2	4	6	42	118	110	72	64	63
45	1	6	3	3	8	19	47	107	92	87	63	74
00	7	3	2	5	9	21	53	96	69	76	63	60
Hr Total	17	15	11	12	25	53	166	415	357	318	247	258
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	71	85	88	98	105	85	86	48	54	34	31	18
30	60	73	99	87	77	99	78	41	49	27	19	16
45	71	70	101	84	103	70	65	39	52	36	14	17
00	74	84	104	100	71	90	67	34	40	26	14	7
Hr Total	276	312	392	369	356	344	296	162	195	123	78	58

```
24 Hour Total       : 4855
AM peak hour begins : 07:00      AM peak volume : 415      Peak hour factor : 0.88
PM peak hour begins : 14:15      PM peak volume : 402      Peak hour factor : 0.97
*****
```


Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526044.PRN
Station        : 000005241005
Identification  : 000039640002      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : US 301 north of Geiger Rd/North Ave
*****
```

May 26 Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	11	7	7	8	19	33	76	139	145	161	160
30	19	8	7	7	10	29	52	108	133	178	174	146
45	21	15	11	8	11	34	78	131	157	144	178	179
00	15	9	10	11	10	46	82	128	147	183	163	172
Hr Total	80	43	35	33	39	128	245	443	576	650	676	657

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	184	190	191	179	169	173	158	97	112	78	60	40
30	174	172	137	154	178	193	139	108	87	66	35	33
45	160	176	178	176	191	176	144	102	99	58	33	21
00	185	141	159	144	157	154	120	76	70	54	41	30
Hr Total	703	679	665	653	695	696	561	383	368	256	169	124

```
24 Hour Total       : 9557
AM peak hour begins : 11:30      AM peak volume : 709      Peak hour factor : 0.96
PM peak hour begins : 12:45      PM peak volume : 723      Peak hour factor : 0.95
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526045.PRN
Station        : 000005241006
Identification  : 000140510020      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : US 301 north of Geiger Rd/North Ave
*****
```

May 26

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	12	8	8	13	30	63	136	133	148	182	183
30	16	7	14	10	19	49	105	148	159	175	141	183
45	15	10	14	6	23	62	107	163	160	143	178	203
00	17	8	7	7	26	78	111	129	151	183	190	162
Hr Total	69	37	43	31	81	219	386	576	603	649	691	731

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	199	180	183	183	189	235	160	119	101	77	64	27
30	171	177	217	173	177	202	123	134	113	91	49	40
45	218	182	221	196	186	161	157	101	92	74	40	29
00	201	173	205	223	217	144	131	127	81	77	31	12
Hr Total	789	712	826	775	769	742	571	481	387	319	184	108

24 Hour Total : 10779

AM peak hour begins : 10:45 AM peak volume : 759 Peak hour factor : 0.93

PM peak hour begins : 16:30 PM peak volume : 840 Peak hour factor : 0.89

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526046.PRN
 Station : 000005221011
 Identification : 000178560004 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 south of Geiger Rd/North Ave

May 26

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	9	6	9	9	17	44	105	137	172	172	159
30	21	10	7	6	9	32	52	96	167	196	193	155
45	25	17	13	7	9	33	97	131	179	171	181	179
00	15	8	11	13	11	49	85	139	167	194	170	183
Hr Total	87	44	37	35	38	131	278	471	650	733	716	676

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	200	186	182	200	172	178	182	100	116	90	60	46
30	183	172	162	164	208	216	168	121	89	76	46	33
45	153	184	175	183	205	182	147	107	93	69	35	24
00	205	156	174	175	172	171	129	86	84	53	41	31
Hr Total	741	698	693	722	757	747	626	414	382	288	182	134

24 Hour Total : 10280
 AM peak hour begins : 11:30 AM peak volume : 745 Peak hour factor : 0.93
 PM peak hour begins : 16:30 PM peak volume : 771 Peak hour factor : 0.89

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526047.PRN
 Station : 000005221010
 Identification : 000019247014 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 south of Geiger Rd/North Ave

May 26

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	14	7	8	17	33	81	184	193	187	235	223
30	22	10	16	12	20	56	133	201	216	228	186	229
45	16	14	16	9	32	80	132	231	207	205	207	245
00	19	10	8	9	29	88	145	165	203	228	212	192
Hr Total	78	48	47	38	98	257	491	781	819	848	840	889

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	250	220	224	230	250	265	199	136	120	82	67	27
30	201	227	270	204	227	244	153	164	129	106	55	41
45	261	219	268	235	222	201	168	123	105	83	45	30
00	242	209	251	278	245	183	154	137	87	80	33	11
Hr Total	954	875	1013	947	944	893	674	560	441	351	200	109

24 Hour Total : 13195

AM peak hour begins : 11:15 AM peak volume : 916 Peak hour factor : 0.92

PM peak hour begins : 14:15 PM peak volume : 1019 Peak hour factor : 0.94

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526048.PRN
 Station : 000005201004
 Identification : 000140510023 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : North Ave east of US 301

May 26 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	2	0	1	3	5	56	41	39	21	31
30	4	3	1	2	1	1	10	63	36	35	31	27
45	1	2	0	2	3	9	24	31	32	50	34	26
00	0	1	2	2	3	7	21	36	22	28	22	25
Hr Total	7	8	5	6	8	20	60	186	131	152	108	109

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	41	34	54	40	35	32	22	12	13	12	6
30	27	28	48	56	32	34	29	14	18	8	9	2
45	26	43	45	33	50	31	27	21	14	10	4	6
00	58	35	34	43	29	35	17	13	12	8	0	4
Hr Total	139	147	161	186	151	135	105	70	56	39	25	18

24 Hour Total : 2032
 AM peak hour begins : 07:00 AM peak volume : 186 Peak hour factor : 0.74
 PM peak hour begins : 14:30 PM peak volume : 189 Peak hour factor : 0.84

May 26 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	2	3	2	12	58	35	52	48	50
30	2	2	0	1	5	6	19	69	51	66	45	41
45	0	2	2	2	6	14	17	48	37	61	52	41
00	2	2	1	3	1	8	19	34	35	43	44	46
Hr Total	6	8	3	8	15	30	67	209	158	222	189	178

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	24	93	62	60	57	39	24	17	7	7	3
30	32	51	65	45	45	63	38	32	17	11	14	10
45	47	49	65	53	65	50	32	30	14	3	7	3
00	14	44	62	80	68	50	33	15	14	10	7	2
Hr Total	149	168	285	240	238	220	142	101	62	31	35	18

24 Hour Total : 2782
 AM peak hour begins : 09:00 AM peak volume : 222 Peak hour factor : 0.84
 PM peak hour begins : 14:00 PM peak volume : 285 Peak hour factor : 0.77

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526048.PRN
Station        : 000005201004
Identification  : 000140510023      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : North Ave east of US 301
*****
```

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	2	2	4	5	17	114	76	91	69	81
30	6	5	1	3	6	7	29	132	87	101	76	68
45	1	4	2	4	9	23	41	79	69	111	86	67
00	2	3	3	5	4	15	40	70	57	71	66	71
Hr Total	13	16	8	14	23	50	127	395	289	374	297	287

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	84	65	127	116	100	92	71	46	29	20	19	9
30	59	79	113	101	77	97	67	46	35	19	23	12
45	73	92	110	86	115	81	59	51	28	13	11	9
00	72	79	96	123	97	85	50	28	26	18	7	6
Hr Total	288	315	446	426	389	355	247	171	118	70	60	36

```
-----
24 Hour Total       : 4814
AM peak hour begins : 07:00      AM peak volume : 395      Peak hour factor : 0.75
PM peak hour begins : 14:00      PM peak volume : 446      Peak hour factor : 0.88
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526049.PRN
 Station : 000005191003
 Identification : 000019247008 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 7th St south of North Ave

May 26

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	1	1	1	2	5	48	59	63	58	57
30	2	5	0	1	0	1	26	72	68	67	68	56
45	5	0	0	0	2	6	22	58	83	58	70	61
00	1	0	0	3	4	9	36	71	56	65	71	74
Hr Total	10	5	1	5	7	18	89	249	266	253	267	248

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	64	83	106	79	95	54	38	31	20	15	10
30	74	64	63	65	73	90	67	29	38	19	13	4
45	80	79	68	88	80	82	53	36	24	14	5	1
00	77	80	74	79	68	66	38	26	23	12	7	3
Hr Total	311	287	288	338	300	333	212	129	116	65	40	18

24 Hour Total : 3855

AM peak hour begins : 11:30 AM peak volume : 289 Peak hour factor : 0.90

PM peak hour begins : 15:00 PM peak volume : 338 Peak hour factor : 0.80

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526050.PRN
 Station : 000005201003
 Identification : 000025620001 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : North Ave east of 7th St

May 26 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	4	0	3	3	13	115	79	67	48	48
30	6	5	1	3	0	6	13	129	82	55	38	54
45	5	2	1	3	3	15	41	84	64	75	46	43
00	1	4	2	6	6	13	52	72	46	54	39	41
Hr Total	13	12	8	12	12	37	119	400	271	251	171	186
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	54	71	75	63	72	52	33	25	21	18	13
30	45	52	84	77	60	57	49	32	38	16	16	11
45	49	63	64	70	90	70	54	32	27	16	12	11
00	48	70	64	73	59	46	31	27	32	15	6	7
Hr Total	183	239	283	295	272	245	186	124	122	68	52	42

24 Hour Total : 3603
 AM peak hour begins : 07:00 AM peak volume : 400 Peak hour factor : 0.78
 PM peak hour begins : 15:00 PM peak volume : 295 Peak hour factor : 0.96

May 26 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	1	2	3	0	17	83	49	59	59	60
30	2	1	2	2	8	13	20	95	66	91	56	51
45	1	3	3	3	9	13	23	62	39	77	60	40
00	2	2	2	3	1	8	31	43	47	61	55	54
Hr Total	10	8	8	10	21	34	91	283	201	288	230	205
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	57	120	71	81	50	42	31	18	18	7	5
30	44	43	67	54	55	64	49	29	20	13	13	14
45	51	47	64	54	65	47	31	32	19	6	15	2
00	52	57	56	126	74	54	33	18	14	9	10	5
Hr Total	203	204	307	305	275	215	155	110	71	46	45	26

24 Hour Total : 3351
 AM peak hour begins : 09:00 AM peak volume : 288 Peak hour factor : 0.79
 PM peak hour begins : 15:45 PM peak volume : 327 Peak hour factor : 0.65

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526050.PRN
Station        : 000005201003
Identification  : 000025620001      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : North Ave east of 7th St
*****
```

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	5	2	6	3	30	198	128	126	107	108
30	8	6	3	5	8	19	33	224	148	146	94	105
45	6	5	4	6	12	28	64	146	103	152	106	83
00	3	6	4	9	7	21	83	115	93	115	94	95
Hr Total	23	20	16	22	33	71	210	683	472	539	401	391

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	97	111	191	146	144	122	94	64	43	39	25	18
30	89	95	151	131	115	121	98	61	58	29	29	25
45	100	110	128	124	155	117	85	64	46	22	27	13
00	100	127	120	199	133	100	64	45	46	24	16	12
Hr Total	386	443	590	600	547	460	341	234	193	114	97	68

```
24 Hour Total       : 6954
AM peak hour begins : 07:00      AM peak volume : 683      Peak hour factor : 0.76
PM peak hour begins : 15:45      PM peak volume : 613      Peak hour factor : 0.77
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526052.PRN
Station        : 000005201007
Identification  : 000065310006      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : Ft King Rd west of US 301
*****
```

May 26 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	0	1	2	1	7	24	39	29	44	40
30	0	0	0	0	2	3	13	33	33	53	57	31
45	3	10	1	2	1	7	11	32	32	37	43	36
00	3	3	4	0	3	5	20	32	31	43	40	43
Hr Total	13	14	5	3	8	16	51	121	135	162	184	150
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	37	59	59	50	58	44	28	22	26	11	10
30	45	42	49	49	53	75	48	31	16	15	8	3
45	37	52	38	50	67	54	50	30	29	11	10	6
00	37	45	48	50	62	60	29	27	21	10	9	7
Hr Total	174	176	194	208	232	247	171	116	88	62	38	26

```
24 Hour Total      : 2594
AM peak hour begins : 09:45      AM peak volume : 187      Peak hour factor : 0.82
PM peak hour begins : 16:30      PM peak volume : 262      Peak hour factor : 0.87
*****
```

May 26 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	0	3	4	3	26	56	41	30	51	29
30	4	1	3	3	5	8	28	70	63	47	27	33
45	3	0	0	1	1	9	35	57	41	43	39	41
00	2	0	2	3	11	15	33	53	46	42	39	35
Hr Total	10	3	5	10	21	35	122	236	191	162	156	138
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	34	34	37	30	42	34	23	24	9	8	1
30	34	42	51	43	35	45	37	31	27	18	9	8
45	41	40	33	43	62	29	35	21	18	15	8	5
00	45	44	48	36	52	32	26	24	16	5	6	0
Hr Total	165	160	166	159	179	148	132	99	85	47	31	14

```
24 Hour Total      : 2474
AM peak hour begins : 07:00      AM peak volume : 236      Peak hour factor : 0.84
PM peak hour begins : 16:30      PM peak volume : 201      Peak hour factor : 0.81
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526052.PRN
Station        : 000005201007
Identification  : 000065310006      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : Ft King Rd west of US 301
*****
```

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	3	0	4	6	4	33	80	80	59	95	69
30	4	1	3	3	7	11	41	103	96	100	84	64
45	6	10	1	3	2	16	46	89	73	80	82	77
00	5	3	6	3	14	20	53	85	77	85	79	78
Hr Total	23	17	10	13	29	51	173	357	326	324	340	288

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	100	71	93	96	80	100	78	51	46	35	19	11
30	79	84	100	92	88	120	85	62	43	33	17	11
45	78	92	71	93	129	83	85	51	47	26	18	11
00	82	89	96	86	114	92	55	51	37	15	15	7
Hr Total	339	336	360	367	411	395	303	215	173	109	69	40

```
24 Hour Total       : 5068
AM peak hour begins : 09:15      AM peak volume : 360      Peak hour factor : 0.90
PM peak hour begins : 16:30      PM peak volume : 463      Peak hour factor : 0.90
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0526054.PRN
Station : 000005221001
Identification : 001540900014 Interval : 15 minutes
Start date : May 26, 10 Start time : 00:00
Stop date : May 26, 10 Stop time : 24:00
City/Town : Zephyrhills County : Pasco
Location : US 301 north of Ft King Rd

May 26 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	12	8	4	6	12	31	92	154	176	203	204
30	14	10	10	9	12	30	51	143	166	194	222	201
45	18	10	9	6	11	26	90	152	194	203	202	201
00	16	6	8	13	12	51	86	167	190	206	222	241
Hr Total	69	38	35	32	41	119	258	554	704	779	849	847

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	200	226	223	226	192	186	153	116	116	86	65	37
30	214	240	195	211	229	245	166	98	103	70	42	34
45	214	210	197	204	207	215	161	114	94	67	33	20
00	246	214	201	204	197	178	130	91	91	55	46	24
Hr Total	874	890	816	845	825	824	610	419	404	278	186	115

24 Hour Total : 11411
AM peak hour begins : 11:30 AM peak volume : 856 Peak hour factor : 0.89
PM peak hour begins : 12:30 PM peak volume : 926 Peak hour factor : 0.94

May 26 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	11	6	8	12	31	56	122	152	144	180	192
30	12	10	17	4	12	45	86	141	155	173	158	212
45	14	12	11	6	22	56	86	149	132	155	173	189
00	14	11	6	7	19	63	112	131	163	178	182	180
Hr Total	58	44	40	25	65	195	340	543	602	650	693	773

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	188	177	209	175	184	225	146	115	99	73	63	35
30	202	190	225	180	173	187	128	124	94	81	43	34
45	202	197	229	176	168	141	137	94	89	71	41	33
00	216	193	211	218	211	150	129	112	82	76	26	14
Hr Total	808	757	874	749	736	703	540	445	364	301	173	116

24 Hour Total : 10594
AM peak hour begins : 10:45 AM peak volume : 775 Peak hour factor : 0.91
PM peak hour begins : 14:00 PM peak volume : 874 Peak hour factor : 0.95

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526054.PRN
 Station : 000005221001
 Identification : 001540900014 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 north of Ft King Rd

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	23	14	12	18	43	87	214	306	320	383	396
30	26	20	27	13	24	75	137	284	321	367	380	413
45	32	22	20	12	33	82	176	301	326	358	375	390
00	30	17	14	20	31	114	198	298	353	384	404	421
Hr Total	127	82	75	57	106	314	598	1097	1306	1429	1542	1620

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	388	403	432	401	376	411	299	231	215	159	128	72
30	416	430	420	391	402	432	294	222	197	151	85	68
45	416	407	426	380	375	356	298	208	183	138	74	53
00	462	407	412	422	408	328	259	203	173	131	72	38
Hr Total	1682	1647	1690	1594	1561	1527	1150	864	768	579	359	231

24 Hour Total : 22005
 AM peak hour begins : 11:00 AM peak volume : 1620 Peak hour factor : 0.96
 PM peak hour begins : 12:30 PM peak volume : 1711 Peak hour factor : 0.93

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526051.PRN
Station        : 000005221002
Identification  : 000065310005      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : US 301 south of Ft King Rd
*****
```

May 26 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	13	7	5	7	15	34	81	151	148	174	165
30	15	8	9	6	12	31	52	114	143	188	205	170
45	17	18	12	8	11	27	80	134	165	173	185	188
00	19	9	10	10	12	50	85	142	159	189	180	188
Hr Total	78	48	38	29	42	123	251	471	618	698	744	711

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	179	183	191	179	168	158	156	106	112	90	62	41
30	174	206	159	185	191	218	156	101	95	68	40	31
45	180	185	176	175	190	188	156	107	100	66	38	22
00	207	165	185	154	184	168	126	82	82	57	46	31
Hr Total	740	739	711	693	733	732	594	396	389	281	186	125

```
24 Hour Total      : 10170
AM peak hour begins : 09:45      AM peak volume : 753      Peak hour factor : 0.92
PM peak hour begins : 12:45     PM peak volume : 781      Peak hour factor : 0.94
*****
```

May 26 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	13	8	8	13	33	67	147	143	158	198	196
30	15	9	20	8	17	49	109	161	174	187	148	199
45	15	12	12	6	25	63	117	183	168	165	193	226
00	17	8	7	9	26	72	116	141	168	199	205	188
Hr Total	67	42	47	31	81	217	409	632	653	709	744	809

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	213	194	199	192	195	248	166	122	108	79	61	28
30	196	195	226	183	177	215	127	143	122	90	53	38
45	230	199	234	201	193	162	164	106	93	74	44	33
00	205	187	224	235	230	160	141	129	91	82	28	14
Hr Total	844	775	883	811	795	785	598	500	414	325	186	113

```
24 Hour Total      : 11470
AM peak hour begins : 10:45     AM peak volume : 826      Peak hour factor : 0.91
PM peak hour begins : 16:30     PM peak volume : 886      Peak hour factor : 0.89
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0526051.PRN
 Station : 000005221002
 Identification : 000065310005 Interval : 15 minutes
 Start date : May 26, 10 Start time : 00:00
 Stop date : May 26, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 south of Ft King Rd

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	26	15	13	20	48	101	228	294	306	372	361
30	30	17	29	14	29	80	161	275	317	375	353	369
45	32	30	24	14	36	90	197	317	333	338	378	414
00	36	17	17	19	38	122	201	283	327	388	385	376
Hr Total	145	90	85	60	123	340	660	1103	1271	1407	1488	1520

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	392	377	390	371	363	406	322	228	220	169	123	69
30	370	401	385	368	368	433	283	244	217	158	93	69
45	410	384	410	376	383	350	320	213	193	140	82	55
00	412	352	409	389	414	328	267	211	173	139	74	45
Hr Total	1584	1514	1594	1504	1528	1517	1192	896	803	606	372	238

24 Hour Total : 21640
 AM peak hour begins : 11:30 AM peak volume : 1552 Peak hour factor : 0.94
 PM peak hour begins : 16:30 PM peak volume : 1636 Peak hour factor : 0.94

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0526053.PRN
Station : 000005201006
Identification : 000019247001 Interval : 15 minutes
Start date : May 26, 10 Start time : 00:00
Stop date : May 26, 10 Stop time : 24:00
City/Town : Zephyrhills County : Pasco
Location : Ft King Rd east of US 301

May 26 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	2	0	3	6	34	34	21	38	33
30	0	2	0	0	1	3	3	41	45	33	26	26
45	3	0	0	1	0	4	15	39	29	29	20	25
00	1	2	1	3	2	6	21	41	32	32	26	27
Hr Total	5	4	1	6	3	16	45	155	140	115	110	111

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	35	42	31	31	29	20	10	14	6	4	5
30	30	22	44	33	33	24	31	15	12	8	4	6
45	22	41	32	38	49	26	19	10	12	5	3	5
00	37	39	31	23	31	20	14	15	15	7	3	3
Hr Total	121	137	149	125	144	99	84	50	53	26	14	19

24 Hour Total : 1732
AM peak hour begins : 07:30 AM peak volume : 159 Peak hour factor : 0.88
PM peak hour begins : 13:30 PM peak volume : 166 Peak hour factor : 0.94

May 26 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	0	0	1	0	5	41	46	52	83	73
30	1	3	3	2	2	5	18	75	57	65	76	63
45	5	2	1	1	2	6	30	53	73	67	73	66
00	2	0	1	3	3	6	27	63	66	74	80	92
Hr Total	12	5	5	6	8	17	80	232	242	258	312	294

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	92	91	100	107	90	92	57	38	25	24	15	9
30	74	70	73	75	84	95	66	36	34	23	13	6
45	77	79	74	81	85	83	57	40	23	13	6	4
00	79	90	65	104	73	70	36	28	23	9	10	3
Hr Total	322	330	312	367	332	340	216	142	105	69	44	22

24 Hour Total : 4072
AM peak hour begins : 11:30 AM peak volume : 324 Peak hour factor : 0.88
PM peak hour begins : 15:00 PM peak volume : 367 Peak hour factor : 0.86

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0526053.PRN
Station        : 000005201006
Identification  : 000019247001      Interval   : 15 minutes
Start date     : May 26, 10         Start time  : 00:00
Stop date      : May 26, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : Ft King Rd east of US 301
*****
```

May 26 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	0	0	2	1	3	11	75	80	73	121	106
30	1	5	3	2	3	8	21	116	102	98	102	89
45	8	2	1	2	2	10	45	92	102	96	93	91
00	3	2	2	6	5	12	48	104	98	106	106	119
Hr Total	17	9	6	12	11	33	125	387	382	373	422	405

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	124	126	142	138	121	121	77	48	39	30	19	14
30	104	92	117	108	117	119	97	51	46	31	17	12
45	99	120	106	119	134	109	76	50	35	18	9	9
00	116	129	96	127	104	90	50	43	38	16	13	6
Hr Total	443	467	461	492	476	439	300	192	158	95	58	41

```
-----
24 Hour Total       : 5804
AM peak hour begins : 11:30      AM peak volume : 438      Peak hour factor : 0.88
PM peak hour begins : 13:30      PM peak volume : 508      Peak hour factor : 0.89
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0527003.PRN
Station : 000005201008
Identification : 000017199002 Interval : 15 minutes
Start date : May 27, 10 Start time : 00:00
Stop date : May 27, 10 Stop time : 24:00
City/Town : Zephyrhills County : Pasco
Location : Tucker Rd west of US 301

May 27 Westbound Volume for Lane 1

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

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

24 Hour Total : 218
AM peak hour begins : 10:45 AM peak volume : 16 Peak hour factor : 0.80
PM peak hour begins : 16:15 PM peak volume : 25 Peak hour factor : 0.78

May 27 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	2	0	2	1	0	2	4	4	7	2
30	0	0	0	0	0	1	0	1	6	3	2	2
45	0	0	1	0	1	1	5	2	3	6	1	6
00	1	0	0	1	3	1	4	1	2	8	3	2
Hr Total	2	1	3	1	6	4	9	6	15	21	13	12

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

24 Hour Total : 222
AM peak hour begins : 09:15 AM peak volume : 24 Peak hour factor : 0.75
PM peak hour begins : 17:30 PM peak volume : 22 Peak hour factor : 0.61

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Page 2

Data File : D0527003.PRN
Station : 000005201008
Identification : 000017199002 Interval : 15 minutes
Start date : May 27, 10 Start time : 00:00
Stop date : May 27, 10 Stop time : 24:00
City/Town : Zephyrhills County : Pasco
Location : Tucker Rd west of US 301

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	2	0	2	2	1	3	7	7	10	7
30	0	0	0	1	0	2	0	1	11	5	3	5
45	1	0	2	0	1	2	7	2	6	9	3	9
00	2	1	0	2	4	1	5	3	5	11	8	5
Hr Total	4	2	4	3	7	7	13	9	29	32	24	26

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	6	12	5	6	10	10	4	5	4	2	0
30	12	4	4	15	12	6	13	5	1	3	5	1
45	8	6	11	9	6	9	10	2	2	4	3	3
00	5	7	7	9	10	9	6	1	1	3	1	0
Hr Total	28	23	34	38	34	34	39	12	9	14	11	4

24 Hour Total : 440
AM peak hour begins : 09:15 AM peak volume : 35 Peak hour factor : 0.80
PM peak hour begins : 17:45 PM peak volume : 42 Peak hour factor : 0.81

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File      : D0527002.PRN
Station       : 000005211004
Identification : 000138590003      Interval    : 15 minutes
Start date    : May 27, 10          Start time   : 00:00
Stop date     : May 27, 10          Stop time    : 24:00
City/Town     : Zephyrhills         County       : Pasco
Location      : US 301 north of Tucker Rd
*****
```

May 27 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	7	7	3	6	22	22	61	73	76	74	65
30	16	8	3	7	12	12	33	73	68	65	54	81
45	15	8	3	7	5	13	41	57	72	56	66	67
00	13	6	8	7	8	26	50	72	73	63	63	81
Hr Total	67	29	21	24	31	73	146	263	286	260	257	294

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	82	88	89	98	124	146	99	67	51	48	42	25
30	71	82	85	94	114	126	124	64	47	42	32	16
45	87	71	86	111	161	147	101	51	41	52	35	28
00	81	68	113	124	111	139	99	61	53	44	29	20
Hr Total	321	309	373	427	510	558	423	243	192	186	138	89

```
24 Hour Total      : 5520
AM peak hour begins : 11:15      AM peak volume : 311      Peak hour factor : 0.95
PM peak hour begins : 17:00      PM peak volume : 558      Peak hour factor : 0.95
*****
```

May 27 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	4	8	6	15	30	88	145	107	81	81	78
30	15	5	7	5	15	49	101	154	104	91	80	74
45	12	7	10	9	27	61	140	142	89	79	82	76
00	10	15	5	12	26	75	151	101	72	93	75	66
Hr Total	49	31	30	32	83	215	480	542	372	344	318	294

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	67	62	84	77	91	92	67	29	45	32	38	26
30	62	79	80	83	78	82	57	46	53	41	28	14
45	79	62	77	75	78	58	42	40	39	34	23	14
00	77	64	72	68	97	63	51	48	27	35	23	13
Hr Total	285	267	313	303	344	295	217	163	164	142	112	67

```
24 Hour Total      : 5462
AM peak hour begins : 06:45      AM peak volume : 592      Peak hour factor : 0.96
PM peak hour begins : 16:30      PM peak volume : 349      Peak hour factor : 0.90
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527002.PRN
Station        : 000005211004
Identification  : 000138590003      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : US 301 north of Tucker Rd
*****
```

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	11	15	9	21	52	110	206	180	157	155	143
30	31	13	10	12	27	61	134	227	172	156	134	155
45	27	15	13	16	32	74	181	199	161	135	148	143
00	23	21	13	19	34	101	201	173	145	156	138	147
Hr Total	116	60	51	56	114	288	626	805	658	604	575	588

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	149	150	173	175	215	238	166	96	96	80	80	51
30	133	161	165	177	192	208	181	110	100	83	60	30
45	166	133	163	186	239	205	143	91	80	86	58	42
00	158	132	185	192	208	202	150	109	80	79	52	33
Hr Total	606	576	686	730	854	853	640	406	356	328	250	156

```
24 Hour Total      : 10982
AM peak hour begins : 06:45      AM peak volume : 833      Peak hour factor : 0.92
PM peak hour begins : 16:30      PM peak volume : 893      Peak hour factor : 0.93
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527001.PRN
 Station : 000005211005
 Identification : 000065310002 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 south of Tucker Rd

May 27 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	6	4	3	2	19	24	58	75	69	71	59
30	11	6	4	8	12	13	35	72	67	66	54	83
45	14	7	2	7	6	14	38	57	69	56	62	69
00	11	7	8	8	9	32	54	69	76	61	64	80
Hr Total	63	26	18	26	29	78	151	256	287	252	251	291

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	85	85	101	123	144	115	70	48	52	35	24
30	75	85	89	101	111	125	112	58	45	44	29	15
45	84	65	89	116	151	156	110	50	43	54	32	30
00	82	69	117	125	113	132	93	62	52	40	28	17
Hr Total	321	304	380	443	498	557	430	240	188	190	124	86

24 Hour Total : 5489
 AM peak hour begins : 11:15 AM peak volume : 312 Peak hour factor : 0.94
 PM peak hour begins : 17:00 PM peak volume : 557 Peak hour factor : 0.89

May 27 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	11	7	8	18	36	101	151	130	82	85	74
30	12	7	7	4	15	52	126	166	102	91	72	75
45	8	7	12	7	26	70	153	151	88	82	84	71
00	7	12	10	12	31	89	164	113	80	103	74	69
Hr Total	35	37	36	31	90	247	544	581	400	358	315	289

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	73	61	87	77	91	94	66	31	52	40	37	25
30	59	87	66	78	68	76	57	46	51	46	24	13
45	84	57	81	85	78	52	45	40	39	34	17	16
00	75	67	71	69	95	56	51	46	40	34	22	9
Hr Total	291	272	305	309	332	278	219	163	182	154	100	63

24 Hour Total : 5631
 AM peak hour begins : 06:30 AM peak volume : 634 Peak hour factor : 0.95
 PM peak hour begins : 16:30 PM peak volume : 343 Peak hour factor : 0.90

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0527001.PRN
Station : 000005211005
Identification : 000065310002 Interval : 15 minutes
Start date : May 27, 10 Start time : 00:00
Stop date : May 27, 10 Stop time : 24:00
City/Town : Zephyrhills County : Pasco
Location : US 301 south of Tucker Rd

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	17	11	11	20	55	125	209	205	151	156	133
30	23	13	11	12	27	65	161	238	169	157	126	158
45	22	14	14	14	32	84	191	208	157	138	146	140
00	18	19	18	20	40	121	218	182	156	164	138	149
Hr Total	98	63	54	57	119	325	695	837	687	610	566	580

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	153	146	172	178	214	238	181	101	100	92	72	49
30	134	172	155	179	179	201	169	104	96	90	53	28
45	168	122	170	201	229	208	155	90	82	88	49	46
00	157	136	188	194	208	188	144	108	92	74	50	26
Hr Total	612	576	685	752	830	835	649	403	370	344	224	149

24 Hour Total : 11120
AM peak hour begins : 06:45 AM peak volume : 873 Peak hour factor : 0.92
PM peak hour begins : 16:30 PM peak volume : 876 Peak hour factor : 0.92

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527004.PRN
Station        : 000005201009
Identification  : 000140510022      Interval   : 15 minutes
Start date     : May 27, 10          Start time  : 00:00
Stop date      : May 27, 10          Stop time   : 24:00
City/Town      : Zephyrhills         County      : Pasco
Location       : Tucker Rd between US 301 & SR 39
*****
```

May 27 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	1	0	1	0	0	2	1	4	2	3
30	2	1	0	0	1	1	0	0	3	3	5	4
45	4	0	0	0	0	1	1	1	5	2	3	4
00	0	0	0	0	0	5	1	2	3	1	1	3
Hr Total	10	2	1	0	2	7	2	5	12	10	11	14

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

```
24 Hour Total      : 219
AM peak hour begins : 11:30      AM peak volume : 17      Peak hour factor : 0.53
PM peak hour begins : 14:00      PM peak volume : 27      Peak hour factor : 0.84
*****
```

May 27 Westbound Volume for Lane 2

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

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

```
24 Hour Total      : 195
AM peak hour begins : 10:45      AM peak volume : 15      Peak hour factor : 0.54
PM peak hour begins : 20:30      PM peak volume : 23      Peak hour factor : 0.64
*****
```


Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527004.PRN
Station        : 000005201009
Identification  : 000140510022      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : Tucker Rd between US 301 & SR 39
*****
```

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	1	1	1	0	3	3	3	9	5	5
30	6	2	0	0	1	2	3	0	5	5	7	11
45	5	0	0	0	0	1	4	1	6	3	3	8
00	0	0	0	0	1	6	3	6	4	3	3	5
Hr Total	16	6	1	1	3	9	13	10	18	20	18	29

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	11	8	8	6	9	15	10	4	9	2	0
30	12	5	10	5	10	5	8	2	5	6	1	2
45	6	5	9	8	9	6	8	3	3	0	0	2
00	5	6	6	9	7	3	2	3	10	4	0	0
Hr Total	26	27	33	30	32	23	33	18	22	19	3	4

```
-----
24 Hour Total       : 414
AM peak hour begins : 11:00      AM peak volume : 29      Peak hour factor : 0.66
PM peak hour begins : 16:15      PM peak volume : 35      Peak hour factor : 0.88
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0527006.PRN
Station : 000005211003
Identification : 000019247012 Interval : 15 minutes
Start date : May 27, 10 Start time : 00:00
Stop date : May 27, 10 Stop time : 24:00
City/Town : Zephyrhills County : Pasco
Location : SR 39 north of Tucker Rd

May 27 Southbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	7	3	3	27	47	40	40	34	57	52
30	3	6	6	2	6	35	48	48	40	46	35	45
45	6	4	8	1	10	29	69	38	50	31	39	52
00	3	4	2	2	11	39	47	47	40	38	35	69

Hr Total 16 16 23 8 30 130 211 173 170 149 166 218

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	45	50	61	51	79	51	28	23	15	19	12
30	49	44	40	60	43	55	36	30	30	21	17	16
45	64	56	37	47	69	41	27	37	20	13	17	3
00	50	49	54	52	53	50	33	23	27	18	14	4

Hr Total 200 194 181 220 216 225 147 118 100 67 67 35

24 Hour Total : 3080
AM peak hour begins : 11:00 AM peak volume : 218 Peak hour factor : 0.79
PM peak hour begins : 16:30 PM peak volume : 256 Peak hour factor : 0.81

May 27 Northbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	4	4	3	6	11	15	30	43	48	39	46
30	7	6	4	0	8	14	24	41	58	37	44	55
45	7	2	6	0	1	17	21	47	43	60	47	60
00	6	5	6	2	5	12	32	66	40	47	45	67

Hr Total 29 17 20 5 20 54 92 184 184 192 175 228

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	49	54	37	42	56	62	25	45	31	18	11
30	64	45	49	45	65	58	49	29	19	20	16	8
45	42	41	49	89	59	68	49	34	32	19	17	12
00	41	51	63	62	53	58	41	30	25	21	9	11

Hr Total 210 186 215 233 219 240 201 118 121 91 60 42

24 Hour Total : 3136
AM peak hour begins : 11:30 AM peak volume : 254 Peak hour factor : 0.95
PM peak hour begins : 15:30 PM peak volume : 258 Peak hour factor : 0.72

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527006.PRN
Station        : 000005211003
Identification  : 000019247012      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : SR 39 north of Tucker Rd
*****
```

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	6	11	6	9	38	62	70	83	82	96	98
30	10	12	10	2	14	49	72	89	98	83	79	100
45	13	6	14	1	11	46	90	85	93	91	86	112
00	9	9	8	4	16	51	79	113	80	85	80	136
Hr Total	45	33	43	13	50	184	303	357	354	341	341	446

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	100	94	104	98	93	135	113	53	68	46	37	23
30	113	89	89	105	108	113	85	59	49	41	33	24
45	106	97	86	136	128	109	76	71	52	32	34	15
00	91	100	117	114	106	108	74	53	52	39	23	15
Hr Total	410	380	396	453	435	465	348	236	221	158	127	77

```
-----
24 Hour Total       : 6216
AM peak hour begins : 11:30      AM peak volume : 461      Peak hour factor : 0.85
PM peak hour begins : 16:30      PM peak volume : 482      Peak hour factor : 0.89
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527005.PRN
 Station : 000005211002
 Identification : 001540900005 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : SR 39 south of Tucker Rd

May 27 Southbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	9	4	3	21	37	31	41	25	51	48
30	4	7	3	2	7	38	50	49	43	45	36	41
45	4	2	12	4	10	26	65	39	43	31	28	46
00	4	4	3	2	10	36	54	43	48	34	35	60
Hr Total	17	17	27	12	30	121	206	162	175	135	150	195

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	39	41	40	48	73	46	32	22	16	19	7
30	45	34	39	49	41	56	43	28	29	25	17	18
45	59	51	39	43	60	46	24	35	20	20	12	3
00	50	47	44	41	49	54	37	21	26	13	15	0
Hr Total	188	171	163	173	198	229	150	116	97	74	63	28

24 Hour Total : 2897
 AM peak hour begins : 06:00 AM peak volume : 206 Peak hour factor : 0.79
 PM peak hour begins : 16:30 PM peak volume : 238 Peak hour factor : 0.82

May 27 Northbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	2	4	5	13	19	30	42	45	37	44
30	4	9	3	0	9	16	21	41	54	42	38	60
45	2	3	7	0	3	17	27	50	48	63	48	50
00	4	1	9	4	5	15	35	72	45	42	45	62
Hr Total	16	16	21	8	22	61	102	193	189	192	168	216

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	51	54	47	47	57	67	30	37	22	9	9
30	64	42	43	44	68	55	45	24	17	18	13	7
45	41	45	42	86	49	66	36	25	26	15	13	6
00	33	41	46	65	45	48	41	33	23	25	8	12
Hr Total	197	179	185	242	209	226	189	112	103	80	43	34

24 Hour Total : 3003
 AM peak hour begins : 11:30 AM peak volume : 235 Peak hour factor : 0.92
 PM peak hour begins : 15:30 PM peak volume : 266 Peak hour factor : 0.77

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527005.PRN
 Station : 000005211002
 Identification : 001540900005 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : SR 39 south of Tucker Rd

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	7	11	8	8	34	56	61	83	70	88	92
30	8	16	6	2	16	54	71	90	97	87	74	101
45	6	5	19	4	13	43	92	89	91	94	76	96
00	8	5	12	6	15	51	89	115	93	76	80	122
Hr Total	33	33	48	20	52	182	308	355	364	327	318	411

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	93	90	95	87	95	130	113	62	59	38	28	16
30	109	76	82	93	109	111	88	52	46	43	30	25
45	100	96	81	129	109	112	60	60	46	35	25	9
00	83	88	90	106	94	102	78	54	49	38	23	12
Hr Total	385	350	348	415	407	455	339	228	200	154	106	62

24 Hour Total : 5900
 AM peak hour begins : 11:30 AM peak volume : 420 Peak hour factor : 0.86
 PM peak hour begins : 17:00 PM peak volume : 455 Peak hour factor : 0.88

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```

*****
Data File       : D0527007.PRN
Station        : 000005211001
Identification  : 000025620005      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : Tucker Rd east of SR 39
*****
  
```

May 27 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	3	0	1	1	3	1	2	5	6	7
30	2	1	1	0	0	0	0	3	4	5	4	3
45	0	2	2	0	0	2	4	4	5	3	4	8
00	0	0	0	0	1	2	4	5	11	3	1	8
Hr Total	4	3	6	0	2	5	11	13	22	16	15	26

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	6	0	2	7	6	6	2	3	5	2	3
30	9	7	6	13	6	8	3	5	2	0	2	1
45	11	9	3	6	6	6	5	4	3	2	3	2
00	8	3	6	8	8	1	1	0	6	2	1	1
Hr Total	31	25	15	29	27	21	15	11	14	9	8	7

```

24 Hour Total      : 335
AM peak hour begins : 11:30      AM peak volume : 28      Peak hour factor : 0.64
PM peak hour begins : 12:15      PM peak volume : 34      Peak hour factor : 0.77
*****
  
```

May 27 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	6	2	0	0	0	0	3	3	5	3	8
30	3	1	0	1	0	0	3	4	3	2	6	1
45	0	0	1	0	0	1	2	7	4	4	6	6
00	1	4	1	0	1	3	2	7	7	3	1	6
Hr Total	6	11	4	1	1	4	7	21	17	14	16	21

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	5	5	3	3	6	5	5	4	6	0	2
30	4	2	9	9	6	5	2	1	1	3	1	4
45	8	4	3	8	11	9	6	2	2	0	2	2
00	5	4	7	8	11	4	1	2	3	1	0	1
Hr Total	23	15	24	28	31	24	14	10	10	10	3	9

```

24 Hour Total      : 324
AM peak hour begins : 11:30      AM peak volume : 22      Peak hour factor : 0.69
PM peak hour begins : 16:15      PM peak volume : 34      Peak hour factor : 0.77
*****
  
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527007.PRN
Station        : 000005211001
Identification  : 000025620005      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : Tucker Rd east of SR 39
*****
```

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	6	5	0	1	1	3	4	5	10	9	15
30	5	2	1	1	0	0	3	7	7	7	10	4
45	0	2	3	0	0	3	6	11	9	7	10	14
00	1	4	1	0	2	5	6	12	18	6	2	14
Hr Total	10	14	10	1	3	9	18	34	39	30	31	47

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	11	5	5	10	12	11	7	7	11	2	5
30	13	9	15	22	12	13	5	6	3	3	3	5
45	19	13	6	14	17	15	11	6	5	2	5	4
00	13	7	13	16	19	5	2	2	9	3	1	2
Hr Total	54	40	39	57	58	45	29	21	24	19	11	16

```
-----
24 Hour Total       : 659
AM peak hour begins : 11:30      AM peak volume : 50      Peak hour factor : 0.66
PM peak hour begins : 15:15      PM peak volume : 62      Peak hour factor : 0.70
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527012.PRN
Station        : 000005181009
Identification  : 000065310004      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : C Ave west of 6th St
*****
```

May 27 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	1	0	1	5	5	14	5	9	9	8
30	0	2	1	1	1	4	8	15	3	6	7	9
45	0	1	3	0	5	5	8	20	9	5	11	9
00	1	2	1	1	4	11	10	11	8	6	7	12
Hr Total	2	7	6	2	11	25	31	60	25	26	34	38

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	7	17	13	13	6	12	10	9	8	3	4
30	10	8	20	10	11	7	11	5	11	10	5	4
45	9	13	9	18	11	9	17	8	6	1	5	11
00	10	17	6	10	13	11	11	9	6	9	3	0
Hr Total	45	45	52	51	48	33	51	32	32	28	16	19

```
24 Hour Total      : 719
AM peak hour begins : 07:00      AM peak volume : 60      Peak hour factor : 0.75
PM peak hour begins : 13:30     PM peak volume : 67      Peak hour factor : 0.84
*****
```

May 27 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	0	1	3	2	1	4	8	11	14	13	18
30	1	2	1	0	2	1	3	10	6	7	20	14
45	1	0	2	0	0	5	4	10	12	11	7	19
00	4	0	2	1	1	5	2	8	12	16	13	23
Hr Total	11	2	6	4	5	12	13	36	41	48	53	74

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	12	18	21	22	28	23	26	22	10	6	2
30	12	17	23	13	18	30	34	25	21	6	7	6
45	15	14	12	20	23	19	22	16	12	3	8	1
00	13	22	19	23	21	31	23	22	9	9	8	2
Hr Total	51	65	72	77	84	108	102	89	64	28	29	11

```
24 Hour Total      : 1085
AM peak hour begins : 11:00     AM peak volume : 74      Peak hour factor : 0.80
PM peak hour begins : 17:45     PM peak volume : 110     Peak hour factor : 0.81
*****
```


Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527012.PRN
Station        : 000005181009
Identification  : 000065310004      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : C Ave west of 6th St
*****
```

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	2	3	3	6	9	22	16	23	22	26
30	1	4	2	1	3	5	11	25	9	13	27	23
45	1	1	5	0	5	10	12	30	21	16	18	28
00	5	2	3	2	5	16	12	19	20	22	20	35
Hr Total	13	9	12	6	16	37	44	96	66	74	87	112

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	19	35	34	35	34	35	36	31	18	9	6
30	22	25	43	23	29	37	45	30	32	16	12	10
45	24	27	21	38	34	28	39	24	18	4	13	12
00	23	39	25	33	34	42	34	31	15	18	11	2
Hr Total	96	110	124	128	132	141	153	121	96	56	45	30

```
-----
24 Hour Total       : 1804
AM peak hour begins : 11:15      AM peak volume : 113      Peak hour factor : 0.81
PM peak hour begins : 17:45      PM peak volume : 161      Peak hour factor : 0.89
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527013.PRN
 Station : 000005181010
 Identification : 000145150007 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 6th St north of C Ave

May 27 Northbound Volume for Lane 1

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

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	1	2	2	0	4	53	67	0	1	0	0
30	1	3	7	4	4	2	46	52	0	3	0	0
45	2	4	1	2	1	10	101	53	0	2	0	0
00	1	0	1	2	2	86	39	2	1	1	1	0
Hr Total	8	8	11	10	7	102	239	174	1	7	1	0

24 Hour Total : 608
 AM peak hour begins : 11:15 AM peak volume : 11 Peak hour factor : 0.69
 PM peak hour begins : 17:45 PM peak volume : 286 Peak hour factor : 0.71

May 27 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	2	0	2	0	1	4	9	8	6	14
30	3	0	1	0	2	1	4	9	10	6	11	9
45	2	0	1	0	0	0	1	5	8	11	5	9
00	2	0	0	0	0	1	0	4	6	8	19	11
Hr Total	11	1	4	0	4	2	6	22	33	33	41	43

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	8	10	23	16	24	111	88	14	4	4	2
30	6	17	17	7	16	24	109	86	12	6	2	1
45	13	17	14	11	19	22	91	54	8	1	2	1
00	14	10	14	18	19	46	92	9	5	4	0	0
Hr Total	41	52	55	59	70	116	403	237	39	15	8	4

24 Hour Total : 1299
 AM peak hour begins : 10:45 AM peak volume : 51 Peak hour factor : 0.67
 PM peak hour begins : 18:00 PM peak volume : 403 Peak hour factor : 0.91

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527013.PRN
 Station : 000005181010
 Identification : 000145150007 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 6th St north of C Ave

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	3	0	2	1	1	5	11	10	9	15
30	3	0	1	0	3	1	4	11	12	8	11	10
45	3	0	1	0	0	0	1	7	8	12	6	11
00	3	0	0	0	0	2	0	7	6	9	23	15
Hr Total	13	1	5	0	5	4	6	30	37	39	49	51

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	9	12	25	16	28	164	155	14	5	4	2
30	7	20	24	11	20	26	155	138	12	9	2	1
45	15	21	15	13	20	32	192	107	8	3	2	1
00	15	10	15	20	21	132	131	11	6	5	1	0
Hr Total	49	60	66	69	77	218	642	411	40	22	9	4

24 Hour Total : 1907
 AM peak hour begins : 10:45 AM peak volume : 59 Peak hour factor : 0.64
 PM peak hour begins : 17:45 PM peak volume : 643 Peak hour factor : 0.84

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527014.PRN
 Station : 000005181011
 Identification : 000025620002 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : C Ave between 6th St & US 301

May 27 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	0	3	1	2	3	3	7	5	8	10
30	1	2	0	0	0	0	2	5	6	6	6	13
45	3	0	1	0	0	5	2	8	7	5	5	14
00	2	1	2	1	1	2	1	5	7	9	9	13
Hr Total	9	4	3	4	2	9	8	21	27	25	28	50

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	7	11	11	9	16	17	6	9	7	2	1
30	10	4	9	6	9	18	1	3	7	9	4	7
45	6	8	6	15	8	17	4	6	5	2	6	1
00	3	14	8	10	10	92	11	12	5	6	6	2
Hr Total	25	33	34	42	36	143	33	27	26	24	18	11

24 Hour Total : 642
 AM peak hour begins : 11:00 AM peak volume : 50 Peak hour factor : 0.89
 PM peak hour begins : 17:15 PM peak volume : 144 Peak hour factor : 0.39

May 27 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	1	0	1	6	5	15	11	8	9	10
30	3	2	1	1	0	5	10	13	7	7	8	11
45	3	1	3	0	5	5	10	15	10	6	12	9
00	1	2	1	1	4	14	12	8	11	6	9	11
Hr Total	10	8	6	2	10	30	37	51	39	27	38	41

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	7	18	16	12	11	99	44	11	11	4	3
30	12	9	15	10	12	16	114	17	10	12	5	4
45	12	15	8	16	14	33	30	19	5	2	5	9
00	11	16	4	14	15	22	78	10	8	8	2	0
Hr Total	53	47	45	56	53	82	321	90	34	33	16	16

24 Hour Total : 1145
 AM peak hour begins : 06:45 AM peak volume : 55 Peak hour factor : 0.92
 PM peak hour begins : 18:00 PM peak volume : 321 Peak hour factor : 0.70

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527014.PRN
Station        : 000005181011
Identification  : 000025620002      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : C Ave between 6th St & US 301
*****
```

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	1	3	2	8	8	18	18	13	17	20
30	4	4	1	1	0	5	12	18	13	13	14	24
45	6	1	4	0	5	10	12	23	17	11	17	23
00	3	3	3	2	5	16	13	13	18	15	18	24
Hr Total	19	12	9	6	12	39	45	72	66	52	66	91

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	14	29	27	21	27	116	50	20	18	6	4
30	22	13	24	16	21	34	115	20	17	21	9	11
45	18	23	14	31	22	50	34	25	10	4	11	10
00	14	30	12	24	25	114	89	22	13	14	8	2
Hr Total	78	80	79	98	89	225	354	117	60	57	34	27

```
-----
24 Hour Total       : 1787
AM peak hour begins : 11:15      AM peak volume : 95      Peak hour factor : 0.99
PM peak hour begins : 17:30      PM peak volume : 395     Peak hour factor : 0.85
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527010.PRN
Station        : 000005211006
Identification  : 000065310014      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : US 301 north of C Ave
*****
```

May 27 Southbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	7	15	10	15	51	132	167	151	116	155	137
30	17	9	10	9	24	64	137	180	149	146	118	126
45	15	12	14	11	37	90	189	168	153	124	140	139
00	11	15	8	17	30	96	171	141	127	154	123	157
Hr Total	57	43	47	47	106	301	629	656	580	540	536	559

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	144	135	147	154	144	188	23	10	90	64	56	28
30	125	127	133	154	139	161	0	9	76	74	55	41
45	164	134	125	131	180	125	5	47	77	58	47	15
00	152	129	158	131	154	135	10	67	58	50	43	20
Hr Total	585	525	563	570	617	609	38	133	301	246	201	104

```
24 Hour Total      : 8593
AM peak hour begins : 06:30      AM peak volume : 707      Peak hour factor : 0.94
PM peak hour begins : 16:30      PM peak volume : 683      Peak hour factor : 0.91
*****
```

May 27 Northbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	9	7	7	12	28	37	92	133	130	144	142
30	21	11	9	7	20	30	56	118	131	123	109	146
45	20	11	8	9	7	27	67	114	140	123	133	136
00	17	12	11	6	10	45	94	131	127	126	107	154
Hr Total	91	43	35	29	49	130	254	455	531	502	493	578

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	173	159	155	157	183	185	96	62	93	78	59	35
30	145	133	151	120	179	189	106	22	70	64	50	26
45	152	124	149	201	195	146	44	48	73	70	48	35
00	146	124	160	210	160	95	93	108	90	71	43	36
Hr Total	616	540	615	688	717	615	339	240	326	283	200	132

```
24 Hour Total      : 8501
AM peak hour begins : 11:15      AM peak volume : 609      Peak hour factor : 0.88
PM peak hour begins : 15:30      PM peak volume : 773      Peak hour factor : 0.92
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527010.PRN
 Station : 000005211006
 Identification : 000065310014 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 north of C Ave

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	16	22	17	27	79	169	259	284	246	299	279
30	38	20	19	16	44	94	193	298	280	269	227	272
45	35	23	22	20	44	117	256	282	293	247	273	275
00	28	27	19	23	40	141	265	272	254	280	230	311
Hr Total	148	86	82	76	155	431	883	1111	1111	1042	1029	1137

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	317	294	302	311	327	373	119	72	183	142	115	63
30	270	260	284	274	318	350	106	31	146	138	105	67
45	316	258	274	332	375	271	49	95	150	128	95	50
00	298	253	318	341	314	230	103	175	148	121	86	56
Hr Total	1201	1065	1178	1258	1334	1224	377	373	627	529	401	236

24 Hour Total : 17094
 AM peak hour begins : 11:15 AM peak volume : 1175 Peak hour factor : 0.93
 PM peak hour begins : 16:30 PM peak volume : 1412 Peak hour factor : 0.94

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527011.PRN
 Station : 000005191012
 Identification : 000138590004 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : C Ave east of US 301

May 27 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	3	0	0	3	1	6	5	4	1	8
30	1	2	0	3	6	1	4	9	8	5	6	6
45	2	0	0	3	4	3	6	7	8	4	9	8
00	2	2	0	2	4	2	4	7	5	11	7	9
Hr Total	7	4	3	8	14	9	15	29	26	24	23	31

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	8	5	8	11	12	12	4	10	9	2	5
30	9	8	8	10	10	23	3	6	7	11	7	3
45	12	6	10	12	19	10	4	7	6	10	4	10
00	7	9	13	12	12	15	2	12	8	7	5	2
Hr Total	42	31	36	42	52	60	21	29	31	37	18	20

24 Hour Total : 612
 AM peak hour begins : 11:30 AM peak volume : 40 Peak hour factor : 0.71
 PM peak hour begins : 16:30 PM peak volume : 66 Peak hour factor : 0.72

May 27 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	2	2	5	5	5	5	5	8	11
30	0	0	1	0	2	8	10	9	5	8	5	7
45	0	0	2	2	1	8	9	11	6	2	8	8
00	1	1	0	0	4	11	7	8	7	1	4	8
Hr Total	2	2	4	4	9	32	31	33	23	16	25	34

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	9	7	4	8	7	11	12	6	12	3	3
30	8	6	8	2	5	2	2	2	12	6	4	1
45	11	5	10	7	6	12	7	12	2	3	3	0
00	4	6	7	8	6	13	3	7	2	8	3	2
Hr Total	32	26	32	21	25	34	23	33	22	29	13	6

24 Hour Total : 511
 AM peak hour begins : 05:45 AM peak volume : 35 Peak hour factor : 0.80
 PM peak hour begins : 17:15 PM peak volume : 38 Peak hour factor : 0.73

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527011.PRN
Station        : 000005191012
Identification  : 000138590004      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : C Ave east of US 301
*****
```

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	4	2	2	8	6	11	10	9	9	19
30	1	2	1	3	8	9	14	18	13	13	11	13
45	2	0	2	5	5	11	15	18	14	6	17	16
00	3	3	0	2	8	13	11	15	12	12	11	17
Hr Total	9	6	7	12	23	41	46	62	49	40	48	65

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	17	12	12	19	19	23	16	16	21	5	8
30	17	14	16	12	15	25	5	8	19	17	11	4
45	23	11	20	19	25	22	11	19	8	13	7	10
00	11	15	20	20	18	28	5	19	10	15	8	4
Hr Total	74	57	68	63	77	94	44	62	53	66	31	26

```
-----
24 Hour Total       : 1123
AM peak hour begins : 11:30      AM peak volume : 73      Peak hour factor : 0.79
PM peak hour begins : 17:15      PM peak volume : 98      Peak hour factor : 0.88
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527015.PRN
 Station : 000005181006
 Identification : 000065310008 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : South Ave west of 6th St

May 27 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	0	1	1	14	20	16	14	16
30	3	0	0	0	1	3	2	14	16	12	16	16
45	1	0	1	0	1	1	11	23	20	17	17	20
00	2	1	0	0	0	4	10	13	16	22	15	20
Hr Total	8	1	1	0	2	9	24	64	72	67	62	72
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	17	18	24	17	20	51	39	8	2	6	7
30	15	18	11	18	17	24	41	46	6	8	1	0
45	15	20	12	22	15	19	35	15	7	9	1	3
00	9	12	21	22	18	33	47	11	5	5	3	0
Hr Total	56	67	62	86	67	96	174	111	26	24	11	10

24 Hour Total : 1172
 AM peak hour begins : 11:15 AM peak volume : 73 Peak hour factor : 0.91
 PM peak hour begins : 18:00 PM peak volume : 174 Peak hour factor : 0.85

May 27 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	3	0	4	12	6	5	8
30	1	0	0	1	1	0	4	15	11	5	10	8
45	2	0	1	1	0	1	4	8	8	4	10	9
00	0	1	0	0	2	2	4	8	6	9	6	8
Hr Total	4	1	1	2	3	6	12	35	37	24	31	33
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	11	15	16	8	7	14	14	7	1	1	5
30	8	9	9	6	13	11	8	11	6	2	7	0
45	6	7	8	7	14	9	9	8	8	4	3	2
00	3	11	11	14	13	7	8	5	6	0	2	1
Hr Total	24	38	43	43	48	34	39	38	27	7	13	8

24 Hour Total : 551
 AM peak hour begins : 07:15 AM peak volume : 43 Peak hour factor : 0.72
 PM peak hour begins : 15:45 PM peak volume : 49 Peak hour factor : 0.88

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527015.PRN
Station        : 000005181006
Identification  : 000065310008      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : South Ave west of 6th St
*****
```

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	0	0	4	1	18	32	22	19	24
30	4	0	0	1	2	3	6	29	27	17	26	24
45	3	0	2	1	1	2	15	31	28	21	27	29
00	2	2	0	0	2	6	14	21	22	31	21	28
Hr Total	12	2	2	2	5	15	36	99	109	91	93	105

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	28	33	40	25	27	65	53	15	3	7	12
30	23	27	20	24	30	35	49	57	12	10	8	0
45	21	27	20	29	29	28	44	23	15	13	4	5
00	12	23	32	36	31	40	55	16	11	5	5	1
Hr Total	80	105	105	129	115	130	213	149	53	31	24	18

```
24 Hour Total       : 1723
AM peak hour begins : 07:15      AM peak volume : 113      Peak hour factor : 0.88
PM peak hour begins : 18:00      PM peak volume : 213      Peak hour factor : 0.82
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527016.PRN
 Station : 000005181007
 Identification : 000158000002 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 6th St north of South Ave

May 27

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	0	0	2	1	12	37	30	29	54	49
30	2	3	2	0	4	4	27	42	50	44	41	41
45	2	2	1	1	2	4	31	45	49	44	41	45
00	2	0	0	0	0	8	39	34	26	52	47	58
Hr Total	11	7	3	1	8	17	109	158	155	169	183	193

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	67	51	56	66	54	86	46	35	26	16	13	6
30	50	45	62	44	51	52	35	32	29	15	17	6
45	64	58	45	43	71	44	29	32	23	13	9	6
00	43	43	61	46	68	43	45	21	18	13	10	0
Hr Total	224	197	224	199	244	225	155	120	96	57	49	18

24 Hour Total : 2822
 AM peak hour begins : 11:30 AM peak volume : 220 Peak hour factor : 0.82
 PM peak hour begins : 16:30 PM peak volume : 277 Peak hour factor : 0.81

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527017.PRN
Station        : 000005181008
Identification  : 000065310011      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : 6th St south of South Ave
*****
```

May 27

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	0	0	2	1	2	8	14	13	21	27
30	2	1	1	2	4	1	7	13	18	13	20	10
45	1	3	1	1	0	2	2	12	17	20	17	20
00	3	0	0	0	2	3	6	12	8	20	25	29
Hr Total	11	5	2	3	8	7	17	45	57	66	83	86

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	20	27	29	21	29	41	48	14	7	9	4
30	17	24	28	20	23	33	45	33	17	9	7	3
45	30	31	25	17	33	25	27	30	13	6	6	3
00	28	18	23	23	26	21	49	13	10	8	5	0
Hr Total	113	93	103	89	103	108	162	124	54	30	27	10

24 Hour Total : 1406

AM peak hour begins : 11:30 AM peak volume : 104 Peak hour factor : 0.68
 PM peak hour begins : 18:15 PM peak volume : 169 Peak hour factor : 0.86

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527018.PRN
 Station : 000005181005
 Identification : 000178560003 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : South Ave between 6th St & US 301

May 27 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	0	3	0	4	10	8	4	5
30	1	0	0	0	1	0	1	14	8	3	9	4
45	2	1	2	1	0	1	4	7	8	4	8	11
00	1	1	0	0	2	2	1	4	5	8	8	6
Hr Total	6	2	2	1	3	6	6	29	31	23	29	26

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	9	13	14	10	6	26	37	9	0	2	3
30	6	11	8	5	13	7	31	23	6	1	4	0
45	7	4	5	11	11	8	17	21	6	4	2	1
00	1	7	10	15	13	11	33	5	7	0	2	1
Hr Total	24	31	36	45	47	32	107	86	28	5	10	5

24 Hour Total : 620
 AM peak hour begins : 07:15 AM peak volume : 35 Peak hour factor : 0.63
 PM peak hour begins : 18:15 PM peak volume : 118 Peak hour factor : 0.80

May 27 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	0	0	0	1	10	43	36	33	46	43
30	3	2	1	0	1	4	18	41	43	39	33	40
45	1	0	2	0	1	2	39	53	50	41	34	52
00	3	1	0	0	0	9	39	31	38	45	38	53
Hr Total	10	4	3	0	2	16	106	168	167	158	151	188

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	50	42	54	46	69	73	53	19	15	13	7
30	51	42	50	43	45	46	51	60	20	14	9	3
45	56	44	34	47	51	35	46	34	16	16	5	5
00	24	33	58	49	59	53	66	19	12	8	8	0
Hr Total	177	169	184	193	201	203	236	166	67	53	35	15

24 Hour Total : 2672
 AM peak hour begins : 11:30 AM peak volume : 202 Peak hour factor : 0.90
 PM peak hour begins : 18:00 PM peak volume : 236 Peak hour factor : 0.81

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527018.PRN
Station        : 000005181005
Identification  : 000178560003      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : South Ave between 6th St & US 301
*****
```

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	0	0	0	4	10	47	46	41	50	48
30	4	2	1	0	2	4	19	55	51	42	42	44
45	3	1	4	1	1	3	43	60	58	45	42	63
00	4	2	0	0	2	11	40	35	43	53	46	59
Hr Total	16	6	5	1	5	22	112	197	198	181	180	214

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	59	55	68	56	75	99	90	28	15	15	10
30	57	53	58	48	58	53	82	83	26	15	13	3
45	63	48	39	58	62	43	63	55	22	20	7	6
00	25	40	68	64	72	64	99	24	19	8	10	1
Hr Total	201	200	220	238	248	235	343	252	95	58	45	20

```
24 Hour Total       : 3292
AM peak hour begins : 11:30      AM peak volume : 235      Peak hour factor : 0.93
PM peak hour begins : 18:00      PM peak volume : 343      Peak hour factor : 0.87
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527021.PRN
 Station : 000005221007
 Identification : 000145150006 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 south of South Ave

May 27 Southbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	7	16	11	16	53	133	155	153	114	138	128
30	16	11	13	8	25	65	132	187	136	139	121	134
45	14	12	12	13	34	90	194	162	145	123	132	126
00	9	13	6	16	29	94	169	131	125	157	114	147
Hr Total	52	43	47	48	104	302	628	635	559	533	505	535

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	130	132	147	139	179	137	93	85	57	50	31
30	127	127	130	142	144	153	112	111	73	70	53	38
45	149	121	110	129	161	115	97	79	77	52	46	14
00	147	133	164	127	154	152	96	66	59	53	40	19
Hr Total	560	511	536	545	598	599	442	349	294	232	189	102

24 Hour Total : 8948
 AM peak hour begins : 06:30 AM peak volume : 705 Peak hour factor : 0.91
 PM peak hour begins : 16:30 PM peak volume : 647 Peak hour factor : 0.90

May 27 Northbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	6	5	5	9	25	35	47	80	88	109	92
30	10	9	7	5	16	25	30	67	83	84	73	109
45	14	6	7	7	8	19	47	65	83	90	77	98
00	15	6	7	5	9	41	55	95	87	92	70	103
Hr Total	59	27	26	22	42	110	167	274	333	354	329	402

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	110	114	102	100	124	102	70	49	67	56	38	27
30	101	98	90	80	112	109	76	22	50	51	37	19
45	110	78	91	127	129	90	48	89	41	56	41	25
00	99	79	112	128	102	92	64	76	56	44	25	24
Hr Total	420	369	395	435	467	393	258	236	214	207	141	95

24 Hour Total : 5775
 AM peak hour begins : 11:15 AM peak volume : 420 Peak hour factor : 0.95
 PM peak hour begins : 15:45 PM peak volume : 493 Peak hour factor : 0.96

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527021.PRN
 Station : 000005221007
 Identification : 000145150006 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 south of South Ave

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	13	21	16	25	78	168	202	233	202	247	220
30	26	20	20	13	41	90	162	254	219	223	194	243
45	28	18	19	20	42	109	241	227	228	213	209	224
00	24	19	13	21	38	135	224	226	212	249	184	250
Hr Total	111	70	73	70	146	412	795	909	892	887	834	937

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	247	244	234	247	263	281	207	142	152	113	88	58
30	228	225	220	222	256	262	188	133	123	121	90	57
45	259	199	201	256	290	205	145	168	118	108	87	39
00	246	212	276	255	256	244	160	142	115	97	65	43
Hr Total	980	880	931	980	1065	992	700	585	508	439	330	197

24 Hour Total : 14723
 AM peak hour begins : 11:15 AM peak volume : 964 Peak hour factor : 0.96
 PM peak hour begins : 16:30 PM peak volume : 1089 Peak hour factor : 0.94

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527022.PRN
Station        : 000005181002
Identification  : 000158000015      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : South Ave between US 301 & 7th St
*****
```

May 27 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	2	1	1	0	3	17	27	23	26	25
30	0	3	5	0	3	1	7	17	22	7	18	24
45	1	1	2	2	2	2	12	31	16	22	14	22
00	2	1	0	0	3	5	23	24	26	22	20	27
Hr Total	7	5	9	3	9	8	45	89	91	74	78	98

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	29	18	34	21	31	57	39	12	15	3	6
30	34	31	24	24	20	26	53	28	11	9	4	6
45	29	27	28	27	26	27	43	31	10	17	4	6
00	11	26	34	28	25	35	57	14	10	3	8	5
Hr Total	89	113	104	113	92	119	210	112	43	44	19	23

```
24 Hour Total      : 1597
AM peak hour begins : 07:30      AM peak volume : 104      Peak hour factor : 0.84
PM peak hour begins : 18:00      PM peak volume : 210      Peak hour factor : 0.92
*****
```

May 27 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	1	4	6	15	32	56	61	35	31	25
30	4	0	2	4	11	15	35	64	37	33	30	35
45	6	7	1	6	5	27	55	58	34	26	30	32
00	0	3	1	3	10	29	43	42	40	47	28	32
Hr Total	15	11	5	17	32	86	165	220	172	141	119	124

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	30	44	46	45	44	39	32	36	14	6	7
30	27	26	33	34	39	35	35	23	23	12	14	6
45	31	31	31	50	42	40	31	26	20	16	12	7
00	34	32	39	38	27	38	26	12	29	13	13	5
Hr Total	129	119	147	168	153	157	131	93	108	55	45	25

```
24 Hour Total      : 2437
AM peak hour begins : 07:15      AM peak volume : 225      Peak hour factor : 0.88
PM peak hour begins : 15:30      PM peak volume : 172      Peak hour factor : 0.86
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527022.PRN
 Station : 000005181002
 Identification : 000158000015 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : South Ave between US 301 & 7th St

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	1	3	5	7	15	35	73	88	58	57	50
30	4	3	7	4	14	16	42	81	59	40	48	59
45	7	8	3	8	7	29	67	89	50	48	44	54
00	2	4	1	3	13	34	66	66	66	69	48	59
Hr Total	22	16	14	20	41	94	210	309	263	215	197	222

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	59	62	80	66	75	96	71	48	29	9	13
30	61	57	57	58	59	61	88	51	34	21	18	12
45	60	58	59	77	68	67	74	57	30	33	16	13
00	45	58	73	66	52	73	83	26	39	16	21	10
Hr Total	218	232	251	281	245	276	341	205	151	99	64	48

24 Hour Total : 4034
 AM peak hour begins : 07:15 AM peak volume : 324 Peak hour factor : 0.91
 PM peak hour begins : 18:00 PM peak volume : 341 Peak hour factor : 0.89

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527023.PRN
 Station : 000005181004
 Identification : 000065310003 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 7th St north of South Ave

May 27

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	1	3	1	1	2	9	60	69	61	54	63
30	3	0	2	1	1	1	28	79	57	38	58	45
45	5	3	2	1	1	12	24	67	71	49	62	52
00	2	4	0	1	1	5	46	63	46	51	44	76
Hr Total	19	8	7	4	4	20	107	269	243	199	218	236

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	60	57	74	60	60	59	33	23	28	29	8
30	62	60	69	54	72	76	46	23	21	18	12	2
45	63	54	62	77	68	46	35	41	25	21	13	9
00	48	54	59	82	65	39	48	32	31	22	11	9
Hr Total	251	228	247	287	265	221	188	129	100	89	65	28

24 Hour Total : 3432
 AM peak hour begins : 07:15 AM peak volume : 278 Peak hour factor : 0.88
 PM peak hour begins : 15:30 PM peak volume : 291 Peak hour factor : 0.89

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527024.PRN
 Station : 000005181001
 Identification : 000138590002 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 7th St south of South Ave

May 27

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	2	2	2	2	3	7	46	53	43	39	49
30	6	2	1	2	3	3	27	54	48	40	36	37
45	6	4	1	3	2	8	17	51	53	41	60	42
00	2	8	4	1	1	2	34	44	40	39	37	56
Hr Total	25	16	8	8	8	16	85	195	194	163	172	184

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	56	49	59	70	85	44	35	28	27	25	8
30	45	52	60	58	72	87	49	18	20	17	15	6
45	42	50	62	83	70	51	21	27	32	17	11	11
00	44	42	60	84	62	32	37	30	37	26	17	12
Hr Total	193	200	231	284	274	255	151	110	117	87	68	37

24 Hour Total : 3081
 AM peak hour begins : 11:30 AM peak volume : 205 Peak hour factor : 0.83
 PM peak hour begins : 15:30 PM peak volume : 309 Peak hour factor : 0.92

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527025.PRN
 Station : 000005181003
 Identification : 000138590001 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : South Ave east of 7th St

May 27 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	1	2	2	2	2	5	25	34	21	25	30
30	3	4	4	1	5	2	12	21	30	17	12	21
45	3	4	2	4	3	5	12	30	21	22	26	25
00	3	4	4	0	3	6	26	31	27	23	27	25
Hr Total	17	13	12	7	13	15	55	107	112	83	90	101

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	35	24	46	37	66	61	49	24	25	9	7
30	30	30	25	31	38	50	62	33	16	16	9	10
45	36	33	41	50	39	49	45	30	21	20	8	12
00	14	27	48	38	36	42	60	23	24	10	14	9
Hr Total	104	125	138	165	150	207	228	135	85	71	40	38

24 Hour Total : 2111
 AM peak hour begins : 07:30 AM peak volume : 125 Peak hour factor : 0.92
 PM peak hour begins : 18:00 PM peak volume : 228 Peak hour factor : 0.92

May 27 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	1	4	7	14	37	68	68	42	45	37
30	5	0	2	4	12	14	38	79	55	32	39	42
45	5	6	1	6	5	32	59	64	49	35	41	48
00	2	3	1	2	10	30	50	51	46	56	40	46
Hr Total	16	10	5	16	34	90	184	262	218	165	165	173

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	37	51	64	44	47	53	42	38	21	11	7
30	40	35	47	40	50	46	45	26	30	15	16	7
45	43	38	45	56	50	40	43	34	24	21	17	10
00	43	39	46	48	39	53	36	19	36	17	12	6
Hr Total	184	149	189	208	183	186	177	121	128	74	56	30

24 Hour Total : 3023
 AM peak hour begins : 07:00 AM peak volume : 262 Peak hour factor : 0.83
 PM peak hour begins : 15:00 PM peak volume : 208 Peak hour factor : 0.81

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527025.PRN
 Station : 000005181003
 Identification : 000138590001 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : South Ave east of 7th St

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	2	3	6	9	16	42	93	102	63	70	67
30	8	4	6	5	17	16	50	100	85	49	51	63
45	8	10	3	10	8	37	71	94	70	57	67	73
00	5	7	5	2	13	36	76	82	73	79	67	71
Hr Total	33	23	17	23	47	105	239	369	330	248	255	274

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	82	72	75	110	81	113	114	91	62	46	20	14
30	70	65	72	71	88	96	107	59	46	31	25	17
45	79	71	86	106	89	89	88	64	45	41	25	22
00	57	66	94	86	75	95	96	42	60	27	26	15
Hr Total	288	274	327	373	333	393	405	256	213	145	96	68

24 Hour Total : 5134
 AM peak hour begins : 07:15 AM peak volume : 378 Peak hour factor : 0.93
 PM peak hour begins : 17:30 PM peak volume : 405 Peak hour factor : 0.89

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527026.PRN
Station        : 000005221009
Identification  : 000158000004      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : 5th Ave/SR 54 west of 6th St
*****
```

May 27 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	4	7	4	2	14	31	63	109	95	114	99
30	11	3	7	6	10	10	36	83	113	104	95	115
45	9	8	7	8	5	12	45	78	121	107	100	96
00	6	8	2	6	3	24	69	79	88	118	129	124
Hr Total	43	23	23	24	20	60	181	303	431	424	438	434

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	111	97	110	116	117	117	112	67	67	52	38	16
30	110	100	113	98	108	113	111	84	49	52	46	15
45	116	111	114	103	124	94	115	82	59	34	21	15
00	107	111	143	95	96	101	95	59	32	45	20	9
Hr Total	444	419	480	412	445	425	433	292	207	183	125	55

```
24 Hour Total       : 6324
AM peak hour begins : 11:15      AM peak volume : 446      Peak hour factor : 0.90
PM peak hour begins : 14:15      PM peak volume : 486      Peak hour factor : 0.85
*****
```

May 27 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	6	5	6	8	13	34	59	97	78	100
30	11	8	2	1	9	10	24	52	87	75	83	81
45	3	5	3	4	4	19	35	54	82	75	70	100
00	3	4	0	2	7	27	27	63	72	68	75	81
Hr Total	26	20	11	12	26	64	99	203	300	315	306	362

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	105	114	110	99	109	108	74	51	72	38	41	14
30	109	114	109	112	101	77	63	49	48	44	29	15
45	98	100	104	111	91	90	55	56	44	44	22	10
00	73	91	104	99	72	78	68	54	50	31	16	20
Hr Total	385	419	427	421	373	353	260	210	214	157	108	59

```
24 Hour Total       : 5130
AM peak hour begins : 11:30      AM peak volume : 395      Peak hour factor : 0.91
PM peak hour begins : 15:15      PM peak volume : 431      Peak hour factor : 0.96
*****
```


Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527026.PRN
 Station : 000005221009
 Identification : 000158000004 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 5th Ave/SR 54 west of 6th St

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	7	13	9	8	22	44	97	168	192	192	199
30	22	11	9	7	19	20	60	135	200	179	178	196
45	12	13	10	12	9	31	80	132	203	182	170	196
00	9	12	2	8	10	51	96	142	160	186	204	205
Hr Total	69	43	34	36	46	124	280	506	731	739	744	796

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	216	211	220	215	226	225	186	118	139	90	79	30
30	219	214	222	210	209	190	174	133	97	96	75	30
45	214	211	218	214	215	184	170	138	103	78	43	25
00	180	202	247	194	168	179	163	113	82	76	36	29
Hr Total	829	838	907	833	818	778	693	502	421	340	233	114

24 Hour Total : 11454
 AM peak hour begins : 11:30 AM peak volume : 836 Peak hour factor : 0.95
 PM peak hour begins : 14:00 PM peak volume : 907 Peak hour factor : 0.92

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527027.PRN
 Station : 000005191010
 Identification : 001540900003 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 6th St north of 5th Ave/SR 54

May 27 Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	1	0	2	1	12	41	47	60	70	86
30	5	4	3	0	5	3	32	55	66	76	63	72
45	5	4	0	0	1	5	35	65	74	78	71	78
00	3	0	0	1	0	10	43	44	57	70	74	82
Hr Total	19	11	4	1	8	19	122	205	244	284	278	318

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	94	77	84	104	88	99	52	45	39	23	19	8
30	91	82	91	89	91	72	56	44	29	18	20	7
45	102	90	76	82	82	48	34	46	24	20	12	7
00	67	80	109	76	87	66	58	34	26	22	10	3
Hr Total	354	329	360	351	348	285	200	169	118	83	61	25

24 Hour Total : 4196
 AM peak hour begins : 11:30 AM peak volume : 345 Peak hour factor : 0.85
 PM peak hour begins : 14:45 PM peak volume : 384 Peak hour factor : 0.88

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527028.PRN
 Station : 000005191011
 Identification : 000065310009 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 6th St south of 5th Ave/SR 54

May 27

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	1	0	2	2	12	38	34	29	53	48
30	2	3	3	0	4	4	27	49	52	44	43	44
45	3	2	1	1	2	4	29	49	52	47	45	44
00	2	0	0	0	0	9	42	35	30	52	45	58
Hr Total	12	7	5	1	8	19	110	171	168	172	186	194

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	51	58	68	58	84	43	37	26	18	16	5
30	52	47	61	45	50	59	39	30	29	14	17	6
45	71	62	47	44	72	43	26	31	24	13	9	5
00	48	44	61	47	69	44	46	25	17	13	9	0
Hr Total	241	204	227	204	249	230	154	123	96	58	51	16

24 Hour Total : 2906
 AM peak hour begins : 11:30 AM peak volume : 224 Peak hour factor : 0.79
 PM peak hour begins : 16:30 PM peak volume : 284 Peak hour factor : 0.85

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527029.PRN
Station        : 000005221008
Identification  : 000039640004      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : 5th Ave/SR 54 between 6th St & US 301
*****
```

May 27 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	5	7	5	2	14	30	59	102	97	106	102
30	12	3	7	6	9	8	35	82	110	100	85	114
45	9	8	6	8	5	9	40	73	108	109	99	99
00	6	8	2	6	3	23	64	80	88	118	126	122

Hr Total 42 24 22 25 19 54 169 294 408 424 416 437

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	88	109	118	116	108	105	66	68	48	35	19
30	108	102	114	100	112	110	106	80	48	49	44	15
45	110	110	122	110	117	87	111	83	52	31	19	15
00	104	106	133	102	85	100	89	57	32	45	16	9

Hr Total 431 406 478 430 430 405 411 286 200 173 114 58

```
24 Hour Total      : 6156
AM peak hour begins : 11:15      AM peak volume : 444      Peak hour factor : 0.91
PM peak hour begins : 14:15      PM peak volume : 487      Peak hour factor : 0.92
*****
```

May 27 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	6	5	5	10	9	30	54	66	47	59
30	6	6	1	1	7	9	21	42	72	49	55	61
45	3	3	3	6	4	18	26	36	55	48	48	73
00	2	4	0	1	7	25	26	54	43	52	49	59

Hr Total 16 16 10 13 23 62 82 162 224 215 199 252

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	73	88	84	62	72	79	55	37	53	31	32	12
30	71	85	74	71	70	60	52	35	42	35	24	12
45	64	63	72	79	64	66	42	39	44	35	19	7
00	53	60	60	80	59	64	53	50	38	24	10	15

Hr Total 261 296 290 292 265 269 202 161 177 125 85 46

```
24 Hour Total      : 3743
AM peak hour begins : 11:30      AM peak volume : 276      Peak hour factor : 0.95
PM peak hour begins : 15:15      PM peak volume : 302      Peak hour factor : 0.94
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527029.PRN
Station        : 000005221008
Identification  : 000039640004      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : 5th Ave/SR 54 between 6th St & US 301
*****
```

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	8	13	10	7	24	39	89	156	163	153	161
30	18	9	8	7	16	17	56	124	182	149	140	175
45	12	11	9	14	9	27	66	109	163	157	147	172
00	8	12	2	7	10	48	90	134	131	170	175	181
Hr Total	58	40	32	38	42	116	251	456	632	639	615	689

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	182	176	193	180	188	187	160	103	121	79	67	31
30	179	187	188	171	182	170	158	115	90	84	68	27
45	174	173	194	189	181	153	153	122	96	66	38	22
00	157	166	193	182	144	164	142	107	70	69	26	24
Hr Total	692	702	768	722	695	674	613	447	377	298	199	104

```
24 Hour Total       : 9899
AM peak hour begins : 11:30      AM peak volume : 714      Peak hour factor : 0.98
PM peak hour begins : 14:00      PM peak volume : 768      Peak hour factor : 0.99
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527030.PRN
Station        : 000005221004
Identification  : 000025620006      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : US 301 north of 5th Ave/SR 54
*****
```

May 27 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	14	8	4	10	28	36	64	128	124	153	144
30	16	7	8	8	20	17	45	86	124	140	103	171
45	20	12	9	9	6	26	61	95	121	136	139	140
00	16	9	7	11	6	41	73	95	110	140	126	162
Hr Total	78	42	32	32	42	112	215	340	483	540	521	617

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	179	160	138	153	174	156	137	96	90	72	38	31
30	159	150	153	137	152	136	119	78	69	68	45	27
45	171	138	132	169	157	121	130	111	66	57	36	30
00	146	132	159	149	139	143	106	104	65	56	36	30
Hr Total	655	580	582	608	622	556	492	389	290	253	155	118

```
24 Hour Total      : 8354
AM peak hour begins : 11:15      AM peak volume : 652      Peak hour factor : 0.91
PM peak hour begins : 12:00      PM peak volume : 655      Peak hour factor : 0.91
*****
```

May 27 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	7	11	5	14	36	66	95	94	89	103	99
30	12	10	12	4	18	43	93	88	89	102	92	102
45	10	11	9	11	31	60	120	94	87	79	85	95
00	7	17	5	14	25	67	95	76	80	99	91	108
Hr Total	43	45	37	34	88	206	374	353	350	369	371	404

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	124	100	119	111	131	103	77	64	61	52	30
30	138	112	92	112	107	102	91	67	52	62	38	34
45	116	117	94	99	108	84	93	60	61	54	40	15
00	114	110	122	83	121	126	87	58	53	32	30	16
Hr Total	489	463	408	413	447	443	374	262	230	209	160	95

```
24 Hour Total      : 6667
AM peak hour begins : 11:30      AM peak volume : 462      Peak hour factor : 0.84
PM peak hour begins : 12:15      PM peak volume : 492      Peak hour factor : 0.89
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527030.PRN
Station        : 000005221004
Identification  : 000025620006      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : US 301 north of 5th Ave/SR 54
*****
```

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	21	19	9	24	64	102	159	222	213	256	243
30	28	17	20	12	38	60	138	174	213	242	195	273
45	30	23	18	20	37	86	181	189	208	215	224	235
00	23	26	12	25	31	108	168	171	190	239	217	270
Hr Total	121	87	69	66	130	318	589	693	833	909	892	1021

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	300	284	238	272	285	287	240	173	154	133	90	61
30	297	262	245	249	259	238	210	145	121	130	83	61
45	287	255	226	268	265	205	223	171	127	111	76	45
00	260	242	281	232	260	269	193	162	118	88	66	46
Hr Total	1144	1043	990	1021	1069	999	866	651	520	462	315	213

```
-----
24 Hour Total       : 15021
AM peak hour begins : 11:30      AM peak volume : 1102      Peak hour factor : 0.92
PM peak hour begins : 12:00      PM peak volume : 1144      Peak hour factor : 0.95
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527031.PRN
 Station : 000005221005
 Identification : 000065320003 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 south of 5th Ave/SR 54

May 27 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	8	5	7	9	27	30	64	96	96	137	104
30	14	8	9	7	18	23	35	80	96	104	78	139
45	12	9	5	6	8	24	49	72	96	106	84	116
00	15	7	8	9	9	42	65	102	94	110	93	121
Hr Total	64	32	27	29	44	116	179	318	382	416	392	480

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	139	132	124	114	133	118	105	71	79	61	40	30
30	109	113	106	113	127	116	92	48	60	70	39	23
45	128	107	98	141	131	91	83	72	45	53	40	27
00	110	95	129	145	113	111	78	74	67	48	33	25
Hr Total	486	447	457	513	504	436	358	265	251	232	152	105

24 Hour Total : 6685
 AM peak hour begins : 11:15 AM peak volume : 515 Peak hour factor : 0.93
 PM peak hour begins : 15:30 PM peak volume : 546 Peak hour factor : 0.94

May 27 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	7	16	8	13	43	86	105	111	105	124	103
30	13	9	15	7	20	47	91	117	89	98	104	130
45	10	11	12	12	32	64	133	102	104	101	100	97
00	8	12	5	16	23	72	119	93	90	126	97	117
Hr Total	44	39	48	43	88	226	429	417	394	430	425	447

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	119	106	107	117	112	123	108	80	76	56	40	29
30	106	120	94	123	113	121	102	75	50	62	40	37
45	133	108	89	109	144	96	83	81	62	47	37	13
00	107	104	138	100	114	112	87	58	52	35	34	18
Hr Total	465	438	428	449	483	452	380	294	240	200	151	97

24 Hour Total : 7107
 AM peak hour begins : 06:30 AM peak volume : 474 Peak hour factor : 0.89
 PM peak hour begins : 16:30 PM peak volume : 502 Peak hour factor : 0.87

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527031.PRN
 Station : 000005221005
 Identification : 000065320003 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 south of 5th Ave/SR 54

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	15	21	15	22	70	116	169	207	201	261	207
30	27	17	24	14	38	70	126	197	185	202	182	269
45	22	20	17	18	40	88	182	174	200	207	184	213
00	23	19	13	25	32	114	184	195	184	236	190	238
Hr Total	108	71	75	72	132	342	608	735	776	846	817	927

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	258	238	231	231	245	241	213	151	155	117	80	59
30	215	233	200	236	240	237	194	123	110	132	79	60
45	261	215	187	250	275	187	166	153	107	100	77	40
00	217	199	267	245	227	223	165	132	119	83	67	43
Hr Total	951	885	885	962	987	888	738	559	491	432	303	202

24 Hour Total : 13792
 AM peak hour begins : 11:15 AM peak volume : 978 Peak hour factor : 0.91
 PM peak hour begins : 15:45 PM peak volume : 1005 Peak hour factor : 0.91

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527032.PRN
 Station : 000005241001
 Identification : 000140510021 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 5th Ave between US 301 & 7th St

May 27 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	3	2	3	2	4	8	20	49	39	48	46
30	5	1	2	2	3	1	11	39	47	41	34	47
45	5	3	1	3	3	0	17	29	53	48	30	37
00	5	4	2	4	4	14	27	33	38	36	54	41
Hr Total	26	11	7	12	12	19	63	121	187	164	166	171
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	37	47	51	39	48	57	33	31	32	27	11
30	52	36	51	56	53	52	50	36	31	27	29	5
45	42	55	56	48	50	40	59	28	31	15	14	5
00	38	42	53	53	45	61	43	18	14	28	7	4
Hr Total	177	170	207	208	187	201	209	115	107	102	77	25

24 Hour Total : 2744
 AM peak hour begins : 08:00 AM peak volume : 187 Peak hour factor : 0.88
 PM peak hour begins : 17:45 PM peak volume : 227 Peak hour factor : 0.93

May 27 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	4	3	2	9	19	23	34	48	29	46
30	2	2	1	1	4	7	22	31	62	36	25	38
45	3	3	0	5	0	16	24	24	34	32	31	48
00	2	1	1	4	3	15	23	43	30	36	31	33
Hr Total	10	7	6	13	9	47	88	121	160	152	116	165
End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	47	61	42	45	51	38	27	36	14	19	6
30	41	42	58	40	36	31	33	20	24	16	16	7
45	42	46	35	46	44	51	20	24	23	17	11	3
00	32	33	46	35	42	41	36	43	25	10	5	10
Hr Total	162	168	200	163	167	174	127	114	108	57	51	26

24 Hour Total : 2411
 AM peak hour begins : 08:15 AM peak volume : 174 Peak hour factor : 0.70
 PM peak hour begins : 14:00 PM peak volume : 200 Peak hour factor : 0.82

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527032.PRN
 Station : 000005241001
 Identification : 000140510021 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 5th Ave between US 301 & 7th St

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	4	6	6	4	13	27	43	83	87	77	92
30	7	3	3	3	7	8	33	70	109	77	59	85
45	8	6	1	8	3	16	41	53	87	80	61	85
00	7	5	3	8	7	29	50	76	68	72	85	74
Hr Total	36	18	13	25	21	66	151	242	347	316	282	336

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	92	84	108	93	84	99	95	60	67	46	46	17
30	93	78	109	96	89	83	83	56	55	43	45	12
45	84	101	91	94	94	91	79	52	54	32	25	8
00	70	75	99	88	87	102	79	61	39	38	12	14
Hr Total	339	338	407	371	354	375	336	229	215	159	128	51

24 Hour Total : 5155
 AM peak hour begins : 07:45 AM peak volume : 355 Peak hour factor : 0.81
 PM peak hour begins : 14:00 PM peak volume : 407 Peak hour factor : 0.93

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527033.PRN
 Station : 000005201002
 Identification : 000065310001 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 7th St north of 5th Ave

May 27

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	1	3	0	2	2	4	50	61	56	68	69
30	3	0	1	2	1	1	27	70	63	47	72	51
45	3	1	0	1	2	9	24	73	81	60	64	54
00	3	3	0	2	2	8	42	49	59	55	58	83
Hr Total	15	5	4	5	7	20	97	242	264	218	262	257

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	85	87	66	85	62	71	61	43	40	29	29	4
30	78	72	81	61	58	76	43	27	26	22	13	3
45	66	68	71	77	78	53	32	35	23	17	10	5
00	55	69	69	93	66	53	48	34	29	24	9	8
Hr Total	284	296	287	316	264	253	184	139	118	92	61	20

24 Hour Total : 3710
 AM peak hour begins : 11:30 AM peak volume : 300 Peak hour factor : 0.88
 PM peak hour begins : 15:00 PM peak volume : 316 Peak hour factor : 0.85

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527034.PRN
Station        : 000005201001
Identification  : 000025620003      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : 7th St south of 5th Ave
*****
```

May 27

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	1	2	1	2	4	5	46	58	57	56	63
30	3	0	2	1	1	1	27	66	57	39	61	43
45	3	2	1	1	1	9	22	60	68	53	70	58
00	3	2	0	1	1	6	40	50	47	53	48	82
Hr Total	18	5	5	4	5	20	94	222	230	202	235	246

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	85	75	64	73	65	66	59	40	31	25	29	7
30	64	65	77	56	72	71	52	29	26	21	12	3
45	65	62	64	77	81	52	34	36	24	28	13	6
00	55	54	59	89	68	46	50	34	36	24	12	9
Hr Total	269	256	264	295	286	235	195	139	117	98	66	25

```
24 Hour Total       : 3531
AM peak hour begins : 11:30      AM peak volume : 289      Peak hour factor : 0.85
PM peak hour begins : 15:45      PM peak volume : 307      Peak hour factor : 0.86
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527035.PRN
 Station : 000005241002
 Identification : 000065320001 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 5th Ave east of 7th St

May 27 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	3	1	4	2	4	8	22	45	37	45	34
30	7	1	3	3	3	2	11	36	43	38	25	38
45	5	4	1	3	3	0	14	19	41	42	38	40
00	6	3	2	4	4	11	23	31	29	31	49	47
Hr Total	32	11	7	14	12	17	56	108	158	148	157	159

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	37	51	46	47	47	55	35	34	29	29	14
30	43	40	50	49	66	52	52	40	35	27	29	8
45	45	48	51	46	55	42	67	27	33	26	20	9
00	40	35	45	52	50	57	51	23	24	32	9	5
Hr Total	171	160	197	193	218	198	225	125	126	114	87	36

24 Hour Total : 2729
 AM peak hour begins : 11:30 AM peak volume : 173 Peak hour factor : 0.92
 PM peak hour begins : 17:45 PM peak volume : 231 Peak hour factor : 0.86

May 27 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	4	3	2	10	20	27	12	44	33	45
30	4	2	1	2	4	8	23	35	5	41	27	38
45	3	3	0	5	1	18	23	27	33	33	33	49
00	3	1	2	5	4	13	23	42	34	36	36	39
Hr Total	12	7	7	15	11	49	89	131	84	154	129	171

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	55	64	45	46	54	38	29	49	15	22	6
30	45	52	53	48	32	35	27	18	24	21	15	8
45	42	47	38	41	42	50	26	27	27	17	11	5
00	39	41	50	38	47	43	37	48	27	10	5	11
Hr Total	173	195	205	172	167	182	128	122	127	63	53	30

24 Hour Total : 2476
 AM peak hour begins : 11:30 AM peak volume : 180 Peak hour factor : 0.92
 PM peak hour begins : 13:30 PM peak volume : 205 Peak hour factor : 0.80

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527035.PRN
 Station : 000005241002
 Identification : 000065320001 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 5th Ave east of 7th St

May 27

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	4	5	7	4	14	28	49	57	81	78	79
30	11	3	4	5	7	10	34	71	48	79	52	76
45	8	7	1	8	4	18	37	46	74	75	71	89
00	9	4	4	9	8	24	46	73	63	67	85	86
Hr Total	44	18	14	29	23	66	145	239	242	302	286	330

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	90	92	115	91	93	101	93	64	83	44	51	20
30	88	92	103	97	98	87	79	58	59	48	44	16
45	87	95	89	87	97	92	93	54	60	43	31	14
00	79	76	95	90	97	100	88	71	51	42	14	16
Hr Total	344	355	402	365	385	380	353	247	253	177	140	66

24 Hour Total : 5205

AM peak hour begins : 11:30 AM peak volume : 353 Peak hour factor : 0.98

PM peak hour begins : 14:00 PM peak volume : 402 Peak hour factor : 0.87

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527036.PRN
 Station : 000005191006
 Identification : 000065310015 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 12th Ave west of 6th St

May 27 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	1	1	4	12	18	14	9	10
30	1	2	0	1	1	0	8	9	30	8	7	10
45	2	1	0	0	0	3	2	12	21	10	9	9
00	1	1	0	0	0	4	7	11	13	11	9	6
Hr Total	5	5	0	1	2	8	21	44	82	43	34	35

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	15	17	21	11	15	21	1	12	2	3	0
30	17	16	20	17	9	10	10	8	1	12	7	1
45	14	4	24	4	11	6	14	6	7	7	4	3
00	17	8	15	11	19	13	13	7	12	2	0	2
Hr Total	61	43	76	53	50	44	58	22	32	23	14	6

24 Hour Total : 762
 AM peak hour begins : 08:00 AM peak volume : 82 Peak hour factor : 0.68
 PM peak hour begins : 14:15 PM peak volume : 80 Peak hour factor : 0.83

May 27 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	0	0	0	7	12	23	30	19	24
30	2	1	0	0	1	1	11	13	47	25	17	24
45	1	1	0	0	0	2	16	18	48	26	22	14
00	1	1	0	0	2	4	13	21	31	22	35	27
Hr Total	7	3	0	0	3	7	47	64	149	103	93	89

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	28	26	33	23	21	17	9	13	6	6	1
30	27	27	24	39	12	19	13	21	8	7	6	1
45	24	48	22	18	24	19	16	6	4	1	7	0
00	26	24	50	22	27	16	10	5	6	3	2	0
Hr Total	97	127	122	112	86	75	56	41	31	17	21	2

24 Hour Total : 1352
 AM peak hour begins : 08:15 AM peak volume : 156 Peak hour factor : 0.81
 PM peak hour begins : 14:30 PM peak volume : 144 Peak hour factor : 0.72

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527036.PRN
Station        : 000005191006
Identification  : 000065310015      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : 12th Ave west of 6th St
*****
```

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	0	0	1	1	11	24	41	44	28	34
30	3	3	0	1	2	1	19	22	77	33	24	34
45	3	2	0	0	0	5	18	30	69	36	31	23
00	2	2	0	0	2	8	20	32	44	33	44	33
Hr Total	12	8	0	1	5	15	68	108	231	146	127	124

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	43	43	54	34	36	38	10	25	8	9	1
30	44	43	44	56	21	29	23	29	9	19	13	2
45	38	52	46	22	35	25	30	12	11	8	11	3
00	43	32	65	33	46	29	23	12	18	5	2	2
Hr Total	158	170	198	165	136	119	114	63	63	40	35	8

```
-----
24 Hour Total       : 2114
AM peak hour begins : 08:15      AM peak volume : 234      Peak hour factor : 0.76
PM peak hour begins : 14:30      PM peak volume : 221      Peak hour factor : 0.85
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527037.PRN
 Station : 000005191004
 Identification : 000019247006 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 6th St north of 12th Ave

May 27

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	4	2	0	2	1	6	36	49	67	64	84
30	4	4	3	0	4	3	27	53	59	71	62	54
45	4	5	0	0	1	3	32	67	65	84	71	87
00	2	0	0	2	0	7	42	44	52	64	67	80
Hr Total	13	13	5	2	7	14	107	200	225	286	264	305

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	100	75	80	90	96	91	52	41	41	25	21	4
30	81	80	88	86	83	67	44	41	31	21	20	6
45	88	83	84	74	87	50	33	41	25	22	11	5
00	64	69	112	66	92	66	55	33	24	20	10	2
Hr Total	333	307	364	316	358	274	184	156	121	88	62	17

24 Hour Total : 4021
 AM peak hour begins : 11:30 AM peak volume : 348 Peak hour factor : 0.87
 PM peak hour begins : 14:15 PM peak volume : 374 Peak hour factor : 0.83

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527038.PRN
 Station : 000005191005
 Identification : 000065310010 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 6th St south of 12th Ave

May 27 Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	2	0	3	1	10	37	53	70	67	83
30	5	4	3	0	6	3	30	54	63	72	64	65
45	4	4	0	0	1	3	31	70	76	83	66	77
00	4	0	0	1	0	10	46	42	55	66	77	84
Hr Total	18	11	5	1	10	17	117	203	247	291	274	309

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	99	73	80	98	91	92	53	39	38	25	22	6
30	82	79	93	89	81	70	47	39	32	23	19	6
45	91	82	79	81	83	57	35	47	22	20	13	7
00	63	77	110	71	94	66	54	33	27	23	9	6
Hr Total	335	311	362	339	349	285	189	158	119	91	63	25

24 Hour Total : 4129
 AM peak hour begins : 11:30 AM peak volume : 342 Peak hour factor : 0.86
 PM peak hour begins : 14:15 PM peak volume : 380 Peak hour factor : 0.86

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527039.PRN
 Station : 000005191007
 Identification : 001540900007 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 12th Ave between 6th St & US 301

May 27 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	0	7	13	22	34	23	26
30	0	1	0	0	1	1	8	14	44	26	18	28
45	1	1	0	0	0	2	11	17	44	32	22	19
00	1	1	0	0	2	2	10	20	29	21	37	28
Hr Total	3	3	0	0	3	5	36	64	139	113	100	101

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	31	30	41	30	24	22	11	15	6	6	1
30	27	32	27	36	17	25	18	20	11	6	5	1
45	24	42	21	20	26	22	18	6	4	2	7	0
00	29	31	49	24	28	15	14	5	9	3	2	0
Hr Total	105	136	127	121	101	86	72	42	39	17	20	2

24 Hour Total : 1435
 AM peak hour begins : 08:15 AM peak volume : 151 Peak hour factor : 0.86
 PM peak hour begins : 14:30 PM peak volume : 147 Peak hour factor : 0.75

May 27 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	1	1	8	17	23	16	16	17
30	1	2	0	1	1	0	7	8	35	12	11	13
45	2	0	0	0	0	5	6	14	22	15	12	11
00	2	1	0	0	0	4	7	10	16	10	14	11
Hr Total	6	4	0	1	2	10	28	49	96	53	53	52

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	20	23	29	18	17	24	3	7	3	8	0
30	15	21	20	23	12	20	12	8	3	15	3	1
45	20	17	30	8	11	13	20	9	7	7	6	4
00	18	14	16	14	18	14	14	12	13	1	0	2
Hr Total	75	72	89	74	59	64	70	32	30	26	17	7

24 Hour Total : 969
 AM peak hour begins : 08:00 AM peak volume : 96 Peak hour factor : 0.69
 PM peak hour begins : 14:30 PM peak volume : 98 Peak hour factor : 0.82

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527039.PRN
 Station : 000005191007
 Identification : 001540900007 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 12th Ave between 6th St & US 301

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	1	1	15	30	45	50	39	43
30	1	3	0	1	2	1	15	22	79	38	29	41
45	3	1	0	0	0	7	17	31	66	47	34	30
00	3	2	0	0	2	6	17	30	45	31	51	39
Hr Total	9	7	0	1	5	15	64	113	235	166	153	153

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	51	53	70	48	41	46	14	22	9	14	1
30	42	53	47	59	29	45	30	28	14	21	8	2
45	44	59	51	28	37	35	38	15	11	9	13	4
00	47	45	65	38	46	29	28	17	22	4	2	2
Hr Total	180	208	216	195	160	150	142	74	69	43	37	9

24 Hour Total : 2404
 AM peak hour begins : 08:15 AM peak volume : 240 Peak hour factor : 0.76
 PM peak hour begins : 14:30 PM peak volume : 245 Peak hour factor : 0.88

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527040.PRN
Station        : 000005221003
Identification  : 000145150009      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County     : Pasco
Location       : US 301 north of 12th Ave
*****
```

May 27 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	13	12	3	8	29	31	68	129	146	163	145
30	17	6	9	8	17	16	43	91	146	148	125	179
45	15	13	9	7	9	25	61	87	134	152	142	140
00	19	10	8	12	8	38	72	105	115	150	154	162
Hr Total	79	42	38	30	42	108	207	351	524	596	584	626

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	171	172	146	172	164	153	155	99	98	66	39	32
30	172	177	155	157	182	163	127	89	92	72	55	27
45	204	155	156	173	129	137	143	99	63	60	41	20
00	149	152	176	155	154	126	109	97	65	56	44	34
Hr Total	696	656	633	657	629	579	534	384	318	254	179	113

```
24 Hour Total      : 8859
AM peak hour begins : 11:15      AM peak volume : 652      Peak hour factor : 0.91
PM peak hour begins : 12:30      PM peak volume : 702      Peak hour factor : 0.86
*****
```

May 27 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	5	11	4	17	35	70	94	98	81	102	110
30	13	12	12	4	18	43	82	100	95	98	98	119
45	11	8	10	9	28	59	110	93	82	90	92	103
00	4	15	4	15	26	61	98	101	102	107	99	121
Hr Total	39	40	37	32	89	198	360	388	377	376	391	453

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	130	131	100	115	112	115	104	70	58	57	53	29
30	137	112	97	124	109	107	96	69	47	65	38	28
45	126	121	112	113	106	90	86	56	60	55	35	14
00	111	111	121	104	117	127	89	61	52	37	29	17
Hr Total	504	475	430	456	444	439	375	256	217	214	155	88

```
24 Hour Total      : 6833
AM peak hour begins : 11:30      AM peak volume : 491      Peak hour factor : 0.90
PM peak hour begins : 12:15      PM peak volume : 505      Peak hour factor : 0.92
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527040.PRN
 Station : 000005221003
 Identification : 000145150009 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 north of 12th Ave

May 27

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	18	23	7	25	64	101	162	227	227	265	255
30	30	18	21	12	35	59	125	191	241	246	223	298
45	26	21	19	16	37	84	171	180	216	242	234	243
00	23	25	12	27	34	99	170	206	217	257	253	283
Hr Total	118	82	75	62	131	306	567	739	901	972	975	1079

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	301	303	246	287	276	268	259	169	156	123	92	61
30	309	289	252	281	291	270	223	158	139	137	93	55
45	330	276	268	286	235	227	229	155	123	115	76	34
00	260	263	297	259	271	253	198	158	117	93	73	51
Hr Total	1200	1131	1063	1113	1073	1018	909	640	535	468	334	201

24 Hour Total : 15692

AM peak hour begins : 11:30 AM peak volume : 1136 Peak hour factor : 0.86

PM peak hour begins : 12:15 PM peak volume : 1202 Peak hour factor : 0.91

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527055.PRN
 Station : 000005191008
 Identification : 000017199001 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 12th Ave between US 301 & 7th St

May 27 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	0	0	1	0	3	9	19	13	10	17
30	1	1	0	0	0	1	6	9	30	14	8	20
45	1	1	0	1	1	2	9	14	17	16	15	12
00	2	1	1	1	0	4	7	15	18	15	20	17
Hr Total	8	4	1	2	2	7	25	47	84	58	53	66

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	10	22	22	23	21	21	9	11	4	9	6
30	15	16	16	24	13	19	14	18	5	10	5	3
45	14	39	14	15	22	12	11	3	2	7	3	4
00	18	16	35	25	12	16	13	7	8	6	4	2
Hr Total	61	81	87	86	70	68	59	37	26	27	21	15

24 Hour Total : 995
 AM peak hour begins : 08:00 AM peak volume : 84 Peak hour factor : 0.70
 PM peak hour begins : 14:45 PM peak volume : 96 Peak hour factor : 0.69

May 27 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	0	0	1	3	9	17	38	32	28	31
30	2	2	0	0	1	1	13	16	50	25	20	26
45	1	0	2	1	3	8	7	25	34	24	18	17
00	0	4	1	0	0	4	10	16	21	28	22	30
Hr Total	6	9	3	1	5	16	39	74	143	109	88	104

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	40	37	41	28	28	30	13	7	6	8	4
30	43	38	41	39	29	25	12	18	13	10	9	4
45	34	25	45	13	27	22	24	14	14	9	9	2
00	31	34	40	26	32	23	23	19	16	6	4	1
Hr Total	135	137	163	119	116	98	89	64	50	31	30	11

24 Hour Total : 1640
 AM peak hour begins : 08:00 AM peak volume : 143 Peak hour factor : 0.71
 PM peak hour begins : 14:15 PM peak volume : 167 Peak hour factor : 0.93

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527055.PRN
Station        : 000005191008
Identification  : 000017199001      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : 12th Ave between US 301 & 7th St
*****
```

May 27

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	0	0	2	3	12	26	57	45	38	48
30	3	3	0	0	1	2	19	25	80	39	28	46
45	2	1	2	2	4	10	16	39	51	40	33	29
00	2	5	2	1	0	8	17	31	39	43	42	47
Hr Total	14	13	4	3	7	23	64	121	227	167	141	170

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	50	59	63	51	49	51	22	18	10	17	10
30	58	54	57	63	42	44	26	36	18	20	14	7
45	48	64	59	28	49	34	35	17	16	16	12	6
00	49	50	75	51	44	39	36	26	24	12	8	3
Hr Total	196	218	250	205	186	166	148	101	76	58	51	26

24 Hour Total : 2635

AM peak hour begins : 08:00 AM peak volume : 227 Peak hour factor : 0.71
 PM peak hour begins : 14:30 PM peak volume : 260 Peak hour factor : 0.87

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527056.PRN
 Station : 000005191002
 Identification : 000039640001 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 7th St north of 12th Ave

May 27

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	2	1	3	2	5	42	66	62	83	76
30	6	0	1	0	1	1	28	74	75	47	84	69
45	3	0	0	2	4	6	23	74	90	73	80	69
00	2	0	0	2	2	7	39	54	76	67	82	82
Hr Total	16	1	3	5	10	16	95	244	307	249	329	296

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	88	93	79	124	95	89	60	41	50	25	23	6
30	93	85	86	90	77	84	50	29	28	21	26	3
45	81	92	75	87	91	65	42	35	27	20	17	8
00	82	79	80	97	84	56	54	41	21	16	10	5
Hr Total	344	349	320	398	347	294	206	146	126	82	76	22

24 Hour Total : 4281
 AM peak hour begins : 11:30 AM peak volume : 332 Peak hour factor : 0.89
 PM peak hour begins : 15:00 PM peak volume : 398 Peak hour factor : 0.80

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527057.PRN
 Station : 000005191001
 Identification : 000019247009 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 7th St south of 12th Ave

May 27

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	3	1	2	2	7	46	72	64	85	83
30	4	0	1	1	1	1	29	73	94	55	100	70
45	4	3	0	2	3	10	19	71	87	72	75	75
00	4	2	0	2	2	6	43	62	80	75	74	90
Hr Total	17	7	4	6	8	19	98	252	333	266	334	318

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	97	115	88	125	95	110	75	49	55	33	29	6
30	109	96	94	94	79	89	53	37	44	28	27	4
45	90	87	95	86	97	83	52	47	34	24	18	5
00	75	85	99	109	96	59	68	51	30	23	11	7
Hr Total	371	383	376	414	367	341	248	184	163	108	85	22

24 Hour Total : 4724
 AM peak hour begins : 11:30 AM peak volume : 371 Peak hour factor : 0.85
 PM peak hour begins : 15:00 PM peak volume : 414 Peak hour factor : 0.83

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527058.PRN
 Station : 000005191009
 Identification : 000025450022 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 12th Ave east of 7th St

May 27 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	1	0	1	0	3	9	16	13	12	17
30	1	1	0	1	0	1	6	7	30	18	13	24
45	2	3	0	1	1	1	6	17	19	12	15	22
00	1	3	1	1	0	4	6	15	20	16	15	18
Hr Total	8	10	2	3	2	6	21	48	85	59	55	81

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	13	29	24	30	33	30	17	19	6	13	7
30	23	20	14	24	16	22	16	23	14	13	4	4
45	20	44	23	18	33	35	20	13	7	9	6	3
00	24	18	39	28	26	19	21	14	17	9	5	5
Hr Total	89	95	105	94	105	109	87	67	57	37	28	19

24 Hour Total : 1272
 AM peak hour begins : 11:15 AM peak volume : 86 Peak hour factor : 0.90
 PM peak hour begins : 16:45 PM peak volume : 116 Peak hour factor : 0.83

May 27 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	0	0	1	1	6	16	29	17	18	14
30	3	2	0	0	0	1	12	12	21	16	10	12
45	1	0	2	0	3	5	8	26	25	13	12	8
00	0	3	1	0	0	5	6	9	21	18	17	11
Hr Total	8	7	3	0	4	12	32	63	96	64	57	45

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	18	26	29	26	17	17	9	6	2	11	4
30	20	23	20	27	16	20	11	16	8	9	6	4
45	21	16	24	9	17	17	19	8	13	5	8	2
00	20	19	17	18	22	19	19	9	10	5	5	2
Hr Total	82	76	87	83	81	73	66	42	37	21	30	12

24 Hour Total : 1081
 AM peak hour begins : 08:00 AM peak volume : 96 Peak hour factor : 0.83
 PM peak hour begins : 14:30 PM peak volume : 97 Peak hour factor : 0.84

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527058.PRN
Station        : 000005191009
Identification  : 000025450022      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : 12th Ave east of 7th St
*****
```

May 27

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	5	1	0	2	1	9	25	45	30	30	31
30	4	3	0	1	0	2	18	19	51	34	23	36
45	3	3	2	1	4	6	14	43	44	25	27	30
00	1	6	2	1	0	9	12	24	41	34	32	29
Hr Total	16	17	5	3	6	18	53	111	181	123	112	126

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	31	55	53	56	50	47	26	25	8	24	11
30	43	43	34	51	32	42	27	39	22	22	10	8
45	41	60	47	27	50	52	39	21	20	14	14	5
00	44	37	56	46	48	38	40	23	27	14	10	7
Hr Total	171	171	192	177	186	182	153	109	94	58	58	31

24 Hour Total : 2353

AM peak hour begins : 08:00 AM peak volume : 181 Peak hour factor : 0.89
 PM peak hour begins : 14:30 PM peak volume : 207 Peak hour factor : 0.92

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527043.PRN
 Station : 000005201005
 Identification : 000158000001 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : Geiger Rd west of US 301

May 27 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	0	2	2	5	10	18	34	35	24	33
30	3	1	1	1	3	4	14	38	30	43	20	35
45	7	2	4	3	3	7	18	46	40	37	35	31
00	3	0	1	3	3	10	28	24	32	33	40	32
Hr Total	17	6	6	9	11	26	70	126	136	148	119	131

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	24	68	64	56	54	32	28	24	18	14	7
30	30	34	42	32	48	56	21	17	29	25	21	7
45	32	42	43	30	48	55	35	25	21	14	11	11
00	28	20	43	50	52	33	26	28	19	17	9	8
Hr Total	126	120	196	176	204	198	114	98	93	74	55	33

24 Hour Total : 2292
 AM peak hour begins : 08:30 AM peak volume : 150 Peak hour factor : 0.87
 PM peak hour begins : 16:45 PM peak volume : 217 Peak hour factor : 0.97

May 27 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	1	2	4	5	16	48	63	42	43	39
30	5	2	1	0	5	9	22	59	83	59	40	36
45	0	2	2	4	4	9	30	45	55	48	34	33
00	1	3	0	2	2	17	46	60	49	42	36	36
Hr Total	8	7	4	8	15	40	114	212	250	191	153	144

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	38	45	43	37	44	37	27	16	17	19	7
30	34	23	48	50	43	37	37	26	19	14	15	5
45	34	29	68	48	39	60	22	30	15	15	7	8
00	47	50	61	40	36	42	29	17	13	16	10	6
Hr Total	151	140	222	181	155	183	125	100	63	62	51	26

24 Hour Total : 2605
 AM peak hour begins : 07:45 AM peak volume : 261 Peak hour factor : 0.79
 PM peak hour begins : 14:00 PM peak volume : 222 Peak hour factor : 0.82

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527043.PRN
 Station : 000005201005
 Identification : 000158000001 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : Geiger Rd west of US 301

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	1	4	6	10	26	66	97	77	67	72
30	8	3	2	1	8	13	36	97	113	102	60	71
45	7	4	6	7	7	16	48	91	95	85	69	64
00	4	3	1	5	5	27	74	84	81	75	76	68
Hr Total	25	13	10	17	26	66	184	338	386	339	272	275

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	62	113	107	93	98	69	55	40	35	33	14
30	64	57	90	82	91	93	58	43	48	39	36	12
45	66	71	111	78	87	115	57	55	36	29	18	19
00	75	70	104	90	88	75	55	45	32	33	19	14
Hr Total	277	260	418	357	359	381	239	198	156	136	106	59

24 Hour Total : 4897
 AM peak hour begins : 07:45 AM peak volume : 389 Peak hour factor : 0.86
 PM peak hour begins : 14:00 PM peak volume : 418 Peak hour factor : 0.92

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527044.PRN
Station        : 000005241005
Identification  : 000039640002      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : US 301 north of Geiger Rd/North Ave
*****
```

May 27 Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	16	13	4	9	25	33	76	138	156	178	182
30	18	6	9	6	17	21	50	99	161	155	143	166
45	14	10	11	7	10	26	78	106	141	169	151	186
00	22	9	6	11	11	46	77	125	124	161	164	159
Hr Total	79	41	39	28	47	118	238	406	564	641	636	693

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	186	173	170	188	183	176	174	124	96	70	50	36
30	179	166	147	178	188	163	129	100	93	76	59	30
45	223	166	164	176	159	157	158	111	72	69	40	22
00	182	160	173	164	161	137	115	93	65	56	42	36
Hr Total	770	665	654	706	691	633	576	428	326	271	191	124

```
24 Hour Total       : 9565
AM peak hour begins : 11:30      AM peak volume : 710      Peak hour factor : 0.80
PM peak hour begins : 12:00      PM peak volume : 770      Peak hour factor : 0.86
*****
```


Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527045.PRN
 Station : 000005241006
 Identification : 000140510020 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 north of Geiger Rd/North Ave

May 27

Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	12	9	7	17	31	75	125	154	154	158	187
30	18	19	16	5	23	51	91	159	151	155	160	165
45	22	13	9	7	29	70	124	160	151	170	179	208
00	7	15	5	13	31	77	119	136	159	170	167	222
Hr Total	69	59	39	32	100	229	409	580	615	649	664	782

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	240	221	188	221	224	234	149	110	105	79	81	48
30	204	195	187	190	173	182	142	115	100	91	69	33
45	224	197	181	191	211	171	144	106	105	85	51	33
00	190	178	214	164	207	193	152	103	82	70	41	25
Hr Total	858	791	770	766	815	780	587	434	392	325	242	139

24 Hour Total : 11126
 AM peak hour begins : 11:30 AM peak volume : 874 Peak hour factor : 0.91
 PM peak hour begins : 12:00 PM peak volume : 858 Peak hour factor : 0.89

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527046.PRN
 Station : 000005221011
 Identification : 000178560004 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 south of Geiger Rd/North Ave

May 27

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	16	12	3	9	30	30	87	149	160	180	173
30	20	9	11	7	15	19	54	115	158	163	143	188
45	17	12	15	7	9	31	77	110	159	167	165	173
00	20	11	8	14	9	54	88	124	136	179	180	180
Hr Total	88	48	46	31	42	134	249	436	602	669	668	714

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	189	182	165	199	201	191	180	124	109	73	50	42
30	187	192	162	185	206	195	146	104	103	92	67	36
45	231	179	170	200	157	156	166	118	71	74	44	22
00	174	180	208	181	185	159	127	116	77	66	49	42
Hr Total	781	733	705	765	749	701	619	462	360	305	210	142

24 Hour Total : 10259
 AM peak hour begins : 11:15 AM peak volume : 730 Peak hour factor : 0.97
 PM peak hour begins : 14:45 PM peak volume : 792 Peak hour factor : 0.95

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527047.PRN
 Station : 000005221010
 Identification : 000019247014 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 south of Geiger Rd/North Ave

May 27 Southbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	12	12	9	18	38	95	166	186	192	198	236
30	22	22	20	4	28	61	119	205	196	204	202	218
45	18	13	10	11	30	80	156	213	200	238	209	223
00	6	17	6	18	32	89	154	180	206	216	201	251
Hr Total	69	64	48	42	108	268	524	764	788	850	810	928

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	282	259	251	261	275	270	175	132	121	98	86	53
30	246	229	232	239	225	202	186	141	113	102	72	41
45	274	227	252	226	250	204	164	127	110	98	59	29
00	233	214	264	225	251	234	173	117	94	86	44	25
Hr Total	1035	929	999	951	1001	910	698	517	438	384	261	148

24 Hour Total : 13534
 AM peak hour begins : 11:30 AM peak volume : 1002 Peak hour factor : 0.89
 PM peak hour begins : 12:00 PM peak volume : 1035 Peak hour factor : 0.92

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527048.PRN
 Station : 000005201004
 Identification : 000140510023 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : North Ave east of US 301

May 27 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	1	2	3	4	34	37	29	27	28
30	2	2	1	0	1	7	10	59	48	29	28	20
45	0	1	0	1	2	5	19	24	31	35	31	32
00	1	4	2	4	0	9	22	26	28	31	23	26
Hr Total	3	8	3	6	5	24	55	143	144	124	109	106

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	30	48	36	30	29	25	21	14	13	15	6
30	29	34	32	39	38	29	23	26	13	9	18	6
45	26	31	46	41	36	35	16	15	18	9	5	3
00	24	39	50	42	26	32	20	17	15	7	5	5
Hr Total	109	134	176	158	130	125	84	79	60	38	43	20

24 Hour Total : 1886
 AM peak hour begins : 07:15 AM peak volume : 146 Peak hour factor : 0.62
 PM peak hour begins : 14:00 PM peak volume : 176 Peak hour factor : 0.88

May 27 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	2	2	3	7	11	38	38	51	51	45
30	4	1	4	0	6	5	23	73	42	77	42	40
45	1	1	0	1	6	11	21	48	38	73	42	33
00	0	1	1	2	2	11	28	33	53	46	53	50
Hr Total	5	4	7	5	17	34	83	192	171	247	188	168

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	48	86	69	85	54	24	31	27	13	12	7
30	42	47	63	46	64	55	31	19	22	8	16	9
45	45	51	65	51	58	53	28	24	15	9	8	1
00	50	30	56	73	56	41	33	18	11	13	3	5
Hr Total	187	176	270	239	263	203	116	92	75	43	39	22

24 Hour Total : 2846
 AM peak hour begins : 08:45 AM peak volume : 254 Peak hour factor : 0.82
 PM peak hour begins : 15:45 PM peak volume : 280 Peak hour factor : 0.82

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527048.PRN
Station        : 000005201004
Identification  : 000140510023      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : North Ave east of US 301
*****
```

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	2	3	5	10	15	72	75	80	78	73
30	6	3	5	0	7	12	33	132	90	106	70	60
45	1	2	0	2	8	16	40	72	69	108	73	65
00	1	5	3	6	2	20	50	59	81	77	76	76
Hr Total	8	12	10	11	22	58	138	335	315	371	297	274

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	78	134	105	115	83	49	52	41	26	27	13
30	71	81	95	85	102	84	54	45	35	17	34	15
45	71	82	111	92	94	88	44	39	33	18	13	4
00	74	69	106	115	82	73	53	35	26	20	8	10
Hr Total	296	310	446	397	393	328	200	171	135	81	82	42

```
-----
24 Hour Total       : 4732
AM peak hour begins : 08:45      AM peak volume : 375      Peak hour factor : 0.87
PM peak hour begins : 14:00      PM peak volume : 446      Peak hour factor : 0.83
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527049.PRN
 Station : 000005191003
 Identification : 000019247008 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : 7th St south of North Ave

May 27

Northbound Volume

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	2	1	3	2	4	41	57	59	72	70
30	4	0	1	0	1	2	29	67	68	40	79	64
45	4	0	0	1	3	5	24	69	82	66	72	68
00	2	0	0	1	2	5	39	56	69	61	77	80
Hr Total	13	1	3	3	9	14	96	233	276	226	300	282

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	81	86	70	120	84	90	54	41	48	23	23	5
30	87	74	79	91	71	75	46	27	25	20	23	3
45	72	89	74	82	86	65	39	35	28	18	16	7
00	68	78	71	89	80	52	47	42	20	14	10	5
Hr Total	308	327	294	382	321	282	186	145	121	75	72	20

24 Hour Total : 3989
 AM peak hour begins : 11:30 AM peak volume : 316 Peak hour factor : 0.91
 PM peak hour begins : 15:00 PM peak volume : 382 Peak hour factor : 0.80

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527050.PRN
 Station : 000005201003
 Identification : 000025620001 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : North Ave east of 7th St

May 27 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	8	2	0	4	6	7	70	62	61	51	44
30	8	5	1	0	2	9	12	124	85	51	55	39
45	3	1	0	4	5	7	38	68	59	55	50	56
00	2	8	2	9	2	16	38	66	59	61	50	53
Hr Total	18	22	5	13	13	38	95	328	265	228	206	192

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	56	61	64	52	63	56	42	33	27	25	13
30	48	54	47	70	69	57	31	41	32	16	32	10
45	52	55	72	89	70	60	29	30	35	19	10	4
00	52	80	81	86	63	54	32	30	31	18	6	7
Hr Total	203	245	261	309	254	234	148	143	131	80	73	34

24 Hour Total : 3538
 AM peak hour begins : 07:00 AM peak volume : 328 Peak hour factor : 0.66
 PM peak hour begins : 15:00 PM peak volume : 309 Peak hour factor : 0.87

May 27 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	1	4	4	8	10	59	48	65	64	36
30	5	1	4	1	9	5	22	110	49	88	53	48
45	2	1	0	4	7	15	27	61	47	95	53	38
00	0	0	2	3	5	15	34	55	66	48	53	50
Hr Total	7	3	7	12	25	43	93	285	210	296	223	172

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	49	131	70	97	55	32	30	33	18	15	7
30	38	48	64	60	56	56	44	16	28	15	16	15
45	43	53	69	48	72	49	38	29	22	16	5	6
00	53	45	56	111	72	51	33	17	20	11	7	3
Hr Total	192	195	320	289	297	211	147	92	103	60	43	31

24 Hour Total : 3356
 AM peak hour begins : 08:45 AM peak volume : 314 Peak hour factor : 0.83
 PM peak hour begins : 15:45 PM peak volume : 336 Peak hour factor : 0.76

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527050.PRN
Station        : 000005201003
Identification  : 000025620001      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : North Ave east of 7th St
*****
```

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	9	3	4	8	14	17	129	110	126	115	80
30	13	6	5	1	11	14	34	234	134	139	108	87
45	5	2	0	8	12	22	65	129	106	150	103	94
00	2	8	4	12	7	31	72	121	125	109	103	103
Hr Total	25	25	12	25	38	81	188	613	475	524	429	364

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	105	192	134	149	118	88	72	66	45	40	20
30	86	102	111	130	125	113	75	57	60	31	48	25
45	95	108	141	137	142	109	67	59	57	35	15	10
00	105	125	137	197	135	105	65	47	51	29	13	10
Hr Total	395	440	581	598	551	445	295	235	234	140	116	65

```
-----
24 Hour Total       : 6894
AM peak hour begins : 07:00      AM peak volume : 613      Peak hour factor : 0.65
PM peak hour begins : 15:15      PM peak volume : 613      Peak hour factor : 0.78
*****
```


Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

```
*****
Data File       : D0527052.PRN
Station        : 000005201007
Identification  : 000065310006      Interval   : 15 minutes
Start date     : May 27, 10         Start time  : 00:00
Stop date      : May 27, 10         Stop time   : 24:00
City/Town      : Zephyrhills        County      : Pasco
Location       : Ft King Rd west of US 301
*****
```

May 27 Westbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	2	2	1	4	6	17	32	34	39	42
30	5	1	1	1	0	3	12	37	40	39	47	36
45	3	3	1	2	3	2	14	36	44	35	43	40
00	3	1	1	1	1	5	21	42	29	55	56	52
Hr Total	18	8	5	6	5	14	53	132	145	163	185	170

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	34	53	70	57	73	44	21	30	23	13	6
30	50	54	43	60	70	53	41	23	25	15	7	10
45	30	44	46	54	44	42	42	30	16	13	12	2
00	52	46	46	59	64	33	42	18	19	10	11	6
Hr Total	188	178	188	243	235	201	169	92	90	61	43	24

```
24 Hour Total      : 2616
AM peak hour begins : 11:30      AM peak volume : 198      Peak hour factor : 0.88
PM peak hour begins : 16:15      PM peak volume : 251      Peak hour factor : 0.86
*****
```

May 27 Eastbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	1	5	3	4	18	37	47	44	29	38
30	1	1	5	1	4	9	35	65	58	38	42	36
45	1	2	1	2	6	13	34	50	33	57	41	39
00	0	3	0	3	9	17	28	57	48	40	30	46
Hr Total	4	6	7	11	22	43	115	209	186	179	142	159

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	46	50	40	44	40	30	16	17	7	17	6
30	40	37	47	48	30	39	33	19	18	13	11	2
45	45	37	35	40	41	40	33	25	17	15	4	3
00	40	41	52	35	39	50	26	20	21	18	7	2
Hr Total	163	161	184	163	154	169	122	80	73	53	39	13

```
24 Hour Total      : 2457
AM peak hour begins : 07:15      AM peak volume : 219      Peak hour factor : 0.84
PM peak hour begins : 14:00      PM peak volume : 184      Peak hour factor : 0.88
*****
```

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527052.PRN
 Station : 000005201007
 Identification : 000065310006 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : Ft King Rd west of US 301

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	3	7	4	8	24	54	79	78	68	80
30	6	2	6	2	4	12	47	102	98	77	89	72
45	4	5	2	4	9	15	48	86	77	92	84	79
00	3	4	1	4	10	22	49	99	77	95	86	98
Hr Total	22	14	12	17	27	57	168	341	331	342	327	329

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	94	80	103	110	101	113	74	37	47	30	30	12
30	90	91	90	108	100	92	74	42	43	28	18	12
45	75	81	81	94	85	82	75	55	33	28	16	5
00	92	87	98	94	103	83	68	38	40	28	18	8
Hr Total	351	339	372	406	389	370	291	172	163	114	82	37

24 Hour Total : 5073
 AM peak hour begins : 07:15 AM peak volume : 366 Peak hour factor : 0.90
 PM peak hour begins : 14:45 PM peak volume : 410 Peak hour factor : 0.93

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527054.PRN
 Station : 000005221001
 Identification : 001540900014 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 north of Ft King Rd

May 27 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	14	12	2	13	24	28	90	159	197	215	230
30	21	7	7	9	18	18	62	134	182	171	211	215
45	16	9	10	7	7	27	74	143	183	206	181	227
00	22	9	5	9	12	42	91	146	169	204	197	214
Hr Total	78	39	34	27	50	111	255	513	693	778	804	886

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	227	214	207	231	217	200	172	132	103	75	54	31
30	240	234	235	231	227	215	171	113	112	76	64	28
45	268	211	209	218	175	174	170	113	93	76	51	31
00	234	216	217	233	223	179	136	116	82	52	44	35
Hr Total	969	875	868	913	842	768	649	474	390	279	213	125

24 Hour Total : 11633
 AM peak hour begins : 11:30 AM peak volume : 908 Peak hour factor : 0.85
 PM peak hour begins : 12:00 PM peak volume : 969 Peak hour factor : 0.90

May 27 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	21	7	5	12	29	65	125	133	153	171	182
30	20	20	12	6	15	40	64	160	153	162	174	180
45	19	10	8	5	22	61	105	143	160	150	170	213
00	14	18	4	19	24	60	111	145	148	186	191	236
Hr Total	75	69	31	35	73	190	345	573	594	651	706	811

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	240	218	197	205	196	223	138	104	100	78	73	40
30	229	222	175	206	191	185	136	116	105	83	65	35
45	202	181	181	190	203	148	123	99	99	76	45	25
00	210	201	224	204	220	188	141	109	83	69	40	26
Hr Total	881	822	777	805	810	744	538	428	387	306	223	126

24 Hour Total : 11000
 AM peak hour begins : 11:30 AM peak volume : 918 Peak hour factor : 0.96
 PM peak hour begins : 12:00 PM peak volume : 881 Peak hour factor : 0.92

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527054.PRN
 Station : 000005221001
 Identification : 001540900014 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 north of Ft King Rd

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	35	19	7	25	53	93	215	292	350	386	412
30	41	27	19	15	33	58	126	294	335	333	385	395
45	35	19	18	12	29	88	179	286	343	356	351	440
00	36	27	9	28	36	102	202	291	317	390	388	450
Hr Total	153	108	65	62	123	301	600	1086	1287	1429	1510	1697

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	467	432	404	436	413	423	310	236	203	153	127	71
30	469	456	410	437	418	400	307	229	217	159	129	63
45	470	392	390	408	378	322	293	212	192	152	96	56
00	444	417	441	437	443	367	277	225	165	121	84	61
Hr Total	1850	1697	1645	1718	1652	1512	1187	902	777	585	436	251

24 Hour Total : 22633
 AM peak hour begins : 11:30 AM peak volume : 1826 Peak hour factor : 0.97
 PM peak hour begins : 12:00 PM peak volume : 1850 Peak hour factor : 0.98

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527051.PRN
 Station : 000005221002
 Identification : 000065310005 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 south of Ft King Rd

May 27 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	17	13	4	11	23	28	68	145	160	182	200
30	21	8	9	9	15	19	60	117	165	167	186	180
45	15	12	10	9	8	25	75	112	160	166	154	204
00	22	8	6	8	14	43	89	139	132	192	170	184
Hr Total	82	45	38	30	48	110	252	436	602	685	692	768

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	191	169	176	182	182	179	179	120	96	76	49	32
30	209	196	185	201	207	186	159	107	105	75	56	32
45	226	176	188	195	156	159	163	110	86	71	48	27
00	211	177	190	186	195	151	137	99	73	58	45	38
Hr Total	837	718	739	764	740	675	638	436	360	280	198	129

24 Hour Total : 10302
 AM peak hour begins : 11:30 AM peak volume : 788 Peak hour factor : 0.87
 PM peak hour begins : 12:00 PM peak volume : 837 Peak hour factor : 0.93

May 27 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	13	9	10	16	33	79	133	158	167	169	210
30	18	22	17	5	20	47	91	174	163	168	173	176
45	19	10	7	7	25	71	130	164	166	195	179	222
00	9	13	4	14	30	74	121	149	172	184	176	240
Hr Total	68	58	37	36	91	225	421	620	659	714	697	848

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	273	229	214	236	229	253	166	112	109	84	83	43
30	230	213	202	205	189	199	146	122	103	90	72	34
45	245	206	198	209	224	173	153	115	107	86	46	28
00	197	190	232	175	219	207	154	107	92	77	45	26
Hr Total	945	838	846	825	861	832	619	456	411	337	246	131

24 Hour Total : 11821
 AM peak hour begins : 11:30 AM peak volume : 965 Peak hour factor : 0.88
 PM peak hour begins : 12:00 PM peak volume : 945 Peak hour factor : 0.87

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527051.PRN
 Station : 000005221002
 Identification : 000065310005 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : US 301 south of Ft King Rd

May 27

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	46	30	22	14	27	56	107	201	303	327	351	410
30	39	30	26	14	35	66	151	291	328	335	359	356
45	34	22	17	16	33	96	205	276	326	361	333	426
00	31	21	10	22	44	117	210	288	304	376	346	424
Hr Total	150	103	75	66	139	335	673	1056	1261	1399	1389	1616

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	464	398	390	418	411	432	345	232	205	160	132	75
30	439	409	387	406	396	385	305	229	208	165	128	66
45	471	382	386	404	380	332	316	225	193	157	94	55
00	408	367	422	361	414	358	291	206	165	135	90	64
Hr Total	1782	1556	1585	1589	1601	1507	1257	892	771	617	444	260

24 Hour Total : 22123
 AM peak hour begins : 11:30 AM peak volume : 1753 Peak hour factor : 0.93
 PM peak hour begins : 12:00 PM peak volume : 1782 Peak hour factor : 0.95

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527053.PRN
 Station : 000005201006
 Identification : 000019247001 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : Ft King Rd east of US 301

May 27 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	6	2	0	1	2	4	25	26	28	32	31
30	1	4	1	2	0	2	1	53	37	29	34	28
45	3	0	0	1	2	3	16	37	30	26	36	35
00	2	6	0	4	2	4	12	37	28	36	36	32
Hr Total	7	16	3	7	5	11	33	152	121	119	138	126

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	46	38	36	39	36	21	11	15	9	5	3
30	25	45	35	37	21	22	12	11	12	4	7	3
45	30	33	32	38	36	27	16	12	12	8	4	0
00	39	41	36	36	28	22	16	16	9	9	1	3
Hr Total	130	165	141	147	124	107	65	50	48	30	17	9

24 Hour Total : 1771
 AM peak hour begins : 07:15 AM peak volume : 153 Peak hour factor : 0.72
 PM peak hour begins : 13:00 PM peak volume : 165 Peak hour factor : 0.90

May 27 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	1	3	4	5	41	48	66	79	75
30	3	0	1	0	4	2	17	68	66	49	73	67
45	6	0	1	2	2	5	18	68	71	67	75	69
00	2	1	0	2	2	6	30	53	79	68	94	72
Hr Total	13	2	3	5	11	17	70	230	264	250	321	283

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	94	80	107	111	97	99	51	37	38	22	21	3
30	90	98	91	92	80	66	44	28	31	16	15	7
45	81	88	88	88	65	69	52	34	33	22	18	7
00	74	80	73	98	88	51	45	37	21	6	12	4
Hr Total	339	346	359	389	330	285	192	136	123	66	66	21

24 Hour Total : 4121
 AM peak hour begins : 11:30 AM peak volume : 325 Peak hour factor : 0.86
 PM peak hour begins : 15:00 PM peak volume : 389 Peak hour factor : 0.88

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

 Data File : D0527053.PRN
 Station : 000005201006
 Identification : 000019247001 Interval : 15 minutes
 Start date : May 27, 10 Start time : 00:00
 Stop date : May 27, 10 Stop time : 24:00
 City/Town : Zephyrhills County : Pasco
 Location : Ft King Rd east of US 301

May 27 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	7	3	1	4	6	9	66	74	94	111	106
30	4	4	2	2	4	4	18	121	103	78	107	95
45	9	0	1	3	4	8	34	105	101	93	111	104
00	4	7	0	6	4	10	42	90	107	104	130	104
Hr Total	20	18	6	12	16	28	103	382	385	369	459	409

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	130	126	145	147	136	135	72	48	53	31	26	6
30	115	143	126	129	101	88	56	39	43	20	22	10
45	111	121	120	126	101	96	68	46	45	30	22	7
00	113	121	109	134	116	73	61	53	30	15	13	7
Hr Total	469	511	500	536	454	392	257	186	171	96	83	30

24 Hour Total : 5892
 AM peak hour begins : 10:00 AM peak volume : 459 Peak hour factor : 0.88
 PM peak hour begins : 15:00 PM peak volume : 536 Peak hour factor : 0.91

Appendix A4
Class Counts

Lane	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45																	
Lane	1	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	6
04:00																	
Lane	1	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Totals		0	21	5	0	0	0	0	1	0	0	0	0	0	0	0	27
04:15																	
Lane	1	0	3	1	0	0	0	0	0	4	0	0	0	0	0	0	8
04:30																	
Lane	1	0	6	5	0	0	0	0	0	0	0	0	0	0	0	0	11
04:45																	
Lane	1	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
05:00																	
Lane	1	0	9	7	0	2	0	0	0	1	0	0	0	0	0	0	19
Hourly Totals		0	28	17	0	2	0	0	0	5	0	0	0	0	0	0	52
05:15																	
Lane	1	1	7	3	2	0	0	0	1	0	0	0	0	0	0	0	14
05:30																	
Lane	1	1	16	8	1	0	0	0	0	1	0	0	0	0	0	0	27
05:45																	
Lane	1	0	24	12	0	0	0	0	2	1	0	0	0	0	0	0	39
06:00																	
Lane	1	0	22	14	1	1	0	0	1	0	0	0	0	0	0	0	39
Hourly Totals		2	69	37	4	1	0	0	4	2	0	0	0	0	0	0	119
06:15																	
Lane	1	0	22	7	0	1	0	0	0	0	0	0	0	0	0	0	30
06:30																	
Lane	1	4	22	12	2	0	0	0	1	1	0	0	0	0	0	0	42
06:45																	
Lane	1	0	40	18	0	2	0	0	1	0	0	0	0	0	0	0	61
07:00																	
Lane	1	1	48	21	2	8	1	0	0	0	0	0	0	0	0	0	81
Hourly Totals		5	132	58	4	11	1	0	2	1	0	0	0	0	0	0	214
07:15																	
Lane	1	0	56	22	3	4	0	0	1	0	0	0	0	1	0	0	87
07:30																	
Lane	1	1	87	30	0	3	2	0	2	0	0	0	0	0	0	0	125
07:45																	
Lane	1	3	86	22	2	3	0	0	2	0	0	0	0	0	0	0	118
08:00																	
Lane	1	4	93	26	3	5	0	0	1	2	0	0	0	0	0	0	134
Hourly Totals		8	322	100	8	15	2	0	6	2	0	0	0	1	0	0	464

Lane	1	6	158	48	1	9	0	0	2	1	1	0	0	0	0	226
17:45																
Lane	1	0	146	58	1	9	0	0	1	2	0	0	0	0	0	217
18:00																
Lane	1	1	141	63	0	5	0	0	1	4	0	0	0	0	0	215
Hourly Totals		8	593	220	5	29	0	0	4	9	1	0	0	0	0	869
18:15																
Lane	1	2	141	37	0	6	0	0	0	2	0	0	0	0	0	188
18:30																
Lane	1	5	113	36	3	7	0	0	0	1	1	0	0	0	0	166
18:45																
Lane	1	1	115	44	0	9	2	0	0	1	0	0	0	0	0	172
19:00																
Lane	1	0	91	33	0	5	0	0	0	2	0	0	0	0	0	131
Hourly Totals		8	460	150	3	27	2	0	0	6	1	0	0	0	0	657
19:15																
Lane	1	1	99	33	0	4	0	0	1	1	0	0	0	0	0	139
19:30																
Lane	1	1	57	20	1	3	0	0	0	3	0	0	0	0	0	85
19:45																
Lane	1	0	60	18	0	4	0	0	0	2	0	0	0	0	0	84
20:00																
Lane	1	1	73	12	0	3	0	0	2	1	0	0	0	0	0	92
Hourly Totals		3	289	83	1	14	0	0	3	7	0	0	0	0	0	400
20:15																
Lane	1	4	39	19	0	1	0	0	1	0	0	0	0	0	0	64
20:30																
Lane	1	0	54	8	0	3	0	0	0	4	0	0	0	0	0	69
20:45																
Lane	1	2	45	17	0	1	0	0	0	4	0	0	0	0	0	69
21:00																
Lane	1	0	53	8	0	1	0	0	1	1	0	0	0	0	0	64
Hourly Totals		6	191	52	0	6	0	0	2	9	0	0	0	0	0	266
21:15																
Lane	1	1	43	22	0	3	0	0	0	0	0	0	0	0	0	69
21:30																
Lane	1	0	43	8	0	0	1	0	0	1	0	0	0	0	0	53
21:45																
Lane	1	1	29	12	0	0	0	0	0	1	0	0	0	0	0	43
22:00																
Lane	1	0	41	12	0	5	0	0	0	1	0	0	0	0	0	59
Hourly Totals		2	156	54	0	8	1	0	0	3	0	0	0	0	0	224

22:15																		
Lane	1	1	39	11	1	1	0	0	0	1	0	0	0	0	0	0	0	54
22:30																		
Lane	1	0	32	7	0	3	0	0	0	0	0	0	0	0	0	0	0	42
22:45																		
Lane	1	0	24	9	0	3	0	0	0	1	0	0	0	0	0	0	0	37
23:00																		
Lane	1	1	29	7	0	0	0	0	0	0	0	0	0	0	0	0	0	37
===== Hourly Totals		2	124	34	1	7	0	0	0	2	0	0	0	0	0	0	0	170
23:15																		
Lane	1	0	15	5	0	3	1	0	0	2	0	0	0	0	0	0	0	26
23:30																		
Lane	1	0	24	4	1	0	0	0	0	1	0	0	0	0	0	0	0	30
23:45																		
Lane	1	1	27	5	0	0	0	0	0	0	0	0	0	0	0	0	0	33
24:00																		
Lane	1	1	18	2	0	1	0	0	0	0	0	0	0	0	0	0	0	22
===== Hourly Totals		2	84	16	1	4	1	0	0	3	0	0	0	0	0	0	0	111
===== 24 Hour Totals		120	5762	2160	66	354	25	1	79	120	3	0	0	1	0	1	0	8692
===== Daily Totals		120	5762	2160	66	354	25	1	79	120	3	0	0	1	0	1	0	8692
Percentages		1.38	66.29	24.85	0.76	4.07	0.29	0.01	0.91	1.38	0.03	0.00	0.00	0.01	0.00	0.01	0.00	

Lane	1	1	9	1	0	0	1	0	0	0	0	0	0	0	0	12
03:45																
Lane	1	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
04:00																
Lane	1	0	2	3	0	0	0	0	1	1	0	0	0	0	0	7
Hourly Totals		1	29	8	0	1	1	0	2	1	0	0	0	0	0	43
04:15																
Lane	1	0	9	6	0	0	0	0	0	0	0	0	0	0	0	15
04:30																
Lane	1	1	18	4	0	0	0	0	0	1	0	0	0	0	0	24
04:45																
Lane	1	0	21	7	0	0	1	0	0	1	0	0	0	0	0	30
05:00																
Lane	1	1	24	15	0	1	0	0	0	3	0	0	0	0	0	44
Hourly Totals		2	72	32	0	1	1	0	0	5	0	0	0	0	0	113
05:15																
Lane	1	2	25	13	0	1	0	0	1	1	0	0	0	0	0	43
05:30																
Lane	1	2	37	23	1	1	0	0	0	1	0	0	0	0	0	65
05:45																
Lane	1	2	72	25	0	4	0	0	0	0	0	0	0	0	0	103
06:00																
Lane	1	0	57	32	0	5	0	0	0	0	0	0	0	0	0	94
Hourly Totals		6	191	93	1	11	0	0	1	2	0	0	0	0	0	305
06:15																
Lane	1	1	90	37	1	4	0	0	1	2	0	0	0	0	0	136
06:30																
Lane	1	5	93	57	1	2	1	0	2	2	0	0	0	0	0	163
06:45																
Lane	1	4	120	42	6	7	1	0	1	0	0	0	0	0	0	181
07:00																
Lane	1	3	105	56	1	7	0	0	3	1	0	0	0	0	0	176
Hourly Totals		13	408	192	9	20	2	0	7	5	0	0	0	0	0	656
07:15																
Lane	1	1	124	35	1	5	1	0	4	0	0	0	0	0	0	171
07:30																
Lane	1	1	129	51	2	11	0	0	2	1	0	0	0	0	0	197
07:45																
Lane	1	2	112	38	2	9	0	0	3	1	0	0	0	0	0	167
08:00																
Lane	1	1	84	35	2	4	0	0	0	1	0	0	0	0	0	127
Hourly Totals		5	449	159	7	29	1	0	9	3	0	0	0	0	0	662

13:00																	
Lane	1	3	96	34	1	3	1	0	0	2	0	0	0	0	0	0	140
=====																	
Hourly Totals		16	371	145	5	27	4	0	1	5	0	0	0	0	0	0	574
13:15																	
Lane	1	1	77	39	0	2	1	0	1	3	0	0	0	0	0	0	124
13:30																	
Lane	1	0	75	26	0	8	0	0	1	1	0	0	0	0	0	0	111
13:45																	
Lane	1	5	88	32	2	4	3	0	0	3	0	0	0	0	0	0	137
14:00																	
Lane	1	1	90	27	0	4	0	0	2	3	0	0	0	0	0	0	127
=====																	
Hourly Totals		7	330	124	2	18	4	0	4	10	0	0	0	0	0	0	499
14:15																	
Lane	1	0	100	31	8	5	0	0	3	1	0	0	0	0	0	0	148
14:30																	
Lane	1	1	106	25	2	4	0	0	2	0	0	0	0	0	0	0	140
14:45																	
Lane	1	2	63	34	2	5	0	0	0	0	0	0	0	0	0	0	106
15:00																	
Lane	1	0	75	25	1	5	2	0	2	3	0	0	0	0	0	0	113
=====																	
Hourly Totals		3	344	115	13	19	2	0	7	4	0	0	0	0	0	0	507
15:15																	
Lane	1	2	103	37	5	9	2	0	1	0	0	0	0	0	0	0	159
15:30																	
Lane	1	1	100	30	1	6	0	0	1	0	0	0	0	0	0	0	139
15:45																	
Lane	1	3	79	24	2	8	2	0	2	2	0	0	0	0	0	0	122
16:00																	
Lane	1	1	91	22	1	9	0	0	2	1	0	0	0	0	0	0	127
=====																	
Hourly Totals		7	373	113	9	32	4	0	6	3	0	0	0	0	0	0	547
16:15																	
Lane	1	1	113	22	3	7	0	0	2	1	0	0	0	0	0	0	149
16:30																	
Lane	1	0	98	33	2	6	0	0	1	1	0	0	0	0	0	0	141
16:45																	
Lane	1	2	108	35	2	3	0	0	2	1	0	0	0	0	0	0	153
17:00																	
Lane	1	2	100	24	2	3	0	0	1	0	0	0	0	0	0	0	132
=====																	
Hourly Totals		5	419	114	9	19	0	0	6	3	0	0	0	0	0	0	575
17:15																	
Lane	1	1	116	36	0	9	0	0	1	1	0	0	0	0	0	0	164

Hourly Totals		3	140	36	0	4	0	0	0	1	1	0	0	0	0	0	185
22:15																	
Lane	1	4	29	11	0	0	2	0	0	1	0	0	0	0	0	0	47
22:30																	
Lane	1	2	33	8	0	1	0	0	0	0	0	0	0	0	0	0	44
22:45																	
Lane	1	1	22	6	0	2	0	0	1	0	0	0	0	0	0	0	32
23:00																	
Lane	1	0	18	3	0	1	0	0	0	0	0	0	0	0	0	0	22
===== Hourly Totals		7	102	28	0	4	2	0	1	1	0	0	0	0	0	0	145
23:15																	
Lane	1	0	17	5	0	1	0	0	0	1	0	0	0	0	0	0	24
23:30																	
Lane	1	0	14	6	0	0	0	0	0	0	0	0	0	0	0	0	20
23:45																	
Lane	1	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
24:00																	
Lane	1	1	7	8	0	1	0	0	0	0	0	0	0	0	0	0	17
===== Hourly Totals		1	48	22	0	2	0	0	0	1	0	0	0	0	0	0	74
===== 24 Hour Totals		122	5826	2034	80	340	36	0	85	72	1	0	0	0	0	0	8596
===== Daily Totals		122	5826	2034	80	340	36	0	85	72	1	0	0	0	0	0	8596
Percentages		1.42	67.78	23.66	0.93	3.96	0.42	0.00	0.99	0.84	0.01	0.00	0.00	0.00	0.00	0.00	

Lane	1	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45																	
Lane	1	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	4
04:00																	
Lane	1	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
Hourly Totals		0	21	2	0	0	0	0	2	0	0	0	0	0	0	0	25
04:15																	
Lane	1	1	1	1	1	1	0	0	1	2	0	0	0	0	0	0	8
04:30																	
Lane	1	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
04:45																	
Lane	1	0	9	2	0	1	0	0	1	0	0	0	0	0	0	0	13
05:00																	
Lane	1	0	8	2	0	2	0	0	1	0	0	0	0	0	0	0	13
Hourly Totals		1	22	7	1	4	0	0	3	2	0	0	0	0	0	0	40
05:15																	
Lane	1	1	10	1	1	1	0	0	1	0	0	0	0	0	0	0	15
05:30																	
Lane	1	1	16	4	1	1	0	0	0	1	0	0	0	0	0	0	24
05:45																	
Lane	1	0	23	8	0	0	0	0	2	1	0	0	0	0	0	0	34
06:00																	
Lane	1	0	20	10	1	1	0	0	0	0	0	0	0	0	0	0	32
Hourly Totals		2	69	23	3	3	0	0	3	2	0	0	0	0	0	0	105
06:15																	
Lane	1	1	18	5	0	0	1	0	0	0	0	0	0	0	0	0	25
06:30																	
Lane	1	2	13	8	1	0	0	0	0	1	0	0	0	0	0	0	25
06:45																	
Lane	1	0	24	13	0	4	0	0	1	0	0	0	0	0	0	0	42
07:00																	
Lane	1	1	42	11	0	3	1	0	0	0	0	0	0	0	0	0	58
Hourly Totals		4	97	37	1	7	2	0	1	1	0	0	0	0	0	0	150
07:15																	
Lane	1	0	41	13	2	1	0	0	1	0	0	0	0	0	0	0	58
07:30																	
Lane	1	1	43	18	0	1	0	0	2	0	0	0	0	0	0	0	65
07:45																	
Lane	1	1	56	13	1	4	2	0	2	0	0	0	0	0	0	0	79
08:00																	
Lane	1	1	66	19	2	3	0	0	0	2	0	0	0	0	0	0	93
Hourly Totals		3	206	63	5	9	2	0	5	2	0	0	0	0	0	0	295

13:00																	
Lane	1	0	72	24	0	1	1	0	1	3	0	0	0	0	0	0	102
Hourly Totals		7	247	101	2	11	6	1	5	13	0	0	0	0	0	0	393
13:15																	
Lane	1	2	65	21	0	2	0	0	2	1	1	0	0	0	0	0	94
13:30																	
Lane	1	1	66	22	0	5	1	0	0	1	0	0	0	0	0	0	96
13:45																	
Lane	1	0	64	25	1	3	0	0	0	1	1	0	0	0	0	0	95
14:00																	
Lane	1	0	60	24	0	5	0	0	1	2	0	0	0	0	0	0	92
Hourly Totals		3	255	92	1	15	1	0	3	5	2	0	0	0	0	0	377
14:15																	
Lane	1	1	72	29	1	2	0	0	3	1	0	0	0	0	0	0	109
14:30																	
Lane	1	1	63	21	0	4	0	0	1	3	0	0	0	0	0	0	93
14:45																	
Lane	1	0	71	30	1	3	1	0	1	0	0	0	0	0	0	0	107
15:00																	
Lane	1	2	75	18	0	2	0	0	1	5	0	0	0	0	0	0	103
Hourly Totals		4	281	98	2	11	1	0	6	9	0	0	0	0	0	0	412
15:15																	
Lane	1	2	81	24	3	5	1	0	0	1	0	0	0	0	0	0	117
15:30																	
Lane	1	1	65	24	0	3	3	0	0	0	0	0	0	0	0	0	96
15:45																	
Lane	1	0	68	33	2	5	0	0	1	0	0	0	0	0	0	0	109
16:00																	
Lane	1	1	84	36	1	4	0	0	3	1	0	0	0	0	0	0	130
Hourly Totals		4	298	117	6	17	4	0	4	2	0	0	0	0	0	0	452
16:15																	
Lane	1	1	75	36	1	4	1	0	1	1	0	0	0	0	0	0	120
16:30																	
Lane	1	1	65	28	3	2	0	0	1	2	0	0	0	0	0	0	102
16:45																	
Lane	1	2	82	32	1	3	0	0	2	0	0	0	0	0	0	0	122
17:00																	
Lane	1	0	66	29	3	3	0	0	0	0	0	0	0	0	0	0	101
Hourly Totals		4	288	125	8	12	1	0	4	3	0	0	0	0	0	0	445
17:15																	
Lane	1	0	81	27	2	2	0	0	0	2	0	0	0	0	0	0	114

Hourly Totals		2	121	36	1	5	2	0	0	1	0	0	0	0	0	168
22:15																
Lane	1	0	25	7	0	2	0	0	0	0	0	0	0	0	0	34
22:30																
Lane	1	0	30	6	0	1	0	0	0	0	0	0	0	0	0	37
22:45																
Lane	1	0	17	3	0	1	0	0	0	1	0	0	0	0	0	22
23:00																
Lane	1	0	23	5	0	0	0	0	0	0	0	0	0	0	0	28
===== Hourly Totals		0	95	21	0	4	0	0	0	1	0	0	0	0	0	121
23:15																
Lane	1	2	14	0	0	2	3	0	0	0	0	0	0	0	0	21
23:30																
Lane	1	0	16	2	1	0	0	0	0	1	0	0	0	0	0	20
23:45																
Lane	1	0	19	6	0	0	0	0	0	0	0	0	0	0	0	25
24:00																
Lane	1	0	9	0	0	1	0	0	0	0	0	0	0	0	0	10
===== Hourly Totals		2	58	8	1	3	3	0	0	1	0	0	0	0	0	76
===== 24 Hour Totals		65	4127	1412	54	192	38	2	67	97	2	0	0	0	0	6056
===== Daily Totals		65	4127	1412	54	192	38	2	67	97	2	0	0	0	0	6056
Percentages		1.07	68.15	23.32	0.89	3.17	0.63	0.03	1.11	1.60	0.03	0.00	0.00	0.00	0.00	

Lane	1	0	6	1	0	0	0	0	0	1	0	0	0	0	0	8
03:45																
Lane	1	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
04:00																
Lane	1	0	2	4	0	0	0	0	2	0	0	0	0	0	0	8
Hourly Totals		0	24	6	0	0	0	0	2	1	0	0	0	0	0	33
04:15																
Lane	1	1	10	6	0	0	0	0	0	0	0	0	0	0	0	17
04:30																
Lane	1	1	10	6	0	0	0	0	0	1	0	0	0	0	0	18
04:45																
Lane	1	0	15	5	0	1	0	0	0	1	0	0	0	0	0	22
05:00																
Lane	1	0	23	14	0	0	0	0	1	1	0	0	0	0	0	39
Hourly Totals		2	58	31	0	1	0	0	1	3	0	0	0	0	0	96
05:15																
Lane	1	2	19	12	0	0	0	0	2	1	0	0	0	0	0	36
05:30																
Lane	1	0	24	18	1	1	0	0	0	0	0	0	0	0	0	44
05:45																
Lane	1	1	50	15	0	2	1	0	0	1	0	0	0	0	0	70
06:00																
Lane	1	0	32	18	0	1	0	0	0	0	0	0	0	0	0	51
Hourly Totals		3	125	63	1	4	1	0	2	2	0	0	0	0	0	201
06:15																
Lane	1	2	45	28	0	0	3	0	0	1	0	0	0	0	0	79
06:30																
Lane	1	1	61	24	1	1	1	0	1	2	1	0	0	0	0	93
06:45																
Lane	1	1	66	34	0	0	1	0	2	0	0	0	0	0	0	104
07:00																
Lane	1	1	70	31	0	4	3	0	1	1	0	0	0	0	0	111
Hourly Totals		5	242	117	1	5	8	0	4	4	1	0	0	0	0	387
07:15																
Lane	1	0	74	28	0	1	1	0	3	0	0	0	0	0	0	107
07:30																
Lane	1	0	82	30	1	4	0	0	2	1	0	0	0	0	0	120
07:45																
Lane	1	2	46	18	0	2	0	0	2	2	0	0	0	0	0	72
08:00																
Lane	1	0	53	20	0	4	0	0	1	1	0	0	0	0	0	79
Hourly Totals		2	255	96	1	11	1	0	8	4	0	0	0	0	0	378

13:00																	
Lane	1	1	65	24	1	2	0	0	1	4	0	0	0	0	0	0	98
Hourly Totals		9	258	104	6	10	0	0	3	10	0	0	0	0	0	0	400
13:15																	
Lane	1	2	48	26	1	1	2	0	1	4	0	0	0	0	0	0	85
13:30																	
Lane	1	1	69	19	0	2	0	0	1	1	0	0	0	0	0	0	93
13:45																	
Lane	1	4	54	22	2	2	4	0	0	2	0	0	0	0	0	0	90
14:00																	
Lane	1	0	74	13	1	4	0	0	0	2	0	0	0	0	0	0	94
Hourly Totals		7	245	80	4	9	6	0	2	9	0	0	0	0	0	0	362
14:15																	
Lane	1	0	68	17	2	3	0	0	2	1	0	0	0	0	0	0	93
14:30																	
Lane	1	1	87	26	1	3	0	0	2	0	0	0	0	0	0	0	120
14:45																	
Lane	1	2	50	19	1	1	0	0	0	0	0	0	0	0	0	0	73
15:00																	
Lane	1	1	62	15	3	1	2	0	4	3	0	0	0	0	0	0	91
Hourly Totals		4	267	77	7	8	2	0	8	4	0	0	0	0	0	0	377
15:15																	
Lane	1	0	73	26	2	3	2	0	2	0	0	0	0	0	0	0	108
15:30																	
Lane	1	1	64	24	0	3	0	0	0	2	0	0	0	0	0	0	94
15:45																	
Lane	1	1	67	18	0	4	2	0	2	2	0	0	0	0	0	0	96
16:00																	
Lane	1	1	65	22	0	2	1	0	3	1	0	0	0	0	0	0	95
Hourly Totals		3	269	90	2	12	5	0	7	5	0	0	0	0	0	0	393
16:15																	
Lane	1	1	70	17	0	3	2	0	1	0	0	0	0	0	0	0	94
16:30																	
Lane	1	0	72	18	2	0	1	0	2	1	0	0	0	0	0	0	96
16:45																	
Lane	1	0	79	18	0	1	0	0	2	1	0	0	0	0	0	0	101
17:00																	
Lane	1	1	59	16	1	1	0	0	0	0	0	0	0	0	0	0	78
Hourly Totals		2	280	69	3	5	3	0	5	2	0	0	0	0	0	0	369
17:15																	
Lane	1	2	85	19	0	4	0	0	1	1	0	0	0	0	0	0	112

Hourly Totals		3	111	21	0	2	0	0	0	1	1	0	0	0	0	0	139
22:15																	
Lane	1	2	27	8	0	0	0	0	0	1	2	0	0	0	0	0	40
22:30																	
Lane	1	0	27	3	0	0	0	0	0	0	0	0	0	0	0	0	30
22:45																	
Lane	1	0	19	5	0	0	0	0	0	1	0	0	0	0	0	0	25
23:00																	
Lane	1	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
===== Hourly Totals		2	85	18	0	0	0	0	0	2	2	0	0	0	0	0	109
23:15																	
Lane	1	0	12	4	0	0	0	0	0	1	0	0	0	0	0	0	17
23:30																	
Lane	1	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
23:45																	
Lane	1	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
24:00																	
Lane	1	0	7	7	0	1	0	0	0	0	0	0	0	0	0	0	15
===== Hourly Totals		0	41	16	0	1	0	0	0	1	0	0	0	0	0	0	59
===== 24 Hour Totals		76	4123	1368	41	149	46	0	76	76	1	0	0	1	0	1	5958
===== Daily Totals		76	4123	1368	41	149	46	0	76	76	1	0	0	1	0	1	5958
Percentages		1.28	69.20	22.96	0.69	2.50	0.77	0.00	1.28	1.28	0.02	0.00	0.00	0.02	0.00	0.02	

Lane	1	0	4	0	0	0	0	0	0	1	0	0	0	0	0	5
03:45																
Lane	1	0	4	0	0	1	0	0	2	0	0	0	0	0	0	7
04:00																
Lane	1	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Totals		0	22	4	0	3	0	0	2	1	0	0	0	0	0	32
04:15																
Lane	1	0	5	2	0	2	0	0	0	0	0	0	0	0	0	9
04:30																
Lane	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
04:45																
Lane	1	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
05:00																
Lane	1	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
Hourly Totals		0	20	9	0	3	0	0	0	0	0	0	0	0	0	32
05:15																
Lane	1	1	9	5	1	1	0	0	1	0	0	0	0	0	0	18
05:30																
Lane	1	1	17	4	2	0	0	0	1	0	0	0	0	0	0	25
05:45																
Lane	1	0	19	9	0	0	0	0	2	0	0	0	0	0	0	30
06:00																
Lane	1	1	18	7	0	1	0	0	0	0	0	0	0	0	0	27
Hourly Totals		3	63	25	3	2	0	0	4	0	0	0	0	0	0	100
06:15																
Lane	1	0	22	8	0	1	1	0	0	0	0	0	0	0	0	32
06:30																
Lane	1	2	16	6	3	1	0	0	0	0	0	0	0	0	0	28
06:45																
Lane	1	1	27	22	0	7	0	0	1	0	0	0	0	0	0	58
07:00																
Lane	1	1	46	14	0	4	1	0	0	0	0	0	0	0	0	66
Hourly Totals		4	111	50	3	13	2	0	1	0	0	0	0	0	0	184
07:15																
Lane	1	0	38	14	1	0	0	1	1	0	0	0	0	0	0	55
07:30																
Lane	1	0	64	24	1	2	0	0	2	0	0	0	0	0	0	93
07:45																
Lane	1	0	62	24	1	5	0	0	2	0	0	0	0	0	0	94
08:00																
Lane	1	0	65	22	0	4	0	0	0	1	0	0	0	0	0	92
Hourly Totals		0	229	84	3	11	0	1	5	1	0	0	0	0	0	334

13:00																	
Lane	1	1	113	31	0	3	2	0	1	2	0	0	0	0	0	0	153
Hourly Totals		11	408	119	4	21	8	1	7	10	2	0	0	0	0	0	591
13:15																	
Lane	1	3	94	23	1	3	1	0	2	1	0	0	0	0	0	0	128
13:30																	
Lane	1	3	104	25	0	8	1	0	0	0	0	0	0	0	0	0	141
13:45																	
Lane	1	1	90	27	2	7	0	0	0	1	0	0	0	0	0	0	128
14:00																	
Lane	1	0	90	24	0	4	0	0	0	1	0	0	0	0	0	0	119
Hourly Totals		7	378	99	3	22	2	0	2	3	0	0	0	0	0	0	516
14:15																	
Lane	1	0	81	34	1	6	0	0	1	1	0	0	0	0	0	0	124
14:30																	
Lane	1	0	88	29	1	6	0	0	3	0	0	0	0	0	0	0	127
14:45																	
Lane	1	0	98	37	0	5	0	0	1	1	0	0	0	0	0	0	142
15:00																	
Lane	1	1	86	27	0	1	0	0	1	0	0	0	0	0	0	0	116
Hourly Totals		1	353	127	2	18	0	0	6	2	0	0	0	0	0	0	509
15:15																	
Lane	1	3	110	29	2	3	1	0	1	1	0	0	0	0	0	0	150
15:30																	
Lane	1	0	102	31	1	7	2	0	0	0	0	0	0	0	0	0	143
15:45																	
Lane	1	0	76	41	2	4	0	0	1	0	0	0	0	0	0	0	124
16:00																	
Lane	1	2	90	41	0	4	0	0	2	1	0	0	0	0	0	0	140
Hourly Totals		5	378	142	5	18	3	0	4	2	0	0	0	0	0	0	557
16:15																	
Lane	1	1	89	38	0	2	1	0	1	1	0	0	0	0	0	0	133
16:30																	
Lane	1	2	83	34	0	2	0	0	0	2	0	0	0	0	0	0	123
16:45																	
Lane	1	2	98	32	1	5	0	0	1	0	0	0	0	0	0	0	139
17:00																	
Lane	1	1	82	34	2	5	0	0	1	0	0	0	0	0	0	0	125
Hourly Totals		6	352	138	3	14	1	0	3	3	0	0	0	0	0	0	520
17:15																	
Lane	1	0	100	39	1	1	0	0	0	2	0	0	0	0	0	0	143

Hourly Totals		5	147	40	0	7	2	0	2	1	0	0	0	0	0	204
22:15																
Lane	1	0	31	8	0	1	0	0	0	0	0	0	0	0	0	40
22:30																
Lane	1	0	27	8	0	1	0	0	0	0	0	0	0	0	0	36
22:45																
Lane	1	0	21	4	0	0	0	0	0	0	0	0	0	0	0	25
23:00																
Lane	1	1	24	11	0	1	0	0	0	0	0	0	0	0	0	37
===== Hourly Totals		1	103	31	0	3	0	0	0	0	0	0	0	0	0	138
23:15																
Lane	1	0	17	0	0	2	1	0	0	0	0	0	0	0	0	20
23:30																
Lane	1	0	15	3	0	0	0	0	1	0	0	0	0	0	0	19
23:45																
Lane	1	0	18	4	0	0	0	0	0	0	0	0	0	0	0	22
24:00																
Lane	1	0	12	4	0	0	0	0	0	0	0	0	0	0	0	16
===== Hourly Totals		0	62	11	0	2	1	0	1	0	0	0	0	0	0	77
===== 24 Hour Totals		88	5266	1679	38	273	33	3	67	55	2	0	0	0	0	7505
===== Daily Totals		88	5266	1679	38	273	33	3	67	55	2	0	0	0	0	7505
Percentages		1.17	70.17	22.37	0.51	3.64	0.44	0.04	0.89	0.73	0.03	0.00	0.00	0.00	0.00	0.01

Lane	1	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	6
03:45																	
Lane	1	0	6	1	0	0	0	0	2	0	0	0	0	0	0	0	9
04:00																	
Lane	1	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Totals		0	19	6	0	0	1	0	2	0	0	0	0	0	0	0	28
04:15																	
Lane	1	0	8	7	0	1	0	0	0	0	0	0	0	0	0	0	16
04:30																	
Lane	1	0	13	3	0	0	1	0	0	0	0	0	0	0	0	0	17
04:45																	
Lane	1	0	17	5	0	2	0	0	1	0	0	0	0	0	0	0	25
05:00																	
Lane	1	0	17	13	0	2	0	0	0	0	0	0	0	0	0	0	32
Hourly Totals		0	55	28	0	5	1	0	1	0	0	0	0	0	0	0	90
05:15																	
Lane	1	1	14	16	1	1	0	0	1	0	0	0	0	0	0	0	34
05:30																	
Lane	1	0	19	19	0	3	0	0	0	0	0	0	0	0	0	0	41
05:45																	
Lane	1	1	40	15	0	2	0	0	0	0	0	0	0	0	0	0	58
06:00																	
Lane	1	0	21	13	0	3	0	0	0	0	0	0	0	0	0	0	37
Hourly Totals		2	94	63	1	9	0	0	1	0	0	0	0	0	0	0	170
06:15																	
Lane	1	0	45	29	1	3	1	0	1	2	0	0	0	0	0	0	82
06:30																	
Lane	1	2	43	27	1	1	2	0	1	1	0	0	0	0	0	0	78
06:45																	
Lane	1	1	57	31	0	8	2	0	2	0	0	0	0	0	0	0	101
07:00																	
Lane	1	1	61	24	0	3	0	0	3	0	0	0	0	0	0	0	92
Hourly Totals		4	206	111	2	15	5	0	7	3	0	0	0	0	0	0	353
07:15																	
Lane	1	0	61	19	0	7	0	0	3	0	0	0	0	0	0	0	90
07:30																	
Lane	1	0	65	33	1	2	0	0	0	2	0	0	0	0	0	0	103
07:45																	
Lane	1	2	54	17	0	7	0	0	1	0	0	0	0	0	0	0	81
08:00																	
Lane	1	0	50	27	2	7	0	0	1	1	0	0	0	0	0	0	88
Hourly Totals		2	230	96	3	23	0	0	5	3	0	0	0	0	0	0	362

Hourly Totals		1	93	38	0	2	0	0	0	1	2	0	0	0	0	0	137
22:15																	
Lane	1	2	37	9	0	0	0	0	0	1	0	0	0	0	0	0	49
22:30																	
Lane	1	1	32	4	0	2	0	0	0	0	0	0	0	0	0	0	39
22:45																	
Lane	1	0	10	3	0	2	0	0	1	0	0	0	0	0	0	0	16
23:00																	
Lane	1	0	18	2	0	1	0	0	0	0	0	0	0	0	0	0	21
===== Hourly Totals		3	97	18	0	5	0	0	1	1	0	0	0	0	0	0	125
23:15																	
Lane	1	0	12	4	0	1	0	0	1	0	0	0	0	0	0	0	18
23:30																	
Lane	1	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
23:45																	
Lane	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
24:00																	
Lane	1	0	7	8	0	0	0	0	0	0	0	0	0	0	0	0	15
===== Hourly Totals		0	39	15	0	1	0	0	1	0	0	0	0	0	0	0	56
===== 24 Hour Totals		66	4312	1506	43	266	24	0	71	41	0	0	0	2	0	0	6331
===== Daily Totals		66	4312	1506	43	266	24	0	71	41	0	0	0	2	0	0	6331
Percentages		1.04	68.11	23.79	0.68	4.20	0.38	0.00	1.12	0.65	0.00	0.00	0.00	0.03	0.00	0.00	

Lane	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45																	
Lane	1	0	2	2	0	0	0	0	1	1	0	0	0	0	0	0	6
04:00																	
Lane	1	0	4	2	0	1	0	0	0	1	0	0	0	0	0	0	8
Hourly Totals		0	16	4	0	1	0	0	1	2	0	0	0	0	0	0	24
04:15																	
Lane	1	0	9	1	0	0	0	0	0	1	0	0	0	0	0	0	11
04:30																	
Lane	1	0	8	2	1	1	0	0	0	0	0	0	0	0	0	0	12
04:45																	
Lane	1	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
05:00																	
Lane	1	1	9	3	0	0	0	0	1	0	0	0	0	0	0	0	14
Hourly Totals		1	34	7	1	1	0	0	1	1	0	0	0	0	0	0	46
05:15																	
Lane	1	1	4	6	0	0	0	0	1	1	0	0	0	0	0	0	13
05:30																	
Lane	1	0	11	10	1	0	0	0	1	4	0	0	0	0	0	0	27
05:45																	
Lane	1	0	21	8	1	0	0	0	2	0	0	0	0	0	0	0	32
06:00																	
Lane	1	0	19	14	0	1	0	0	0	0	0	0	0	0	0	0	34
Hourly Totals		1	55	38	2	1	0	0	4	5	0	0	0	0	0	0	106
06:15																	
Lane	1	2	18	8	0	1	0	0	1	0	0	0	0	0	0	0	30
06:30																	
Lane	1	1	29	11	0	3	0	0	0	0	0	0	0	0	0	0	44
06:45																	
Lane	1	0	46	24	1	1	0	1	1	0	0	0	0	0	0	0	74
07:00																	
Lane	1	1	62	18	4	4	0	0	1	1	0	0	0	0	0	0	91
Hourly Totals		4	155	61	5	9	0	1	3	1	0	0	0	0	0	0	239
07:15																	
Lane	1	2	54	16	2	5	1	0	1	0	0	0	0	0	0	0	81
07:30																	
Lane	1	1	79	28	0	1	0	0	2	2	0	0	0	0	0	0	113
07:45																	
Lane	1	5	87	23	2	4	0	0	0	0	0	0	0	0	0	0	121
08:00																	
Lane	1	0	104	27	3	4	1	0	2	1	0	0	0	0	0	0	142
Hourly Totals		8	324	94	7	14	2	0	5	3	0	0	0	0	0	0	457

13:00																	
Lane	1	3	104	27	0	4	0	0	1	2	0	0	0	0	0	0	141
Hourly Totals		9	351	145	1	27	0	0	8	5	0	0	0	0	0	0	546
13:15																	
Lane	1	1	84	31	1	3	0	0	0	5	0	0	0	0	0	0	125
13:30																	
Lane	1	1	71	38	1	7	0	0	4	4	0	0	0	0	0	0	126
13:45																	
Lane	1	1	87	32	2	5	1	0	0	1	0	0	0	0	0	0	129
14:00																	
Lane	1	1	79	33	0	5	1	0	2	1	0	0	0	0	0	0	122
Hourly Totals		4	321	134	4	20	2	0	6	11	0	0	0	0	0	0	502
14:15																	
Lane	1	2	99	43	0	6	3	0	0	2	0	0	0	0	0	0	155
14:30																	
Lane	1	2	81	37	2	7	1	0	0	3	0	0	0	0	0	0	133
14:45																	
Lane	1	4	89	28	3	6	0	0	0	4	0	0	0	0	0	0	134
15:00																	
Lane	1	2	90	47	0	9	0	0	2	0	0	0	0	0	0	0	150
Hourly Totals		10	359	155	5	28	4	0	2	9	0	0	0	0	0	0	572
15:15																	
Lane	1	5	86	36	3	8	0	0	1	1	0	0	0	0	0	0	140
15:30																	
Lane	1	1	88	28	2	6	0	0	3	2	0	0	0	0	0	0	130
15:45																	
Lane	1	2	104	44	1	9	0	0	2	5	0	0	0	0	0	0	167
16:00																	
Lane	1	2	134	61	2	9	1	0	2	0	0	0	0	0	0	0	211
Hourly Totals		10	412	169	8	32	1	0	8	8	0	0	0	0	0	0	648
16:15																	
Lane	1	5	121	54	1	7	0	0	0	1	0	0	0	0	0	0	189
16:30																	
Lane	1	3	126	53	1	7	1	0	1	1	0	0	0	0	0	0	193
16:45																	
Lane	1	5	129	55	5	11	0	0	1	1	0	0	0	0	0	0	207
17:00																	
Lane	1	4	142	49	2	7	0	0	0	2	0	0	0	0	0	0	206
Hourly Totals		17	518	211	9	32	1	0	2	5	0	0	0	0	0	0	795
17:15																	
Lane	1	3	156	48	2	7	0	0	1	3	0	0	0	0	0	0	220

Hourly Totals		3	176	40	2	9	0	0	1	2	0	0	0	0	0	233
22:15																
Lane	1	1	30	6	1	1	0	0	0	0	0	0	0	0	0	39
22:30																
Lane	1	1	39	8	0	0	0	0	0	1	0	0	0	0	0	49
22:45																
Lane	1	1	27	5	0	0	0	0	0	0	0	0	0	0	0	33
23:00																
Lane	1	1	30	8	0	2	0	0	0	1	0	0	0	0	0	42
===== Hourly Totals		4	126	27	1	3	0	0	0	2	0	0	0	0	0	163
23:15																
Lane	1	0	21	3	0	1	1	0	1	0	0	0	0	0	0	27
23:30																
Lane	1	0	25	8	0	0	0	0	0	1	0	0	0	0	0	34
23:45																
Lane	1	1	26	6	0	0	0	0	0	0	0	0	0	0	0	33
24:00																
Lane	1	1	28	6	0	1	0	0	0	0	0	0	0	0	0	36
===== Hourly Totals		2	100	23	0	2	1	0	1	1	0	0	0	0	0	130
===== 24 Hour Totals		121	5984	2196	65	373	24	1	82	112	0	0	0	0	0	8958
===== Daily Totals		121	5984	2196	65	373	24	1	82	112	0	0	0	0	0	8958
Percentages		1.35	66.80	24.51	0.73	4.16	0.27	0.01	0.92	1.25	0.00	0.00	0.00	0.00	0.00	

Lane	1	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
03:45																	
Lane	1	0	8	4	0	0	0	0	0	1	0	0	0	0	0	0	13
04:00																	
Lane	1	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
Hourly Totals		1	31	12	0	0	0	0	0	1	0	0	0	0	0	0	45
04:15																	
Lane	1	0	9	4	0	0	0	0	0	2	0	0	0	0	0	0	15
04:30																	
Lane	1	0	21	5	0	1	1	0	0	0	0	0	0	0	0	0	28
04:45																	
Lane	1	0	16	10	0	0	0	0	1	0	0	0	0	0	0	0	27
05:00																	
Lane	1	0	19	13	0	2	0	0	0	2	0	0	0	0	0	0	36
Hourly Totals		0	65	32	0	3	1	0	1	4	0	0	0	0	0	0	106
05:15																	
Lane	1	1	19	16	0	1	1	0	1	0	0	0	0	0	0	0	39
05:30																	
Lane	1	0	40	30	0	3	0	0	1	1	0	0	0	0	0	0	75
05:45																	
Lane	1	2	61	19	0	5	1	0	0	1	0	0	0	0	0	0	89
06:00																	
Lane	1	0	73	41	1	2	0	0	0	1	0	0	0	0	0	0	118
Hourly Totals		3	193	106	1	11	2	0	2	3	0	0	0	0	0	0	321
06:15																	
Lane	1	1	74	45	1	4	0	0	2	0	0	0	0	0	0	0	127
06:30																	
Lane	1	5	95	45	0	2	1	0	3	0	0	0	0	0	0	0	151
06:45																	
Lane	1	6	112	51	5	10	1	0	2	2	0	0	0	0	0	0	189
07:00																	
Lane	1	5	113	52	1	6	0	0	1	2	0	0	0	0	0	0	180
Hourly Totals		17	394	193	7	22	2	0	8	4	0	0	0	0	0	0	647
07:15																	
Lane	1	3	129	28	2	3	1	0	2	1	0	0	0	0	0	0	169
07:30																	
Lane	1	2	128	48	2	7	0	0	0	1	0	0	0	0	0	0	188
07:45																	
Lane	1	1	121	28	2	3	1	0	0	2	0	0	0	0	0	0	158
08:00																	
Lane	1	0	108	39	3	8	0	0	2	1	0	0	0	0	0	0	161
Hourly Totals		6	486	143	9	21	2	0	4	5	0	0	0	0	0	0	676

13:00																	
Lane	1	4	93	31	0	10	0	0	1	2	0	0	0	0	0	0	141
Hourly Totals		5	377	124	0	32	2	0	5	4	0	0	0	0	0	0	549
13:15																	
Lane	1	1	96	36	0	5	0	0	1	1	0	0	0	0	0	0	140
13:30																	
Lane	1	2	79	27	0	7	0	0	0	0	0	0	0	0	0	0	115
13:45																	
Lane	1	1	80	27	0	3	0	0	1	1	0	0	0	0	0	0	113
14:00																	
Lane	1	4	95	31	0	9	0	0	2	1	0	0	0	0	0	0	142
Hourly Totals		8	350	121	0	24	0	0	4	3	0	0	0	0	0	0	510
14:15																	
Lane	1	4	104	25	4	4	3	0	0	3	0	0	0	0	0	0	147
14:30																	
Lane	1	0	84	42	0	8	1	0	3	1	0	0	0	0	0	0	139
14:45																	
Lane	1	10	85	27	1	9	2	0	2	2	0	0	0	0	0	0	138
15:00																	
Lane	1	2	117	40	1	6	1	0	1	2	0	0	0	0	0	0	170
Hourly Totals		16	390	134	6	27	7	0	6	8	0	0	0	0	0	0	594
15:15																	
Lane	1	2	103	32	3	8	1	0	0	1	0	0	0	0	0	0	150
15:30																	
Lane	1	1	89	36	1	9	0	0	1	1	0	0	0	0	0	0	138
15:45																	
Lane	1	0	98	41	3	5	0	0	0	2	0	0	0	0	0	0	149
16:00																	
Lane	1	2	119	23	1	7	0	0	2	0	0	0	0	0	0	0	154
Hourly Totals		5	409	132	8	29	1	0	3	4	0	0	0	0	0	0	591
16:15																	
Lane	1	7	111	29	1	9	1	1	1	0	0	0	0	0	0	0	160
16:30																	
Lane	1	2	105	27	3	4	1	0	1	1	0	0	0	0	0	0	144
16:45																	
Lane	1	0	88	31	1	7	0	0	0	0	0	0	0	0	0	0	127
17:00																	
Lane	1	0	100	29	1	3	0	0	3	0	0	0	0	0	0	0	136
Hourly Totals		9	404	116	6	23	2	1	5	1	0	0	0	0	0	0	567
17:15																	
Lane	1	2	132	37	0	3	0	0	1	1	0	0	0	0	0	0	176

Hourly Totals		7	176	36	0	1	1	0	1	6	0	0	0	0	0	228
22:15																
Lane	1	1	36	11	0	3	0	0	0	0	0	0	0	0	0	51
22:30																
Lane	1	0	22	10	0	1	0	0	0	0	0	0	0	0	0	33
22:45																
Lane	1	0	18	7	0	1	0	0	0	0	0	0	0	0	0	26
23:00																
Lane	1	0	13	3	0	1	0	0	0	0	0	0	0	0	0	17
===== Hourly Totals		1	89	31	0	6	0	0	0	0	0	0	0	0	0	127
23:15																
Lane	1	2	16	8	0	1	0	0	0	0	0	0	0	0	0	27
23:30																
Lane	1	0	19	6	0	2	0	0	0	0	0	0	0	0	0	27
23:45																
Lane	1	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
24:00																
Lane	1	0	11	3	0	2	0	0	0	0	0	0	0	0	0	16
===== Hourly Totals		2	62	20	0	5	0	0	0	0	0	0	0	0	0	89
===== 24 Hour Totals		140	6141	2105	64	328	39	3	61	95	0	0	0	0	0	8976
===== Daily Totals		140	6141	2105	64	328	39	3	61	95	0	0	0	0	0	8976
Percentages		1.56	68.42	23.45	0.71	3.65	0.43	0.03	0.68	1.06	0.00	0.00	0.00	0.00	0.00	

Adams Traffic
813-763-7763

06-03-2010

Volume by Type by Lane Report - D0526019.PRN

 Sta: 000005231004 Id: 000025620004 Cid: 01 Fmt: 300 - Imperial Int: 15 Min.
 Start: Wed - May 26, 2010 at 00:00 End: Wed - May 26, 2010 at 24:00
 City/Town: Zephyrhills County: Pasco
 Location: US 301 north of South Ave File: D0526019.PRN
 Ln1-North

Station Data Summary

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Grand Totals	59	4334	1455	50	206	36	0	78	80	2	0	0	0	0	2	6302
Percentages	0.94	68.77	23.09	0.79	3.27	0.57	0.00	1.24	1.27	0.03	0.00	0.00	0.00	0.00	0.03	

Lane	1	Total
Grand Totals	6302	6302
Percentages	100.00	

Am/Pm Peak Hour Totals

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Am Hour 11-12	4	262	104	2	14	7	0	8	7	1	0	0	0	0	0	409
Percentages	6.78	6.05	7.15	4.00	6.80	19.44	0.00	10.26	8.75	50.00	0.00	0.00	0.00	0.00	0.00	6.49
Pm Hour 17-18	3	383	110	2	20	1	0	3	7	0	0	0	0	0	1	530
Percentages	5.08	8.84	7.56	4.00	9.71	2.78	0.00	3.85	8.75	0.00	0.00	0.00	0.00	0.00	50.00	8.41

Lane	1	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	6
03:45																	
Lane	1	0	5	2	0	0	0	0	2	0	0	0	0	0	0	0	9
04:00																	
Lane	1	0	8	1	0	0	0	0	0	1	0	0	0	0	0	0	10
Hourly Totals		0	25	3	0	0	0	0	3	1	0	0	0	0	0	0	32
04:15																	
Lane	1	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
04:30																	
Lane	1	0	8	2	1	0	0	0	0	0	0	0	0	0	0	0	11
04:45																	
Lane	1	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00																	
Lane	1	0	6	2	0	0	0	0	1	0	0	0	0	0	0	0	9
Hourly Totals		0	23	7	1	0	0	0	1	0	0	0	0	0	0	0	32
05:15																	
Lane	1	1	7	4	0	0	0	0	2	0	0	0	0	0	0	0	14
05:30																	
Lane	1	1	17	7	0	1	0	0	2	1	0	0	0	0	0	0	29
05:45																	
Lane	1	0	12	6	1	0	0	0	2	0	0	0	0	0	0	0	21
06:00																	
Lane	1	0	24	8	0	0	0	0	0	1	0	0	0	0	0	0	33
Hourly Totals		2	60	25	1	1	0	0	6	2	0	0	0	0	0	0	97
06:15																	
Lane	1	2	15	6	0	0	0	0	1	0	0	0	0	0	0	0	24
06:30																	
Lane	1	1	14	8	0	1	0	0	0	0	0	0	0	0	0	0	24
06:45																	
Lane	1	0	44	17	1	1	0	0	1	0	0	0	0	0	0	0	64
07:00																	
Lane	1	0	37	9	2	2	0	0	1	1	0	0	0	0	0	0	52
Hourly Totals		3	110	40	3	4	0	0	3	1	0	0	0	0	0	0	164
07:15																	
Lane	1	2	35	14	0	3	0	0	0	0	0	0	0	0	0	0	54
07:30																	
Lane	1	0	35	14	1	1	0	0	1	2	0	0	0	0	0	0	54
07:45																	
Lane	1	1	53	18	0	4	0	0	1	0	0	0	0	0	0	0	77
08:00																	
Lane	1	1	72	21	2	1	1	0	1	1	0	0	0	0	0	0	100
Hourly Totals		4	195	67	3	9	1	0	3	3	0	0	0	0	0	0	285

13:00																	
Lane	1	1	77	13	2	4	0	0	2	2	0	0	0	0	0	0	101
Hourly Totals		3	278	104	4	16	0	0	9	4	0	0	0	0	0	0	418
13:15																	
Lane	1	3	73	23	0	3	1	0	2	0	0	0	0	0	0	0	105
13:30																	
Lane	1	2	58	25	1	3	1	0	2	3	0	0	0	0	0	0	95
13:45																	
Lane	1	1	67	26	0	5	1	0	1	0	0	0	0	0	0	0	101
14:00																	
Lane	1	0	62	22	0	2	2	0	2	1	0	0	0	0	0	0	91
Hourly Totals		6	260	96	1	13	5	0	7	4	0	0	0	0	0	0	392
14:15																	
Lane	1	1	78	35	0	5	0	0	0	2	0	0	0	0	0	0	121
14:30																	
Lane	1	2	77	21	0	3	3	0	0	3	0	0	0	0	0	0	109
14:45																	
Lane	1	2	74	19	1	4	0	0	0	3	0	0	0	0	0	0	103
15:00																	
Lane	1	0	73	25	0	3	0	0	1	0	0	0	0	0	0	0	102
Hourly Totals		5	302	100	1	15	3	0	1	8	0	0	0	0	0	0	435
15:15																	
Lane	1	1	66	22	1	5	1	0	1	1	0	0	0	0	0	0	98
15:30																	
Lane	1	0	67	15	1	2	0	0	3	1	0	0	0	0	0	0	89
15:45																	
Lane	1	1	72	31	1	6	0	0	3	3	0	0	0	0	0	0	117
16:00																	
Lane	1	0	88	39	1	7	1	0	1	1	0	0	0	0	0	0	138
Hourly Totals		2	293	107	4	20	2	0	8	6	0	0	0	0	0	0	442
16:15																	
Lane	1	3	74	30	1	0	0	0	0	1	0	0	0	0	0	0	109
16:30																	
Lane	1	2	99	31	3	4	0	0	1	1	0	0	0	0	0	0	141
16:45																	
Lane	1	0	84	41	3	5	0	0	0	0	0	0	0	0	0	0	133
17:00																	
Lane	1	3	80	24	2	4	1	0	0	2	0	0	0	0	0	0	116
Hourly Totals		8	337	126	9	13	1	0	1	4	0	0	0	0	0	0	499
17:15																	
Lane	1	0	99	28	1	7	0	0	1	3	0	0	0	0	0	0	139

17:30																		
Lane	1	0	89	22	1	3	1	0	1	1	0	0	0	0	0	1	119	
17:45																		
Lane	1	1	96	34	0	3	0	0	0	1	0	0	0	0	0	0	135	
18:00																		
Lane	1	2	99	26	0	7	0	0	1	2	0	0	0	0	0	0	137	
Hourly Totals		3	383	110	2	20	1	0	3	7	0	0	0	0	0	1	530	
18:15																		
Lane	1	0	71	24	2	2	1	0	0	1	1	0	0	0	0	1	103	
18:30																		
Lane	1	1	85	28	0	1	0	0	1	2	0	0	0	0	0	0	118	
18:45																		
Lane	1	1	75	21	1	0	0	0	0	1	0	0	0	0	0	0	99	
19:00																		
Lane	1	0	60	17	0	1	0	0	0	2	0	0	0	0	0	0	80	
Hourly Totals		2	291	90	3	4	1	0	1	6	1	0	0	0	0	1	400	
19:15																		
Lane	1	0	60	19	1	1	0	0	0	0	0	0	0	0	0	0	81	
19:30																		
Lane	1	0	54	19	0	3	0	0	2	0	0	0	0	0	0	0	78	
19:45																		
Lane	1	0	42	16	0	3	0	0	0	0	0	0	0	0	0	0	61	
20:00																		
Lane	1	0	46	11	0	6	0	0	0	0	0	0	0	0	0	0	63	
Hourly Totals		0	202	65	1	13	0	0	2	0	0	0	0	0	0	0	283	
20:15																		
Lane	1	0	49	18	0	2	1	0	1	1	0	0	0	0	0	0	72	
20:30																		
Lane	1	1	45	7	0	1	1	0	0	2	0	0	0	0	0	0	57	
20:45																		
Lane	1	2	31	10	0	0	0	0	0	1	0	0	0	0	0	0	44	
21:00																		
Lane	1	1	41	18	0	0	0	0	0	0	0	0	0	0	0	0	60	
Hourly Totals		4	166	53	0	3	2	0	1	4	0	0	0	0	0	0	233	
21:15																		
Lane	1	1	29	5	0	4	0	0	0	0	0	0	0	0	0	0	39	
21:30																		
Lane	1	0	39	11	0	1	0	0	0	0	0	0	0	0	0	0	51	
21:45																		
Lane	1	1	32	8	1	1	0	0	1	0	0	0	0	0	0	0	44	
22:00																		
Lane	1	1	31	10	1	0	0	0	0	2	0	0	0	0	0	0	45	

Hourly Totals		3	131	34	2	6	0	0	1	2	0	0	0	0	0	0	179
22:15																	
Lane	1	1	31	4	1	0	0	0	0	0	0	0	0	0	0	0	37
22:30																	
Lane	1	0	20	6	0	0	0	0	0	1	0	0	0	0	0	0	27
22:45																	
Lane	1	0	22	3	0	1	0	0	0	0	0	0	0	0	0	0	26
23:00																	
Lane	1	0	24	4	0	2	0	0	0	1	0	0	0	0	0	0	31
===== Hourly Totals		1	97	17	1	3	0	0	0	2	0	0	0	0	0	0	121
23:15																	
Lane	1	0	14	4	0	0	1	0	1	0	0	0	0	0	0	0	20
23:30																	
Lane	1	1	18	2	0	0	1	0	0	0	0	0	0	0	0	0	22
23:45																	
Lane	1	0	18	2	0	0	0	0	0	0	0	0	0	0	0	0	20
24:00																	
Lane	1	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	25
===== Hourly Totals		1	71	12	0	0	2	0	1	0	0	0	0	0	0	0	87
===== 24 Hour Totals		59	4334	1455	50	206	36	0	78	80	2	0	0	0	0	2	6302
===== Daily Totals		59	4334	1455	50	206	36	0	78	80	2	0	0	0	0	2	6302
Percentages		0.94	68.77	23.09	0.79	3.27	0.57	0.00	1.24	1.27	0.03	0.00	0.00	0.00	0.00	0.03	

Lane	1	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
03:45																	
Lane	1	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
04:00																	
Lane	1	0	6	4	0	0	0	0	0	1	0	0	0	0	0	0	11
Hourly Totals		1	26	7	0	0	1	0	0	2	0	0	0	0	0	0	37
04:15																	
Lane	1	1	8	6	0	1	0	0	0	0	0	0	0	0	0	0	16
04:30																	
Lane	1	0	11	7	0	1	0	0	0	0	0	0	0	0	0	0	19
04:45																	
Lane	1	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	18
05:00																	
Lane	1	0	18	6	0	1	1	0	2	1	0	0	0	0	0	0	29
Hourly Totals		1	46	28	0	3	1	0	2	1	0	0	0	0	0	0	82
05:15																	
Lane	1	1	13	14	0	0	0	0	0	0	0	0	0	0	0	0	28
05:30																	
Lane	1	0	33	18	0	2	0	0	2	0	0	0	0	0	0	0	55
05:45																	
Lane	1	2	36	22	0	2	1	0	0	1	0	0	0	0	0	0	64
06:00																	
Lane	1	1	46	25	0	0	0	0	1	0	0	0	0	0	0	0	73
Hourly Totals		4	128	79	0	4	1	0	3	1	0	0	0	0	0	0	220
06:15																	
Lane	1	0	42	38	0	0	0	0	2	0	0	0	0	0	0	0	82
06:30																	
Lane	1	2	60	19	0	1	1	0	2	0	0	0	0	1	0	0	86
06:45																	
Lane	1	7	76	27	3	3	3	0	3	0	1	0	0	1	0	0	124
07:00																	
Lane	1	1	63	23	0	2	2	0	3	3	0	0	0	0	0	0	97
Hourly Totals		10	241	107	3	6	6	0	10	3	1	0	0	2	0	0	389
07:15																	
Lane	1	2	71	20	1	0	0	0	1	0	0	0	0	0	0	0	95
07:30																	
Lane	1	2	85	24	2	0	1	0	0	1	0	0	0	0	0	0	115
07:45																	
Lane	1	1	63	17	1	1	2	0	0	3	0	0	0	0	0	0	88
08:00																	
Lane	1	0	60	20	1	4	1	0	1	0	0	0	0	1	0	0	88
Hourly Totals		5	279	81	5	5	4	0	2	4	0	0	0	1	0	0	386

08:15																	
Lane	1	0	64	21	0	2	1	1	2	1	0	0	0	0	0	0	92
08:30																	
Lane	1	1	48	21	1	4	2	0	1	0	0	0	0	0	0	0	78
08:45																	
Lane	1	1	61	20	2	4	0	0	1	6	0	0	0	0	0	1	96
09:00																	
Lane	1	0	70	27	4	1	1	0	0	3	0	0	0	0	0	0	106
Hourly Totals		2	243	89	7	11	4	1	4	10	0	0	0	0	0	1	372
09:15																	
Lane	1	1	65	25	2	1	4	0	1	0	0	0	0	0	0	0	99
09:30																	
Lane	1	0	53	23	1	1	0	0	0	3	0	0	0	0	0	0	81
09:45																	
Lane	1	0	55	11	0	2	2	0	4	2	0	0	0	0	0	0	76
10:00																	
Lane	1	2	64	22	1	1	2	0	1	4	0	0	0	0	0	0	97
Hourly Totals		3	237	81	4	5	8	0	6	9	0	0	0	0	0	0	353
10:15																	
Lane	1	1	65	24	1	6	2	0	1	1	0	0	0	0	0	0	101
10:30																	
Lane	1	3	54	18	0	3	1	0	0	1	0	0	0	0	0	0	80
10:45																	
Lane	1	1	52	26	2	1	4	0	0	1	0	0	0	0	0	0	87
11:00																	
Lane	1	1	59	18	0	1	0	0	0	0	0	0	0	0	0	0	79
Hourly Totals		6	230	86	3	11	7	0	1	3	0	0	0	0	0	0	347
11:15																	
Lane	1	2	74	22	1	3	1	0	1	2	0	0	0	0	0	0	106
11:30																	
Lane	1	0	71	32	0	0	0	0	1	1	0	0	0	0	0	0	105
11:45																	
Lane	1	1	65	19	0	2	1	0	0	2	0	0	0	0	0	0	90
12:00																	
Lane	1	4	70	29	1	3	0	0	3	2	0	0	0	0	0	0	112
Hourly Totals		7	280	102	2	8	2	0	5	7	0	0	0	0	0	0	413
12:15																	
Lane	1	2	63	24	1	3	0	0	2	1	1	0	0	0	0	0	97
12:30																	
Lane	1	0	62	32	1	4	1	0	0	0	0	0	0	0	0	0	100
12:45																	
Lane	1	0	67	22	0	1	0	0	0	1	0	0	0	1	0	0	92

Hourly Totals		2	136	23	0	1	1	0	3	5	0	0	0	0	0	171	
22:15																	
Lane	1	0	31	10	0	2	0	0	0	0	0	0	0	0	0	43	
22:30																	
Lane	1	0	23	6	0	0	0	0	0	0	0	0	0	0	0	29	
22:45																	
Lane	1	0	9	7	0	1	0	0	0	0	0	0	0	0	0	17	
23:00																	
Lane	1	0	11	2	0	1	0	0	0	0	0	0	0	0	0	14	
===== Hourly Totals		0	74	25	0	4	0	0	0	0	0	0	0	0	0	103	
23:15																	
Lane	1	1	13	5	0	0	0	0	0	0	0	0	0	0	0	19	
23:30																	
Lane	1	0	17	6	0	1	0	0	0	0	0	0	0	0	0	24	
23:45																	
Lane	1	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19	
24:00																	
Lane	1	0	12	3	0	1	0	0	0	0	0	0	0	0	0	16	
===== Hourly Totals		1	60	15	0	2	0	0	0	0	0	0	0	0	0	78	
===== 24 Hour Totals		102	4306	1430	44	146	57	2	67	86	3	0	0	5	0	2	6250
===== Daily Totals		102	4306	1430	44	146	57	2	67	86	3	0	0	5	0	2	6250
Percentages		1.63	68.90	22.88	0.70	2.34	0.91	0.03	1.07	1.38	0.05	0.00	0.00	0.08	0.00	0.03	

Lane	1	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
03:45																
Lane	1	0	4	1	0	0	0	0	1	0	0	0	0	0	0	6
04:00																
Lane	1	0	7	2	0	0	0	0	1	1	0	0	0	0	0	11
Hourly Totals		0	23	4	0	0	0	0	2	2	0	0	0	0	0	31
04:15																
Lane	1	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
04:30																
Lane	1	0	6	3	1	0	0	0	0	0	0	0	0	0	0	10
04:45																
Lane	1	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
05:00																
Lane	1	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Totals		0	22	8	1	1	0	0	0	0	0	0	0	0	0	32
05:15																
Lane	1	1	7	7	0	1	0	0	0	0	0	0	0	0	0	16
05:30																
Lane	1	0	17	8	0	1	0	0	0	1	0	0	0	0	0	27
05:45																
Lane	1	0	15	7	1	1	0	0	3	0	0	0	0	0	0	27
06:00																
Lane	1	0	28	7	0	0	0	0	0	0	0	0	0	0	0	35
Hourly Totals		1	67	29	1	3	0	0	3	1	0	0	0	0	0	105
06:15																
Lane	1	2	17	6	0	0	0	0	0	2	0	0	0	0	0	27
06:30																
Lane	1	1	22	8	0	1	0	0	0	0	0	0	0	0	0	32
06:45																
Lane	1	0	49	21	0	2	0	0	1	0	0	0	0	0	0	73
07:00																
Lane	1	0	40	11	2	4	0	0	1	0	0	0	0	0	0	58
Hourly Totals		3	128	46	2	7	0	0	2	2	0	0	0	0	0	190
07:15																
Lane	1	2	49	17	0	2	0	0	2	0	0	0	0	0	0	72
07:30																
Lane	1	0	46	15	0	4	0	0	0	2	0	0	0	0	0	67
07:45																
Lane	1	0	69	21	0	2	0	0	3	0	0	0	0	0	0	95
08:00																
Lane	1	1	80	24	0	2	0	0	3	0	0	0	0	0	0	110
Hourly Totals		3	244	77	0	10	0	0	8	2	0	0	0	0	0	344

13:00																	
Lane	1	1	118	30	0	7	0	0	1	0	0	0	0	0	0	0	157
Hourly Totals		4	408	129	2	25	1	0	5	0	0	0	0	1	0	0	575
13:15																	
Lane	1	6	100	25	0	5	3	0	1	1	0	0	0	0	0	0	141
13:30																	
Lane	1	1	90	32	1	6	0	0	3	2	1	0	0	0	0	0	136
13:45																	
Lane	1	2	106	23	0	7	0	0	2	1	1	0	0	0	0	1	143
14:00																	
Lane	1	0	92	27	1	5	2	0	2	0	0	0	0	0	0	0	129
Hourly Totals		9	388	107	2	23	5	0	8	4	2	0	0	0	0	1	549
14:15																	
Lane	1	4	103	33	0	1	1	0	0	1	0	0	0	0	0	0	143
14:30																	
Lane	1	2	100	28	2	7	2	0	2	1	0	0	0	0	0	0	144
14:45																	
Lane	1	1	113	26	1	3	0	0	0	2	0	0	0	0	0	0	146
15:00																	
Lane	1	0	95	29	0	3	0	0	0	0	0	0	0	0	0	0	127
Hourly Totals		7	411	116	3	14	3	0	2	4	0	0	0	0	0	0	560
15:15																	
Lane	1	1	82	35	1	9	0	0	0	0	0	0	0	0	0	0	128
15:30																	
Lane	1	0	100	20	0	5	0	0	1	1	0	0	0	0	0	0	127
15:45																	
Lane	1	3	86	37	0	7	0	0	2	2	0	0	0	0	0	0	137
16:00																	
Lane	1	1	101	34	0	6	1	0	0	1	0	0	0	0	0	0	144
Hourly Totals		5	369	126	1	27	1	0	3	4	0	0	0	0	0	0	536
16:15																	
Lane	1	2	106	26	1	6	0	0	1	0	0	0	0	0	0	0	142
16:30																	
Lane	1	0	122	33	2	9	1	0	0	0	0	0	0	0	0	0	167
16:45																	
Lane	1	2	109	32	2	4	0	0	1	0	0	0	0	0	0	0	150
17:00																	
Lane	1	2	91	22	2	5	0	0	0	1	0	0	0	0	0	0	123
Hourly Totals		6	428	113	7	24	1	0	2	1	0	0	0	0	0	0	582
17:15																	
Lane	1	0	92	35	0	7	0	0	0	3	0	0	0	0	0	0	137

Hourly Totals		3	182	40	0	9	0	0	0	0	0	0	0	0	0	0	234
22:15																	
Lane	1	0	45	7	0	1	0	0	0	0	0	0	0	0	0	0	53
22:30																	
Lane	1	1	25	9	0	0	0	0	0	1	0	0	0	0	0	0	36
22:45																	
Lane	1	0	22	6	0	2	0	0	0	0	0	0	0	0	0	0	30
23:00																	
Lane	1	0	28	5	0	2	0	0	0	0	0	0	0	0	0	0	35
===== Hourly Totals		1	120	27	0	5	0	0	0	1	0	0	0	0	0	0	154
23:15																	
Lane	1	1	24	4	0	0	1	0	1	0	0	0	0	0	0	0	31
23:30																	
Lane	1	0	20	1	1	0	0	0	0	0	0	0	0	0	0	0	22
23:45																	
Lane	1	0	18	2	0	1	0	0	0	0	0	0	0	0	0	0	21
24:00																	
Lane	1	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	22
===== Hourly Totals		1	82	9	1	1	1	0	1	0	0	0	0	0	0	0	96
===== 24 Hour Totals		84	5662	1698	31	306	25	0	75	49	3	0	0	2	0	1	7936
===== Daily Totals		84	5662	1698	31	306	25	0	75	49	3	0	0	2	0	1	7936
Percentages		1.06	71.35	21.40	0.39	3.86	0.32	0.00	0.95	0.62	0.04	0.00	0.00	0.03	0.00	0.01	

Lane	1	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
03:45																	
Lane	1	0	4	2	0	0	0	0	1	0	0	0	0	0	0	0	7
04:00																	
Lane	1	0	6	4	0	0	0	0	0	1	0	0	0	0	0	0	11
Hourly Totals		0	20	11	0	0	0	0	1	1	0	0	0	0	0	0	33
04:15																	
Lane	1	0	8	5	0	1	0	0	0	0	0	0	0	0	0	0	14
04:30																	
Lane	1	0	9	6	0	1	0	0	0	0	0	0	0	0	0	0	16
04:45																	
Lane	1	0	10	8	0	2	0	0	1	0	0	0	0	0	0	0	21
05:00																	
Lane	1	0	12	7	0	1	0	0	1	1	0	0	0	0	0	0	22
Hourly Totals		0	39	26	0	5	0	0	2	1	0	0	0	0	0	0	73
05:15																	
Lane	1	1	13	16	0	2	0	0	0	0	0	0	0	0	0	0	32
05:30																	
Lane	1	0	26	19	0	2	0	0	1	0	0	0	0	0	0	0	48
05:45																	
Lane	1	1	31	16	0	2	1	0	1	0	0	0	0	0	0	0	52
06:00																	
Lane	1	0	38	18	0	3	0	0	1	0	0	0	0	0	0	0	60
Hourly Totals		2	108	69	0	9	1	0	3	0	0	0	0	0	0	0	192
06:15																	
Lane	1	0	33	22	1	3	0	0	2	0	0	0	0	0	0	0	61
06:30																	
Lane	1	3	51	23	0	5	1	0	3	1	0	0	0	0	0	0	87
06:45																	
Lane	1	5	52	30	1	5	1	0	2	1	0	0	0	0	0	0	97
07:00																	
Lane	1	1	51	20	0	5	1	0	2	0	0	0	0	0	0	0	80
Hourly Totals		9	187	95	2	18	3	0	9	2	0	0	0	0	0	0	325
07:15																	
Lane	1	1	72	23	1	2	0	0	1	0	0	0	0	0	0	0	100
07:30																	
Lane	1	1	53	25	1	2	0	0	0	0	0	0	0	0	0	0	82
07:45																	
Lane	1	1	62	23	0	6	0	0	3	1	0	0	0	0	0	0	96
08:00																	
Lane	1	0	61	18	1	3	0	1	2	1	0	0	0	0	0	0	87
Hourly Totals		3	248	89	3	13	0	1	6	2	0	0	0	0	0	0	365

Hourly Totals		5	134	36	0	1	2	0	1	1	0	0	0	0	0	180
22:15																
Lane	1	0	25	10	0	3	0	0	0	0	0	0	0	0	0	38
22:30																
Lane	1	0	18	4	0	0	0	0	0	0	0	0	0	0	0	22
22:45																
Lane	1	0	13	11	0	0	0	0	0	0	0	0	0	0	0	24
23:00																
Lane	1	1	11	3	0	2	0	0	0	0	0	0	0	0	0	17
===== Hourly Totals		1	67	28	0	5	0	0	0	0	0	0	0	0	0	101
23:15																
Lane	1	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
23:30																
Lane	1	1	14	6	0	2	0	0	0	0	0	0	0	0	0	23
23:45																
Lane	1	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
24:00																
Lane	1	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
===== Hourly Totals		1	48	13	0	3	0	0	0	0	0	0	0	0	0	65
===== 24 Hour Totals		90	4344	1571	23	294	29	2	78	41	1	0	0	0	0	6473
===== Daily Totals		90	4344	1571	23	294	29	2	78	41	1	0	0	0	0	6473
Percentages		1.39	67.11	24.27	0.36	4.54	0.45	0.03	1.21	0.63	0.02	0.00	0.00	0.00	0.00	

Lane	1	0	2	3	0	0	0	0	0	1	0	0	0	0	0	6
03:45																
Lane	1	0	3	2	0	1	0	0	1	0	0	0	0	0	0	7
04:00																
Lane	1	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Totals		0	14	9	0	2	0	0	1	1	0	0	0	0	0	27
04:15																
Lane	1	0	7	0	0	1	0	0	0	2	0	0	0	0	0	10
04:30																
Lane	1	0	8	6	0	0	0	0	0	2	0	0	0	0	0	16
04:45																
Lane	1	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
05:00																
Lane	1	0	7	1	1	0	0	0	0	0	0	0	0	0	0	9
Hourly Totals		0	27	9	1	1	0	0	0	4	0	0	0	0	0	42
05:15																
Lane	1	0	8	5	1	1	0	0	0	4	0	0	0	0	0	19
05:30																
Lane	1	0	11	9	1	1	0	0	0	0	0	0	0	0	0	22
05:45																
Lane	1	0	18	6	0	0	0	0	1	0	0	0	0	0	0	25
06:00																
Lane	1	0	24	14	1	1	0	0	0	1	0	0	0	0	0	41
Hourly Totals		0	61	34	3	3	0	0	1	5	0	0	0	0	0	107
06:15																
Lane	1	1	26	5	0	3	0	0	1	0	0	0	0	0	0	36
06:30																
Lane	1	4	32	18	1	3	0	0	0	0	0	0	0	0	0	58
06:45																
Lane	1	0	40	17	0	4	2	0	0	1	0	0	0	0	0	64
07:00																
Lane	1	1	58	23	2	3	0	0	2	0	0	0	0	1	0	90
Hourly Totals		6	156	63	3	13	2	0	3	1	0	0	0	1	0	248
07:15																
Lane	1	0	54	26	3	7	0	0	2	0	0	0	0	0	0	92
07:30																
Lane	1	1	90	33	1	5	1	0	2	0	0	0	0	0	0	133
07:45																
Lane	1	1	79	19	1	2	0	0	1	0	0	0	0	0	0	103
08:00																
Lane	1	2	92	34	2	4	0	0	3	3	0	0	0	0	0	140
Hourly Totals		4	315	112	7	18	1	0	8	3	0	0	0	0	0	468

13:00																	
Lane	1	3	94	30	2	9	0	0	1	2	0	0	0	0	0	0	141
Hourly Totals		10	396	149	4	25	2	0	6	8	0	0	0	0	0	0	600
13:15																	
Lane	1	3	103	44	1	10	0	0	4	2	0	0	0	0	0	0	167
13:30																	
Lane	1	2	90	38	0	2	0	0	2	1	0	0	0	0	0	0	135
13:45																	
Lane	1	1	78	37	0	10	0	0	0	0	0	0	0	0	0	0	126
14:00																	
Lane	1	0	83	29	1	5	0	0	1	3	0	0	0	0	0	0	122
Hourly Totals		6	354	148	2	27	0	0	7	6	0	0	0	0	0	0	550
14:15																	
Lane	1	5	102	35	4	10	0	0	2	1	0	0	0	0	0	0	159
14:30																	
Lane	1	2	80	44	2	12	0	0	0	2	0	0	0	0	0	0	142
14:45																	
Lane	1	3	98	40	3	4	0	0	0	2	0	0	0	0	0	0	150
15:00																	
Lane	1	3	128	36	0	5	0	0	0	1	0	0	0	0	0	0	173
Hourly Totals		13	408	155	9	31	0	0	2	6	0	0	0	0	0	0	624
15:15																	
Lane	1	4	99	43	0	3	0	0	5	3	0	0	0	0	0	0	157
15:30																	
Lane	1	1	82	32	3	7	0	0	1	1	0	0	0	0	0	0	127
15:45																	
Lane	1	5	128	55	2	10	0	0	1	1	1	0	0	0	0	0	203
16:00																	
Lane	1	3	128	49	3	14	0	0	1	3	0	0	0	0	0	0	201
Hourly Totals		13	437	179	8	34	0	0	8	8	1	0	0	0	0	0	688
16:15																	
Lane	1	1	120	51	0	5	0	0	0	1	0	0	0	0	0	0	178
16:30																	
Lane	1	3	124	40	4	11	1	0	0	0	0	0	0	0	0	0	183
16:45																	
Lane	1	4	135	49	5	10	2	0	0	1	0	0	0	0	0	0	206
17:00																	
Lane	1	2	114	43	2	8	1	0	0	1	0	0	0	0	0	0	171
Hourly Totals		10	493	183	11	34	4	0	0	3	0	0	0	0	0	0	738
17:15																	
Lane	1	3	136	49	3	8	0	0	0	3	0	0	0	0	0	0	202

17:30																	
Lane	1	2	148	47	0	9	1	0	0	3	0	0	0	0	0	0	210
17:45																	
Lane	1	7	87	17	13	0	0	0	3	7	2	0	0	2	0	2	140
18:00																	
Lane	1	7	60	4	5	3	0	0	0	7	6	0	0	2	0	5	99
Hourly Totals		19	431	117	21	20	1	0	3	20	8	0	0	4	0	7	651
18:15																	
Lane	1	4	44	7	2	1	3	0	2	9	4	0	0	7	0	1	84
18:30																	
Lane	1	7	73	8	12	2	0	0	1	6	6	0	0	2	0	1	118
18:45																	
Lane	1	2	96	25	0	3	0	0	0	0	0	0	0	0	0	0	126
19:00																	
Lane	1	1	59	16	5	5	0	0	0	2	2	0	0	0	0	0	90
Hourly Totals		14	272	56	19	11	3	0	3	17	12	0	0	9	0	2	418
19:15																	
Lane	1	3	57	15	3	3	0	0	0	3	0	0	0	0	0	0	84
19:30																	
Lane	1	0	49	18	0	1	0	0	0	0	0	0	0	0	0	0	68
19:45																	
Lane	1	1	57	23	1	1	0	0	1	1	1	0	0	0	0	0	86
20:00																	
Lane	1	0	74	22	0	0	0	0	2	3	0	0	0	0	0	0	101
Hourly Totals		4	237	78	4	5	0	0	3	7	1	0	0	0	0	0	339
20:15																	
Lane	1	2	66	17	1	2	0	0	0	3	0	0	0	0	0	0	91
20:30																	
Lane	1	2	50	16	0	1	0	0	1	0	0	0	0	0	0	0	70
20:45																	
Lane	1	0	48	17	0	3	0	0	0	1	0	0	0	0	0	0	69
21:00																	
Lane	1	4	65	17	0	5	0	0	0	1	0	0	0	0	0	0	92
Hourly Totals		8	229	67	1	11	0	0	1	5	0	0	0	0	0	0	322
21:15																	
Lane	1	1	51	22	0	2	0	0	1	0	0	0	0	0	0	0	77
21:30																	
Lane	1	0	49	22	0	0	0	0	0	0	0	0	0	0	0	0	71
21:45																	
Lane	1	1	49	17	0	5	0	0	0	0	0	0	0	0	0	0	72
22:00																	
Lane	1	1	54	9	0	5	0	0	0	1	0	0	0	0	0	0	70

Hourly Totals		3	203	70	0	12	0	0	0	1	1	0	0	0	0	0	290
22:15																	
Lane	1	0	35	18	0	1	0	0	0	1	0	0	0	0	0	0	55
22:30																	
Lane	1	0	39	9	0	0	0	0	0	0	0	0	0	0	0	0	48
22:45																	
Lane	1	0	41	7	0	0	0	0	1	1	0	0	0	0	0	0	50
23:00																	
Lane	1	1	27	8	0	2	0	0	1	0	0	0	0	0	0	0	39
===== Hourly Totals		1	142	42	0	3	0	0	2	2	0	0	0	0	0	0	192
23:15																	
Lane	1	1	26	5	0	3	0	0	0	1	0	0	0	0	0	0	36
23:30																	
Lane	1	0	19	6	0	0	0	0	0	1	0	0	0	0	0	0	26
23:45																	
Lane	1	1	27	8	0	1	0	0	0	0	0	0	0	0	0	0	37
24:00																	
Lane	1	1	25	6	1	2	0	0	0	1	0	0	0	0	0	0	36
===== Hourly Totals		3	97	25	1	6	0	0	0	3	0	0	0	0	0	0	135
===== 24 Hour Totals		142	5783	2038	109	361	18	0	72	125	22	0	0	14	0	9	8693
===== Daily Totals		142	5783	2038	109	361	18	0	72	125	22	0	0	14	0	9	8693
Percentages		1.63	66.52	23.44	1.25	4.15	0.21	0.00	0.83	1.44	0.25	0.00	0.00	0.16	0.00	0.10	

Adams Traffic
813-763-7763

06-03-2010

Volume by Type by Lane Report - D0527009.PRN

 Sta: 000005231001 Id: 000019247013 Cid: 01 Fmt: 300 - Imperial Int: 15 Min.
 Start: Thu - May 27, 2010 at 00:00 End: Thu - May 27, 2010 at 24:00
 City/Town: Zephyrhills County: Pasco
 Location: US 301 south of C Ave File: D0527009.PRN
 Ln1-South

Station Data Summary

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Grand Totals	125	5928	2072	79	350	37	1	79	67	3	0	0	0	0	2	8743
Percentages	1.43	67.80	23.70	0.90	4.00	0.42	0.01	0.90	0.77	0.03	0.00	0.00	0.00	0.00	0.02	

Lane	1	Total
Grand Totals	8743	8743
Percentages	100.00	

Am/Pm Peak Hour Totals

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Am Hour 7-8	3	488	135	6	24	4	1	3	3	0	0	0	0	0	0	667
Percentages	2.40	8.23	6.52	7.59	6.86	10.81	100.00	3.80	4.48	0.00	0.00	0.00	0.00	0.00	0.00	7.63
Pm Hour 16-17	4	431	120	9	24	1	0	7	6	1	0	0	0	0	1	604
Percentages	3.20	7.27	5.79	11.39	6.86	2.70	0.00	8.86	8.96	33.33	0.00	0.00	0.00	0.00	50.00	6.91

Lane	1	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
03:45																	
Lane	1	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
04:00																	
Lane	1	1	4	6	0	0	2	0	0	1	0	0	0	0	0	0	14
Hourly Totals		1	23	11	0	1	2	0	1	1	0	0	0	0	0	0	40
04:15																	
Lane	1	0	9	6	0	0	0	0	0	0	0	0	0	0	0	0	15
04:30																	
Lane	1	1	15	5	0	1	0	0	0	0	0	0	0	0	0	0	22
04:45																	
Lane	1	0	21	8	0	2	0	0	0	1	0	0	0	0	0	0	32
05:00																	
Lane	1	1	21	13	0	0	0	0	0	0	0	0	0	0	0	0	35
Hourly Totals		2	66	32	0	3	0	0	0	1	0	0	0	0	0	0	104
05:15																	
Lane	1	1	32	14	0	3	0	0	1	0	0	0	0	0	0	0	51
05:30																	
Lane	1	2	38	28	1	3	1	0	0	0	0	0	0	0	0	0	73
05:45																	
Lane	1	2	60	29	0	3	0	0	0	0	0	0	0	0	0	0	94
06:00																	
Lane	1	2	64	33	0	6	0	0	1	1	0	0	0	0	0	0	107
Hourly Totals		7	194	104	1	15	1	0	2	1	0	0	0	0	0	0	325
06:15																	
Lane	1	2	78	38	1	5	0	0	1	3	0	0	0	0	0	0	128
06:30																	
Lane	1	2	86	49	1	6	0	0	3	1	0	0	0	0	0	0	148
06:45																	
Lane	1	4	114	60	7	14	0	0	2	1	0	0	0	0	0	0	202
07:00																	
Lane	1	2	122	35	1	10	1	0	2	2	0	0	0	0	0	0	175
Hourly Totals		10	400	182	10	35	1	0	8	7	0	0	0	0	0	0	653
07:15																	
Lane	1	0	125	40	1	8	0	0	1	1	0	0	0	0	0	0	176
07:30																	
Lane	1	0	138	37	1	2	1	1	0	0	0	0	0	0	0	0	180
07:45																	
Lane	1	2	128	32	2	7	3	0	1	0	0	0	0	0	0	0	175
08:00																	
Lane	1	1	97	26	2	7	0	0	1	2	0	0	0	0	0	0	136
Hourly Totals		3	488	135	6	24	4	1	3	3	0	0	0	0	0	0	667

Hourly Totals		6	189	42	1	8	1	0	0	0	0	0	0	0	0	0	247
22:15																	
Lane	1	1	34	15	0	1	0	0	1	0	0	0	0	0	0	0	52
22:30																	
Lane	1	0	36	10	0	0	0	0	0	2	0	0	0	0	0	0	48
22:45																	
Lane	1	0	40	7	0	1	0	0	0	0	0	0	0	0	0	0	48
23:00																	
Lane	1	2	27	9	0	0	0	0	0	0	0	0	0	0	0	0	38
===== Hourly Totals		3	137	41	0	2	0	0	1	2	0	0	0	0	0	0	186
23:15																	
Lane	1	1	20	7	0	0	1	0	0	1	0	0	0	0	0	0	30
23:30																	
Lane	1	0	16	8	0	2	0	0	0	3	0	0	0	0	0	0	29
23:45																	
Lane	1	0	10	9	0	0	0	0	0	0	0	0	0	0	0	0	19
24:00																	
Lane	1	1	16	4	0	1	0	0	0	0	0	0	0	0	0	0	22
===== Hourly Totals		2	62	28	0	3	1	0	0	4	0	0	0	0	0	0	100
===== 24 Hour Totals		125	5928	2072	79	350	37	1	79	67	3	0	0	0	0	2	8743
===== Daily Totals		125	5928	2072	79	350	37	1	79	67	3	0	0	0	0	2	8743
Percentages		1.43	67.80	23.70	0.90	4.00	0.42	0.01	0.90	0.77	0.03	0.00	0.00	0.00	0.00	0.02	

Lane	1	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
03:45																	
Lane	1	0	5	2	0	0	0	0	1	0	0	0	0	0	0	0	8
04:00																	
Lane	1	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Totals		0	15	8	0	2	0	0	1	0	0	0	0	0	0	0	26
04:15																	
Lane	1	0	6	1	0	1	0	0	2	1	0	0	0	0	0	0	11
04:30																	
Lane	1	0	5	5	0	0	0	0	2	1	0	0	0	0	0	0	13
04:45																	
Lane	1	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
05:00																	
Lane	1	0	7	1	1	1	0	0	0	0	0	0	0	0	0	0	10
Hourly Totals		0	25	8	1	2	0	0	4	2	0	0	0	0	0	0	42
05:15																	
Lane	1	0	16	2	0	1	0	0	2	1	0	0	0	0	0	0	22
05:30																	
Lane	1	0	14	6	1	1	0	0	0	0	0	0	0	0	0	0	22
05:45																	
Lane	1	1	12	6	0	1	0	0	1	0	0	0	0	0	0	0	21
06:00																	
Lane	1	0	28	11	1	1	0	0	1	0	0	0	0	0	0	0	42
Hourly Totals		1	70	25	2	4	0	0	4	1	0	0	0	0	0	0	107
06:15																	
Lane	1	1	18	4	0	2	0	0	1	0	0	0	0	0	0	0	26
06:30																	
Lane	1	2	14	14	1	2	0	0	0	0	0	0	0	0	0	0	33
06:45																	
Lane	1	1	27	13	0	2	2	0	0	1	0	0	0	0	0	0	46
07:00																	
Lane	1	2	40	13	1	2	0	0	3	0	0	0	0	0	0	0	61
Hourly Totals		6	99	44	2	8	2	0	4	1	0	0	0	0	0	0	166
07:15																	
Lane	1	0	33	16	0	3	0	0	2	1	0	0	0	0	0	0	55
07:30																	
Lane	1	0	46	23	1	4	0	0	0	0	0	0	0	0	0	0	74
07:45																	
Lane	1	1	43	13	1	1	0	0	1	0	0	0	0	0	0	0	60
08:00																	
Lane	1	2	68	22	2	2	0	0	3	3	0	0	0	0	0	0	102
Hourly Totals		3	190	74	4	10	0	0	6	4	0	0	0	0	0	0	291

13:00																	
Lane	1	2	66	23	2	6	0	0	1	3	0	0	0	0	0	0	103
Hourly Totals		6	302	115	6	14	3	0	7	7	0	0	0	0	0	0	460
13:15																	
Lane	1	1	77	35	1	3	0	0	3	2	0	0	0	0	0	0	122
13:30																	
Lane	1	2	77	26	0	3	0	0	1	1	0	0	0	0	0	0	110
13:45																	
Lane	1	1	67	25	0	6	0	0	0	0	0	0	0	0	0	0	99
14:00																	
Lane	1	0	68	16	0	0	0	0	2	2	0	0	0	0	0	0	88
Hourly Totals		4	289	102	1	12	0	0	6	5	0	0	0	0	0	0	419
14:15																	
Lane	1	2	84	22	2	5	0	0	1	1	0	0	0	0	0	0	117
14:30																	
Lane	1	0	73	23	2	4	0	0	0	2	0	0	0	0	0	0	104
14:45																	
Lane	1	0	67	21	0	2	0	0	0	2	0	0	0	0	0	0	92
15:00																	
Lane	1	1	95	25	0	4	2	0	0	1	0	0	0	0	0	0	128
Hourly Totals		3	319	91	4	15	2	0	1	6	0	0	0	0	0	0	441
15:15																	
Lane	1	1	77	25	1	2	0	0	0	3	0	0	0	0	0	0	109
15:30																	
Lane	1	0	66	28	1	1	0	0	1	0	0	0	0	0	0	0	97
15:45																	
Lane	1	0	93	37	2	10	0	0	0	1	0	0	0	0	0	0	143
16:00																	
Lane	1	1	77	35	1	7	0	0	2	2	0	0	0	0	0	0	125
Hourly Totals		2	313	125	5	20	0	0	3	6	0	0	0	0	0	0	474
16:15																	
Lane	1	0	92	37	0	3	0	0	1	0	0	0	0	0	0	0	133
16:30																	
Lane	1	0	87	26	3	5	1	0	0	0	0	0	0	0	0	0	122
16:45																	
Lane	1	2	86	36	6	3	2	0	0	0	1	0	0	0	0	0	136
17:00																	
Lane	1	0	82	21	1	0	1	0	0	1	0	0	0	0	0	0	106
Hourly Totals		2	347	120	10	11	4	0	1	1	1	0	0	0	0	0	497
17:15																	
Lane	1	0	86	23	3	2	0	0	1	3	0	0	0	0	0	0	118

Hourly Totals		4	165	52	0	5	1	0	0	0	0	0	0	0	0	227
22:15																
Lane	1	0	29	10	0	0	0	0	0	1	0	0	0	0	0	40
22:30																
Lane	1	0	28	5	0	0	0	0	0	0	0	0	0	0	0	33
22:45																
Lane	1	0	32	8	0	0	0	0	1	1	0	0	0	0	0	42
23:00																
Lane	1	0	22	6	0	0	0	0	1	0	0	0	0	0	0	29
===== Hourly Totals		0	111	29	0	0	0	0	2	2	0	0	0	0	0	144
23:15																
Lane	1	1	20	5	0	2	0	0	0	1	0	0	0	0	0	29
23:30																
Lane	1	1	18	3	0	0	1	0	0	0	0	0	0	0	0	23
23:45																
Lane	1	1	27	2	0	0	0	0	0	0	0	0	0	0	0	30
24:00																
Lane	1	1	12	4	0	3	0	0	0	1	0	0	0	0	0	21
===== Hourly Totals		4	77	14	0	5	1	0	0	2	0	0	0	0	0	103
===== 24 Hour Totals		59	4387	1503	52	191	18	0	66	79	3	0	0	0	0	6358
===== Daily Totals		59	4387	1503	52	191	18	0	66	79	3	0	0	0	0	6358
Percentages		0.93	69.00	23.64	0.82	3.00	0.28	0.00	1.04	1.24	0.05	0.00	0.00	0.00	0.00	

Lane	1	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
03:45																	
Lane	1	0	8	2	1	0	1	0	0	0	0	0	0	0	0	0	12
04:00																	
Lane	1	0	5	5	0	0	0	0	0	2	0	0	0	0	0	0	12
Hourly Totals		0	22	10	1	0	1	0	1	2	0	0	0	0	0	0	37
04:15																	
Lane	1	1	7	6	0	0	0	0	0	0	0	0	0	0	0	0	14
04:30																	
Lane	1	1	12	9	0	0	0	0	0	0	0	0	0	0	0	0	22
04:45																	
Lane	1	0	21	7	0	1	0	0	0	1	0	0	0	0	0	0	30
05:00																	
Lane	1	0	13	8	0	0	0	0	0	0	0	0	0	0	0	0	21
Hourly Totals		2	53	30	0	1	0	0	0	1	0	0	0	0	0	0	87
05:15																	
Lane	1	1	31	10	0	0	0	0	1	0	0	0	0	0	0	0	43
05:30																	
Lane	1	2	24	17	0	2	1	0	0	0	0	0	0	0	0	0	46
05:45																	
Lane	1	1	43	18	0	1	0	0	0	1	0	0	0	0	0	0	64
06:00																	
Lane	1	1	45	20	0	2	1	0	1	0	0	0	0	0	0	0	70
Hourly Totals		5	143	65	0	5	2	0	2	1	0	0	0	0	0	0	223
06:15																	
Lane	1	2	41	30	0	4	0	0	0	4	0	0	0	0	0	0	81
06:30																	
Lane	1	2	55	28	0	3	0	0	3	0	0	0	0	0	0	0	91
06:45																	
Lane	1	2	70	40	3	6	1	0	2	1	0	0	0	0	0	0	125
07:00																	
Lane	1	0	81	20	0	3	1	0	1	2	0	0	0	0	0	0	108
Hourly Totals		6	247	118	3	16	2	0	6	7	0	0	0	0	0	0	405
07:15																	
Lane	1	1	67	26	0	1	3	0	1	0	0	0	0	0	0	0	99
07:30																	
Lane	1	1	86	18	1	2	4	0	2	0	0	0	0	0	0	0	114
07:45																	
Lane	1	0	69	16	2	5	1	0	2	1	0	0	0	0	0	0	96
08:00																	
Lane	1	1	61	18	1	3	0	0	2	0	0	0	0	0	0	0	86
Hourly Totals		3	283	78	4	11	8	0	7	1	0	0	0	0	0	0	395

13:00																	
Lane	1	2	59	28	0	5	1	0	2	3	0	0	0	0	0	0	100
Hourly Totals		9	277	91	2	13	4	0	5	6	1	0	0	0	0	0	408
13:15																	
Lane	1	1	59	18	1	5	0	0	0	4	0	0	0	0	0	0	88
13:30																	
Lane	1	0	80	28	0	2	0	0	0	1	0	0	0	0	0	0	111
13:45																	
Lane	1	2	56	34	0	1	3	1	4	0	0	0	0	0	0	0	101
14:00																	
Lane	1	1	72	22	2	3	0	0	1	0	0	0	0	0	0	0	101
Hourly Totals		4	267	102	3	11	3	1	5	5	0	0	0	0	0	0	401
14:15																	
Lane	1	1	59	23	0	1	0	0	2	1	0	0	0	0	0	0	87
14:30																	
Lane	1	1	60	19	4	2	1	0	0	1	0	0	0	0	0	0	88
14:45																	
Lane	1	0	61	24	1	1	0	0	1	0	0	0	0	0	0	0	88
15:00																	
Lane	1	1	92	16	0	6	1	0	2	2	2	0	0	0	0	0	122
Hourly Totals		3	272	82	5	10	2	0	5	4	2	0	0	0	0	0	385
15:15																	
Lane	1	3	67	28	1	5	0	0	0	1	0	0	0	0	0	0	105
15:30																	
Lane	1	1	78	19	0	2	2	0	1	1	0	0	0	0	0	0	104
15:45																	
Lane	1	1	72	14	1	1	1	0	2	0	0	0	0	0	0	0	92
16:00																	
Lane	1	1	56	17	1	2	0	0	0	1	0	0	0	0	0	0	78
Hourly Totals		6	273	78	3	10	3	0	3	3	0	0	0	0	0	0	379
16:15																	
Lane	1	1	75	16	1	1	1	0	1	5	0	0	0	0	0	0	101
16:30																	
Lane	1	0	65	19	1	0	0	0	0	2	0	0	0	0	0	0	87
16:45																	
Lane	1	1	91	20	0	1	0	0	3	1	0	0	0	0	0	0	117
17:00																	
Lane	1	0	75	23	0	4	0	0	3	0	0	0	0	0	0	0	105
Hourly Totals		2	306	78	2	6	1	0	7	8	0	0	0	0	0	0	410
17:15																	
Lane	1	2	88	21	0	3	1	0	1	1	1	0	0	0	0	0	118

Hourly Totals	2	138	36	0	5	0	0	0	3	0	0	0	0	0	0	184
22:15																
Lane	1	1	28	10	0	0	1	0	0	0	0	0	0	0	0	40
22:30																
Lane	1	0	32	7	0	0	0	0	1	0	0	0	0	0	0	40
22:45																
Lane	1	0	28	7	0	1	0	0	0	0	0	0	0	0	0	36
23:00																
Lane	1	0	28	5	0	0	0	0	0	0	0	0	0	0	0	33
===== Hourly Totals	1	116	29	0	1	1	0	1	0	0	0	0	0	0	0	149
23:15																
Lane	1	1	20	3	0	1	0	0	1	0	0	0	0	0	0	26
23:30																
Lane	1	0	22	6	0	0	0	0	2	2	0	0	0	0	0	32
23:45																
Lane	1	0	7	7	0	0	0	0	0	0	0	0	0	0	0	14
24:00																
Lane	1	1	14	4	0	0	0	0	0	0	0	0	0	0	0	19
===== Hourly Totals	2	63	20	0	1	0	0	2	3	0	0	0	0	0	0	91
===== 24 Hour Totals	78	4471	1463	44	169	49	1	81	69	10	0	0	0	0	1	6436
===== Daily Totals	78	4471	1463	44	169	49	1	81	69	10	0	0	0	0	1	6436
Percentages	1.21	69.47	22.73	0.68	2.63	0.76	0.02	1.26	1.07	0.16	0.00	0.00	0.00	0.00	0.02	

Adams Traffic
813-763-7763

06-03-2010

Volume by Type by Lane Report - D0527041.PRN

 Sta: 000005241003 Id: 000065310007 Cid: 01 Fmt: 300 - Imperial Int: 15 Min.
 Start: Thu - May 27, 2010 at 00:00 End: Thu - May 27, 2010 at 24:00
 City/Town: Zephyrhills County: Pasco
 Location: US 301 south of 12th Ave File: D0527041.PRN
 Ln1-North

Station Data Summary

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Grand Totals	94	5596	1803	37	304	17	0	73	43	1	0	0	1	0	1	7970
Percentages	1.18	70.21	22.62	0.46	3.81	0.21	0.00	0.92	0.54	0.01	0.00	0.00	0.01	0.00	0.01	

Lane	1	Total
Grand Totals	7970	7970
Percentages	100.00	

Am/Pm Peak Hour Totals

Type	Cycle	Cars	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclas	Total
Am Hour 11-12	6	408	140	3	26	1	0	3	3	0	0	0	0	0	0	590
Percentages	6.38	7.29	7.76	8.11	8.55	5.88	0.00	4.11	6.98	0.00	0.00	0.00	0.00	0.00	0.00	7.40
Pm Hour 12-13	8	414	148	3	19	3	0	7	4	0	0	0	1	0	0	607
Percentages	8.51	7.40	8.21	8.11	6.25	17.65	0.00	9.59	9.30	0.00	0.00	0.00	100.00	0.00	0.00	7.62

Lane	1	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
03:45																	
Lane	1	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
04:00																	
Lane	1	0	6	5	0	0	0	0	1	0	0	0	0	0	0	0	12
Hourly Totals		0	21	11	0	1	0	0	1	0	0	0	0	0	0	0	34
04:15																	
Lane	1	0	3	0	0	1	0	0	2	0	0	0	0	0	0	0	6
04:30																	
Lane	1	0	10	6	0	1	0	0	2	0	0	0	0	0	0	0	19
04:45																	
Lane	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00																	
Lane	1	0	3	3	1	0	0	0	0	0	0	0	0	0	0	0	7
Hourly Totals		0	20	10	1	2	0	0	4	0	0	0	0	0	0	0	37
05:15																	
Lane	1	0	12	4	0	4	0	0	3	0	0	0	0	0	0	0	23
05:30																	
Lane	1	0	13	3	1	1	0	0	0	0	0	0	0	0	0	0	18
05:45																	
Lane	1	0	17	8	1	0	0	0	0	0	0	0	0	0	0	0	26
06:00																	
Lane	1	1	26	8	1	0	0	0	2	0	0	0	0	0	0	0	38
Hourly Totals		1	68	23	3	5	0	0	5	0	0	0	0	0	0	0	105
06:15																	
Lane	1	1	23	6	0	1	0	0	1	0	0	0	0	0	0	0	32
06:30																	
Lane	1	2	18	17	0	6	0	0	0	0	0	0	0	0	0	0	43
06:45																	
Lane	1	1	36	13	1	5	0	0	1	0	0	0	0	0	0	0	57
07:00																	
Lane	1	2	39	15	1	4	0	0	2	0	0	0	0	0	0	0	63
Hourly Totals		6	116	51	2	16	0	0	4	0	0	0	0	0	0	0	195
07:15																	
Lane	1	0	38	18	0	6	0	0	1	0	0	0	0	0	0	0	63
07:30																	
Lane	1	1	54	26	0	6	0	0	0	0	0	0	0	0	0	0	87
07:45																	
Lane	1	2	65	17	1	2	0	0	2	0	0	0	0	0	0	0	89
08:00																	
Lane	1	0	74	10	0	3	0	0	1	1	0	0	0	0	0	0	89
Hourly Totals		3	231	71	1	17	0	0	4	1	0	0	0	0	0	0	328

Hourly Totals		4	174	57	0	8	1	0	0	1	0	0	0	0	0	0	245
22:15																	
Lane	1	1	27	10	0	1	0	0	0	0	0	0	0	0	0	0	39
22:30																	
Lane	1	0	38	6	0	1	0	0	0	0	0	0	0	0	0	0	45
22:45																	
Lane	1	0	26	7	0	0	0	0	1	1	0	0	0	0	0	0	35
23:00																	
Lane	1	0	28	4	0	1	0	0	1	0	0	0	0	0	0	0	34
===== Hourly Totals		1	119	27	0	3	0	0	2	1	0	0	0	0	0	0	153
23:15																	
Lane	1	0	25	5	0	2	0	0	0	1	0	0	0	0	0	0	33
23:30																	
Lane	1	1	18	6	0	0	1	0	0	0	0	0	0	0	0	0	26
23:45																	
Lane	1	0	21	6	0	1	0	0	0	0	0	0	0	0	0	0	28
24:00																	
Lane	1	2	22	5	0	1	0	0	1	0	0	0	0	0	0	0	31
===== Hourly Totals		3	86	22	0	4	1	0	1	1	0	0	0	0	0	0	118
===== 24 Hour Totals		94	5596	1803	37	304	17	0	73	43	1	0	0	1	0	1	7970
===== Daily Totals		94	5596	1803	37	304	17	0	73	43	1	0	0	1	0	1	7970
Percentages		1.18	70.21	22.62	0.46	3.81	0.21	0.00	0.92	0.54	0.01	0.00	0.00	0.01	0.00	0.01	

Lane	1	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45																	
Lane	1	0	6	1	1	0	1	0	0	0	0	0	0	0	0	0	9
04:00																	
Lane	1	1	7	4	0	0	1	0	1	0	0	0	0	0	0	0	14
Hourly Totals		1	19	8	1	0	2	0	1	0	0	0	0	0	0	0	32
04:15																	
Lane	1	0	8	7	0	1	0	0	0	0	0	0	0	0	0	0	16
04:30																	
Lane	1	0	12	5	0	1	0	0	0	0	0	0	0	0	0	0	18
04:45																	
Lane	1	0	18	7	0	2	0	0	1	0	0	0	0	0	0	0	28
05:00																	
Lane	1	0	14	14	0	0	0	0	1	0	0	0	0	0	0	0	29
Hourly Totals		0	52	33	0	4	0	0	2	0	0	0	0	0	0	0	91
05:15																	
Lane	1	0	22	9	1	1	0	0	0	0	0	0	0	0	0	0	33
05:30																	
Lane	1	1	22	18	0	2	1	0	0	0	0	0	0	0	0	0	44
05:45																	
Lane	1	1	35	19	0	3	0	0	1	0	0	0	0	0	0	0	59
06:00																	
Lane	1	1	41	20	0	1	0	0	0	1	0	0	0	0	0	0	64
Hourly Totals		3	120	66	1	7	1	0	1	1	0	0	0	0	0	0	200
06:15																	
Lane	1	1	33	27	0	9	0	0	1	0	0	0	0	0	0	0	71
06:30																	
Lane	1	1	45	30	0	4	0	0	3	0	0	0	0	0	0	0	83
06:45																	
Lane	1	4	52	35	2	10	0	0	5	0	0	0	0	0	0	0	108
07:00																	
Lane	1	1	64	17	0	5	2	0	1	1	0	0	0	0	0	0	91
Hourly Totals		7	194	109	2	28	2	0	10	1	0	0	0	0	0	0	353
07:15																	
Lane	1	0	63	25	0	3	0	0	1	2	0	0	0	0	0	0	94
07:30																	
Lane	1	0	69	22	1	4	0	0	0	0	0	0	0	0	0	0	96
07:45																	
Lane	1	0	56	23	0	7	1	0	1	2	0	0	0	0	0	0	90
08:00																	
Lane	1	2	57	18	1	1	1	0	1	0	0	0	0	0	0	0	81
Hourly Totals		2	245	88	2	15	2	0	3	4	0	0	0	0	0	0	361

13:00																		
Lane	1	1	66	30	1	8	0	0	1	1	0	0	0	0	0	0	0	108
Hourly Totals		7	313	118	3	30	1	0	3	4	0	0	0	0	0	0	0	479
13:15																		
Lane	1	2	87	29	2	5	1	0	1	1	0	0	0	0	0	0	0	128
13:30																		
Lane	1	2	68	29	0	5	1	0	2	1	0	0	0	0	0	0	0	108
13:45																		
Lane	1	1	85	26	0	8	1	0	2	0	0	0	0	1	0	0	0	124
14:00																		
Lane	1	1	77	28	1	7	0	0	0	0	0	0	0	0	0	0	0	114
Hourly Totals		6	317	112	3	25	3	0	5	2	0	0	0	0	1	0	0	474
14:15																		
Lane	1	0	72	25	1	2	1	0	2	0	0	0	0	0	0	0	0	103
14:30																		
Lane	1	0	66	26	2	0	0	0	2	0	0	0	0	0	0	0	0	96
14:45																		
Lane	1	0	81	19	1	2	0	0	1	0	0	0	0	0	0	0	0	104
15:00																		
Lane	1	1	94	24	1	6	1	0	1	0	0	0	0	0	0	0	0	128
Hourly Totals		1	313	94	5	10	2	0	6	0	0	0	0	0	0	0	0	431
15:15																		
Lane	1	4	78	35	1	9	0	0	1	0	0	0	0	0	0	0	0	128
15:30																		
Lane	1	1	81	29	1	8	1	0	0	0	0	0	0	0	0	0	1	122
15:45																		
Lane	1	0	79	18	0	1	1	0	2	0	0	0	0	0	0	0	0	101
16:00																		
Lane	1	2	57	20	2	8	1	0	0	2	0	0	0	0	0	0	0	92
Hourly Totals		7	295	102	4	26	3	0	3	2	0	0	0	0	0	0	1	443
16:15																		
Lane	1	0	88	21	1	4	0	0	2	3	0	0	0	0	0	0	0	119
16:30																		
Lane	1	0	69	26	0	4	0	0	2	1	0	0	0	0	0	0	0	102
16:45																		
Lane	1	0	78	25	0	1	0	0	1	0	0	0	0	0	0	0	0	105
17:00																		
Lane	1	0	82	24	0	9	0	0	2	0	0	0	0	0	0	0	0	117
Hourly Totals		0	317	96	1	18	0	0	7	4	0	0	0	0	0	0	0	443
17:15																		
Lane	1	2	96	23	1	2	0	0	1	0	1	0	0	0	0	0	0	126

Hourly Totals		3	135	47	0	6	0	0	0	2	0	0	0	0	0	0	193
22:15																	
Lane	1	0	34	13	0	2	0	0	0	1	0	0	0	0	0	0	50
22:30																	
Lane	1	0	30	11	0	1	0	0	0	1	0	0	0	0	0	0	43
22:45																	
Lane	1	0	28	11	0	0	0	0	0	0	0	0	0	0	0	0	39
23:00																	
Lane	1	0	20	5	0	2	0	0	0	0	0	0	0	0	0	0	27
===== Hourly Totals		0	112	40	0	5	0	0	0	2	0	0	0	0	0	0	159
23:15																	
Lane	1	0	19	6	0	3	0	0	0	1	0	0	0	0	0	0	29
23:30																	
Lane	1	1	21	2	0	1	0	0	0	1	0	0	0	0	0	0	26
23:45																	
Lane	1	0	9	7	0	0	0	0	0	0	0	0	0	0	0	0	16
24:00																	
Lane	1	0	11	5	0	1	0	0	0	0	0	0	0	0	0	0	17
===== Hourly Totals		1	60	20	0	5	0	0	0	2	0	0	0	0	0	0	88
===== 24 Hour Totals		74	4547	1595	35	302	24	0	70	37	2	0	0	1	0	1	6688
===== Daily Totals		74	4547	1595	35	302	24	0	70	37	2	0	0	1	0	1	6688
Percentages		1.11	67.99	23.85	0.52	4.52	0.36	0.00	1.05	0.55	0.03	0.00	0.00	0.01	0.00	0.01	

Appendix B
Table of Peak-to-Daily Ratios

Summary of Existing Year (2010) Peak Hour Traffic Characteristics for US 301 Study Corridor

Study Intersection	Analysis Time Period	Intersection Leg																			
		East					West					South					North				
		Pk Hr Vol	Pk Hr	K	D	Pk Dir	Pk Hr Vol	Pk Hr	K	D	Pk Dir	Pk Hr Vol	Pk Hr	K	D	Pk Dir	Pk Hr Vol	Pk Hr	K	D	Pk Dir
US 301/ Tucker Road	AM Peak Hour (7:00-9:00)	15	7:45-8:45	4.08%	53.33%	EB	25	7:45-8:45	5.30%	52.00%	EB	833	7:00-8:00	7.59%	69.15%	SB	783	7:00-8:00	7.20%	66.92%	SB
	AM Off-Peak (9:00-10:00)	25	8:30-9:30	6.79%	52.00%	EB	32	8:45-9:45	6.78%	56.25%	EB	646	8:15-9:15	5.88%	56.19%	SB	636	8:15-9:15	5.85%	54.56%	SB
	Midday Peak Hour (10:00-2:00)	27	10:30-11:30	7.34%	51.85%	EB	33	12:15-1:15	6.99%	51.52%	WB	619	12:00-1:00	5.64%	50.08%	SB	618	12:00-1:00	5.69%	50.97%	NB
	PM Off-Peak (2:00-4:00)	35	3:45-4:45	9.51%	51.43%	EB	42	3:15-4:15	8.90%	52.38%	WB	834	3:45-4:45	7.59%	62.83%	NB	831	3:45-4:45	7.64%	62.70%	NB
	PM Peak (4:00-6:00)	33	4:00-5:00	8.97%	54.55%	EB	39	4:00-5:00	8.26%	58.97%	WB	891	5:00-6:00	8.11%	66.44%	NB	899	5:00-6:00	8.27%	65.85%	NB
	Design Peak Hour	35	3:45-4:45	9.51%	51.43%	EB	42	3:15-4:15	8.90%	52.38%	WB	891	5:00-6:00	8.11%	66.44%	NB	899	5:00-6:00	8.27%	65.85%	NB
SR 39/ Tucker Road	AM Peak Hour (7:00-9:00)	38	7:45-8:45	5.43%	50.00%	EB	15	7:45-8:45	4.08%	53.33%	EB	361	7:30-8:30	6.14%	54.85%	NB	374	7:45-8:45	6.20%	52.41%	NB
	AM Off-Peak (9:00-10:00)	45	8:30-9:30	6.43%	51.11%	EB	25	8:30-9:30	6.79%	52.00%	EB	356	8:15-9:15	6.06%	51.12%	NB	361	8:15-9:15	5.99%	50.42%	NB
	Midday Peak Hour (10:00-2:00)	53	11:45-12:45	7.57%	56.60%	EB	27	10:30-11:30	7.34%	51.85%	EB	394	11:45-12:45	6.70%	51.02%	NB	413	11:45-12:45	6.85%	50.85%	SB
	PM Off-Peak (2:00-4:00)	66	3:15-4:15	9.43%	57.58%	EB	35	3:45-4:45	9.51%	51.43%	EB	435	3:30-4:30	7.40%	55.86%	NB	439	3:30-4:30	7.28%	54.90%	NB
	PM Peak (4:00-6:00)	57	4:30-5:30	8.14%	50.88%	EB	33	4:00-5:00	8.97%	54.55%	EB	458	5:00-6:00	7.79%	52.84%	NB	470	4:30-5:30	7.79%	51.70%	NB
	Design Peak Hour	66	3:15-4:15	9.43%	57.58%	EB	35	3:45-4:45	9.51%	51.43%	EB	458	5:00-6:00	7.79%	52.84%	NB	470	4:30-5:30	7.79%	51.70%	NB
US 301/ "C" Avenue	AM Peak Hour (7:00-9:00)	54	7:00-8:00	4.71%	53.70%	WB	78	7:15-8:15	5.12%	66.67%	EB	1150	7:15-8:15	6.55%	55.83%	SB	1126	7:15-8:15	6.45%	56.57%	SB
	AM Off-Peak (9:00-10:00)	52	9:45-10:45	4.54%	51.92%	WB	70	9:45-10:45	4.60%	57.14%	EB	1055	8:15-9:15	6.01%	51.66%	SB	1071	8:15-9:15	6.14%	51.54%	SB
	Midday Peak Hour (10:00-2:00)	65	11:00-12:00	5.67%	56.92%	EB	82	11:00-12:00	5.39%	57.32%	EB	1114	12:00-1:00	6.35%	50.45%	SB	1153	12:00-1:00	6.61%	50.30%	SB
	PM Off-Peak (2:00-4:00)	86	3:45-4:45	7.50%	63.95%	EB	106	3:30-4:30	6.96%	53.77%	EB	1339	3:45-4:45	7.63%	57.13%	NB	1336	3:45-4:45	7.65%	55.99%	NB
	PM Peak (4:00-6:00)	92	4:30-5:30	8.03%	68.48%	EB	145	5:00-6:00	9.53%	57.24%	WB	1431	4:30-5:30	8.15%	56.95%	NB	1385	4:30-5:30	7.93%	55.16%	NB
	Design Peak Hour	92	4:30-5:30	8.03%	68.48%	EB	145	5:00-6:00	9.53%	57.24%	WB	1431	4:30-5:30	8.15%	56.95%	NB	1385	4:30-5:30	7.93%	55.16%	NB
US 301/ South Avenue	AM Peak Hour (7:00-9:00)	299	7:00-8:00	7.91%	72.58%	WB	206	7:30-8:30	6.72%	85.44%	EB	915	7:15-8:15	6.35%	67.87%	SB	724	8:00-9:00	5.81%	50.55%	NB
	AM Off-Peak (9:00-10:00)	249	8:15-9:15	6.59%	62.65%	WB	197	8:15-9:15	6.43%	87.31%	EB	876	9:15-10:15	6.08%	58.79%	SB	773	9:15-10:15	6.21%	51.75%	NB
	Midday Peak Hour (10:00-2:00)	216	11:15-12:15	5.72%	59.72%	WB	218	11:30-12:30	7.11%	85.32%	EB	955	12:00-1:00	6.63%	58.43%	SB	828	11:15-12:15	6.65%	52.78%	NB
	PM Off-Peak (2:00-4:00)	288	2:45-3:45	7.62%	55.21%	WB	244	2:45-3:45	7.96%	81.56%	EB	1032	3:45-4:45	7.16%	54.65%	SB	890	3:45-4:45	7.15%	56.63%	NB
	PM Peak (4:00-6:00)	258	5:00-6:00	6.83%	58.14%	WB	239	4:15-5:15	7.80%	84.52%	EB	1034	4:30-5:30	7.17%	56.38%	SB	886	4:15-5:15	7.11%	54.63%	NB
	Design Peak Hour	299	7:00-8:00	7.91%	72.58%	WB	244	2:45-3:45	7.96%	81.56%	EB	1034	4:30-5:30	7.17%	56.38%	SB	890	3:45-4:45	7.15%	56.63%	NB
US 301/ SR 54 (5th Avenue)	AM Peak Hour (7:00-10:00)	369	8:00-9:00	7.22%	51.49%	EB	632	8:00-9:00	6.49%	63.13%	EB	793	8:00-9:00	5.88%	50.06%	SB	862	8:00-9:00	5.89%	56.61%	NB
	AM Off-Peak (10:00-11:00)	362	8:15-9:15	7.08%	50.28%	EB	663	9:30-10:30	6.81%	65.01%	EB	863	9:15-10:15	6.40%	51.10%	NB	938	9:45-10:45	6.41%	59.17%	NB
	Midday Peak Hour (11:00-1:00)	340	12:00-1:00	6.65%	52.65%	EB	686	12:15-1:15	7.04%	62.54%	EB	919	11:15-12:15	6.81%	51.36%	NB	1103	12:00-1:00	7.53%	57.93%	NB
	PM Off-Peak (1:00-4:00)	398	2:45-3:45	7.79%	51.26%	EB	749	2:15-3:15	7.69%	60.35%	EB	960	3:45-4:45	7.12%	55.10%	NB	1021	2:15-3:15	6.97%	56.61%	NB
	PM Peak (4:00-6:00)	372	5:00-6:00	7.28%	53.23%	EB	683	4:15-5:15	7.01%	59.44%	EB	960	4:30-5:30	7.12%	52.81%	NB	1031	4:15-5:15	7.04%	57.61%	NB
	Design Peak Hour	398	2:45-3:45	7.79%	51.26%	EB	749	2:15-3:15	7.69%	60.35%	EB	960	3:45-4:45	7.12%	55.10%	NB	1103	12:00-1:00	7.53%	57.93%	NB

Study Intersection	Analysis Time Period	Intersection Leg																			
		East															East				
		Pk Hr Vol	Pk Hr	K	D	Pk Dir	Pk Hr Vol	Pk Hr	K	D	Pk Dir	Pk Hr Vol	Pk Hr	K	D	Pk Dir	Pk Hr Vol	Pk Hr	K	D	Pk Dir
US 301/12th Ave	AM Peak Hour (7:00-9:00)	226	8:00-9:00	8.67%	63.72%	WB	245	8:00-9:00	10.08%	60.41%	EB	830	8:00-9:00	5.80%	54.34%	NB	948	8:00-9:00	6.17%	58.97%	NB
	AM Off-Peak (9:00-10:00)	210	8:15-9:15	8.06%	61.90%	WB	245	8:15-9:15	10.08%	64.49%	EB	923	9:45-10:45	6.45%	57.53%	NB	1024	9:45-10:45	6.67%	59.67%	NB
	Midday Peak Hour (10:00-2:00)	218	12:45-1:45	8.37%	60.55%	WB	208	12:45-1:45	8.56%	65.38%	EB	1063	12:00-1:00	7.43%	55.60%	NB	1166	12:00-1:00	7.59%	57.89%	NB
	PM Off-Peak (2:00-4:00)	247	2:30-3:30	9.48%	60.73%	WB	247	2:15-3:15	10.16%	62.75%	EB	1021	2:15-3:15	7.14%	54.36%	NB	1103	2:15-3:15	7.18%	58.30%	NB
	PM Peak (4:00-6:00)	191	4:30-5:30	7.33%	60.73%	WB	181	4:45-5:45	7.45%	59.12%	EB	989	4:15-5:15	6.91%	55.81%	NB	1056	4:30-5:30	6.87%	59.28%	NB
	Design Peak Hour	247	2:30-3:30	9.48%	60.73%	WB	247	2:15-3:15	10.16%	62.75%	EB	1063	12:00-1:00	7.43%	55.60%	NB	1166	12:00-1:00	7.59%	57.89%	NB
US 301/Geiger Rd (North Ave)	AM Peak Hour (7:00-9:00)	373	7:00-8:00	7.78%	52.28%	WB	376	7:15-8:15	7.79%	67.02%	EB	1445	8:00-9:00	6.18%	55.99%	SB	1203	8:00-9:00	5.94%	51.70%	SB
	AM Off-Peak (9:00-10:00)	372	9:00-10:00	7.76%	62.10%	WB	355	8:15-9:15	7.36%	61.13%	EB d	1585	9:15-10:15	6.78%	55.02%	SB	1340	9:45-10:45	6.62%	50.90%	SB
	Midday Peak Hour (10:00-2:00)	315	12:45-1:45	6.57%	54.60%	WB	289	12:15-1:15	5.99%	57.79%	EB	1753	12:00-1:00	7.49%	56.70%	SB	1560	12:00-1:00	7.70%	52.88%	SB
	PM Off-Peak (2:00-4:00)	438	2:00-3:00	9.13%	61.64%	WB	388	2:00-3:00	8.04%	51.03%	EB	1702	3:45-4:45	7.28%	56.70%	SB	1457	2:45-3:45	7.19%	53.33%	SB
	PM Peak (4:00-6:00)	400	4:00-5:00	8.34%	62.25%	WB	367	5:00-6:00	7.60%	51.23%	WB	1699	4:15-5:15	7.26%	56.80%	SB	1495	4:30-5:30	7.38%	53.71%	SB
	Design Peak Hour	438	2:00-3:00	9.13%	61.64%	WB	388	2:00-3:00	8.04%	51.03%	EB	1753	12:00-1:00	7.49%	56.70%	SB	1560	12:00-1:00	7.70%	52.88%	SB
US 301/Fort King Rd	AM Peak Hour (7:00-9:00)	383	8:00-9:00	6.56%	65.80%	WB	344	7:15-8:15	6.80%	60.76%	EB	1284	8:00-9:00	5.95%	52.02%	SB	1317	8:00-9:00	5.96%	53.30%	NB
	AM Off-Peak (9:00-10:00)	442	9:45-10:45	7.57%	71.27%	WB	348	9:15-10:15	6.88%	51.15%	WB	1451	9:45-10:45	6.72%	50.17%	SB	1535	9:45-10:45	6.94%	54.14%	NB
	Midday Peak Hour (10:00-2:00)	479	1:00-2:00	8.20%	69.94%	WB	352	11:30-12:30	6.96%	53.69%	WB	1675	12:00-1:00	7.76%	53.43%	SB	1767	12:00-1:00	7.99%	51.90%	NB
	PM Off-Peak (2:00-4:00)	526	3:00-4:00	9.01%	73.57%	WB	391	3:45-4:45	7.73%	59.59%	WB	1558	2:45-3:45	7.22%	53.21%	SB	1650	3:00-4:00	7.47%	53.58%	NB
	PM Peak (4:00-6:00)	461	4:00-5:00	7.89%	72.45%	WB	430	4:30-5:30	8.50%	58.37%	WB	1588	4:30-5:30	7.36%	53.78%	SB	1602	4:30-5:30	7.25%	51.31%	NB
	Design Peak Hour	526	3:00-4:00	9.01%	73.57%	WB	430	4:30-5:30	8.50%	58.37%	WB	1675	12:00-1:00	7.76%	53.43%	SB	1767	12:00-1:00	7.99%	51.90%	NB

Appendix C
Existing Signal Timing Plans

WO#: 562 LAST UPDATE: 7/8/2008

LOCATIO US301 (GALL BLVD) & CR54 (E54)

CONT: ASC/2S-2100 SER#: 33150 TYPE: SIG REPAIR 1

MONITOR MMU-16E SER#: 070916666 SOP: 10

DETQUAN: 5 DETDELAY: POWER PE ACCT: 27441 34578

OTHER1: ENCOM 5200 RADIO OPTICOM: YES STREET LIGHTS: NO

OTHER2: ENFORCEMENT YES STREET LIGHT QTY:

SOLAR WARNING FLASHERS: NO MASTARMS: NO ILLUMINATED SIGNS: NO

SOLAR WARNING FLASHERS QTY: UPS: YES ILLUMINATED SIGNS

PHAS	DIRECTION	MI	PAS	YEL	RC	MAX1	MAX2	WALK	PC	PHAS	MIN REC	MAX REC	ME M	ME ON M	CNA	DET SWITCH	FLASH COLOR
1	SB LEFT	5	3	3.5	1	12				1						X/6	
2	NB THRU	20	4	4.3	1	32				2	X						Y
3	WB LEFT	5	3	3.5	1	12				3						X/8	
4	EB THRU	10	3	4.3	1	22		7	51	4			X				R
5	NB LEFT	5	3	3.5	1	12				5				X		X/2	
6	SB THRU	20	4	4.3	1	32				6	X			X			Y
7	EB LEFT	5	3	3.5	1	12				7				X		X/4	
8	WB THRU	10	3	4.3	1	22				8			X				R

OVERLAP A
B
C
C
D

FLASH TIMES FROM: TO: SYSTEM SYS# 10 ID#: 7 JURIS: VALUE: 95,000 REIMBURSEME 50% FDOT

NOTE
TS-2 CABINET. SPECIAL DET ASSIGNMENT. SEE INT LOOP CHART. L5 PH 3 WBLT HAS 3 SEC DELAY DONE IN CONTROLLER.

POLE DATA

CORNER1:
CORNER2:
CORNER3:
CORNER4:

WO#: **598**
 LOCATIO **US301 & FORT KING (CR41)**

LAST UPDATE: 1/29/2010

CONT: ASC/2S-2100 SER#: 33153 TYPE: SIG REPAIR 5
 MONITOR MMU-16E SER#: 070804753 SOP: 1
 DETQUAN: 5 DETDELAY: POWER PE ACCT: 62870 52891
 OTHER1: ENCON 5300 RADIO OPTICOM: YES STREET LIGHTS: NO
 OTHER2: ECONO PHONE MODEM 56K ENFORCEMENT NO STREET LIGHT QTY:
 SOLAR WARNING FLASHERS: NO MASTARMS: NO ILLUMINATED SIGNS: NO
 SOLAR WARNING FLASHERS QTY: UPS: YES ILLUMINATED SIGNS

PHAS	DIRECTION	MI	PAS	YEL	RC	MAX1	MAX2	WALK	PC	PHAS	MIN REC	MAX REC	ME M	ME ON M	CNA	DET SWITCH	FLASH COLOR
1										1							
2	N&S THRU	20	4	5	2	40				2	X			X			Y
3										3							
4	E&W THRU	10	3	4	3	20				4			X				R
5										5							
6										6							
7										7							
8										8							

OVERLAP A
 B
 C
 C
 D

FLASH TIMES FROM: 2300 TO: 0500
 SYSTEM SYS#: 10 ID#: 6
 JURIS: VALUE: 100,000
 FDOT REIMBURSEME 50%

NOTE
 TS-2 CABINET.

POLE DATA

CORNER1:
 CORNER2:
 CORNER3:
 CORNER4:

WO#: **597**
 LOCATIO **US301 & GEIGER**

LAST UPDATE: 3/18/2010

CONT: ASC/2S-2100 SER#: 33154 TYPE: SIG REPAIR 5
 MONITOR MMU-16E SER#: 070900418 SOP: 7
 DETQUAN: 5 DETDELAY: POWER PE ACCT: 62869 08885
 OTHER1: ENCOM 5200 RADIO OPTICOM: YES STREET LIGHTS: NO
 OTHER2: ENFORCEMENT NO STREET LIGHT QTY:
 SOLAR WARNING FLASHERS: NO MASTARMS: NO ILLUMINATED SIGNS: NO
 SOLAR WARNING FLASHERS QTY: UPS: YES ILLUMINATED SIGNS

PHAS	DIRECTION	MI	PAS	YEL	RC	MAX1	MAX2	WALK	PC	PHAS	MIN REC	MAX REC	ME M	ME ON M	CNA	DET SWITCH	FLASH COLOR
1										1							
2	N.B.THRU	20	4	3.5	1	40		5	13	2	X			X			Y
3	W.B.L.T	5	3	3.5	1	15				3				X		X/8	
4	E.B.THRU	10	3	3.5	1	20		5	16	4			X				R
5										5							
6	S.B.THRU	20	4	3.5	1	40		5	13	6	X			X			Y
7										7							
8	W.B.THRU	10	3	3.5	1	20		5	17	8			X				R

OVERLAP A FLASH TIMES SYSTEM JURIS: FDOT
 B FROM: SYS# 10 VALUE: 90,000
 C TO: ID#: 5 REIMBURSEME 50%
 C
 D

NOTE
 TS-2 CABINET. L2 PH 3 WBLT HAS 2 SEC DELAY DONE IN CONTROLLER.

POLE DATA

CORNER1:
 CORNER2:
 CORNER3:
 CORNER4:

WO#: **540**
 LOCATIO **US301 (GALL BLVD) & 12TH**

LAST UPDATE: 6/27/2008

CONT: ASC/2S-2100 SER#: 29615 TYPE: SIG REPAIR 4
 MONITOR MMU-16E SER#: 070900427 SOP: 1
 DETQUAN: 3 DETDELAY: POWER PE ACCT: 62831 64621
 OTHER1: ENCON 5200 RADIO OPTICOM: YES STREET LIGHTS: NO
 OTHER2: ENFORCEMENT NO STREET LIGHT QTY:
 SOLAR WARNING FLASHERS: NO MASTARMS: NO ILLUMINATED SIGNS: NO
 SOLAR WARNING FLASHERS QTY: UPS: NO ILLUMINATED SIGNS

PHAS	DIRECTION	MI	PAS	YEL	RC	MAX1	MAX2	WALK	PC	PHAS	MIN REC	MAX REC	ME M	ME ON M	CNA	DET SWITCH	FLASH COLOR
1										1							
2	N&S THRU	20	5	5	2	50				2	X			X			Y
3										3							
4	E&W THRU	10	5	4	1.2	35		7	16	4			X				R
5										5							
6										6							
7										7							
8										8							

OVERLAP A
 B
 C
 C
 D

FLASH TIMES FROM: 2200 TO: 0600
 SYSTEM SYS#: 10 ID#: 4
 JURIS: VALUE: 90,000
 FDOT REIMBURSEME 50%

NOTE
 TS-2 CABINET.

POLE DATA

CORNER1:
 CORNER2:
 CORNER3:
 CORNER4:

WO#: 541

LAST UPDATE: 6/22/2009

LOCATIO US301 (GALL BLVD) & 5th (SR54)

CONT: ASC/2S-2100 SER#: 33148 TYPE: SIG REPAIR 1

MONITOR MMU-16E SER#: 060706908 SOP: 16

DETQUAN: 4 DETDELAY: POWER PE ACCT: 68526 69773

OTHER1: ENCON 5200 RADIO OPTICOM: YES STREET LIGHTS: NO

OTHER2: ENFORCEMENT NO STREET LIGHT QTY:

SOLAR WARNING FLASHERS: NO MASTARMS: NO ILLUMINATED SIGNS: NO

SOLAR WARNING FLASHERS QTY: UPS: YES ILLUMINATED SIGNS

PHAS	DIRECTION	MI	PAS	YEL	RC	MAX1	MAX2	WALK	PC	PHAS	MIN REC	MAX REC	ME M	ME M	CNA	DET SWITCH	FLASH COLOR
1										1							
2	NB	15	4	5	2	43		7	19	2	X			X			Y
3										3							
4	EB	10	3	4	1	25		7	14	4			X				R
5	NBLT	7	4	4	1	15				5				X		X/2	
6	SB	15	4	5	2	43		7	19	6	X			X			Y
7	EBLT	10	3	4	1	20				7				X		X/4	
8	WB	10	3	4	1	25		7	14	8			X				R

OVERLAP A
B
C
C
D

FLASH TIMES

FROM:

TO:

SYSTEM

SYS# 10

ID#: 3

JURIS:

VALUE: 95,000

REIMBURSEME 75%

NOTE

TS-2 CABINET. SPECIAL DET ASSIGNMENT. SEE INT LOOP CHART.

POLE DATA

CORNER1:
CORNER2:
CORNER3:
CORNER4:

WO#: **679**
 LOCATIO **SR54 & 6TH ST.**

LAST UPDATE: 4/4/2008

CONT: ASC/2S-2100 SER#: 33159 TYPE: SIG REPAIR 5
 MONITOR MMU-16E SER#: 070916647 SOP: SPEC
 DETQUAN: 3 DETDELAY: POWER PE ACCT: 71751 94490
 OTHER1: ENCON 5200 RADIO OPTICOM: NO STREET LIGHTS: NO
 OTHER2: ENFORCEMENT NO STREET LIGHT QTY:
 MASTARMS: YES ILLUMINATED SIGNS: NO
 ILLUMINATED SIGNS

PHAS	DIRECTION	MI	PAS	YEL	RC	MAX1	MAX2	WALK	PC	PHAS	MIN REC	MAX REC	ME M	ME ON M	CNA	DET SWITCH	FLASH COLOR
1										1							
2	EB	20	3	4	1	30		5	10	2	X			X	X		Y
3										3							
4	SB	10	3	4	1	20		5	15	4			X				R
5										5							
6	WB	20	3	4	1	20		5	10	6	X			X			Y
7										7							
8										8							

OVERLAP A FLASH TIMES SYSTEM JURIS: FDOT
 B FROM: SYS# 10 VALUE: 90,000
 C TO: ID#: 15 REIMBURSEME 50%
 C
 D

NOTE
 TS-2 CABINET. SPECIAL DET ASSIGNMENT. SEE INT LOOP CHART. OPTICOM PROGRAMMED IN CONTROLLER.

POLE DATA

CORNER1:
 CORNER2:
 CORNER3:
 CORNER4:

WO#: 542
 LOCATIO US301 (GALL BLVD) & SOUTH

LAST UPDATE: 6/20/2008

CONT: ASC/2S-2100 SER#: 29617 TYPE: SIG REPAIR 4
 MONITOR MMU-16E SER#: 070916663 SOP: 1
 DETQUAN: 3 DETDELAY: POWER PE ACCT: 71396 87029
 OTHER1: ENCON 5200 RADIO OPTICOM: YES STREET LIGHTS: NO
 OTHER2: ENFORCEMENT NO STREET LIGHT QTY:
 SOLAR WARNING FLASHERS: NO MASTARMS: NO ILLUMINATED SIGNS: NO
 SOLAR WARNING FLASHERS QTY: UPS: NO ILLUMINATED SIGNS

PHAS	DIRECTION	MI	PAS	YEL	RC	MAX1	MAX2	WALK	PC	PHAS	MIN REC	MAX REC	ME M	ME ON M	CNA	DET SWITCH	FLASH COLOR
1										1							
2	NB & SB	20	5	5	2	40		6	8	2	X			X			Y
3										3							
4	EB & WB	10	4	4	1.2	30		7	15	4			X				R
5										5							
6										6							
7										7							
8										8							

OVERLAP A
 B
 C
 C
 D

FLASH TIMES FROM: 2300 TO: 0600
 SYSTEM SYS# 10 ID#: 2
 JURIS: VALUE: 90,000
 FDOT REIMBURSEME 50%

NOTE
 TS-2 CABINET.

POLE DATA

CORNER1:
 CORNER2:
 CORNER3:
 CORNER4:

Coordination Patterns

 Pattern 1

Cycle Length . . . 100 COS 111
 Offset 0
 Vehicle Permissive . . [1] 0 [2] 0
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
 Splits: Phase 1- 18 2- 33 3- 19 4- 30
 Phase 5- 18 6- 33 7- 23 8- 26
 Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
 Split Extension/Ring [1] 0 [2] 0
 Split Demand Pattern [1] 0 [2] 0
 XRT Pattern. . . 0
 Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12
 Coord Phases . . . X . . . X
 Veh Recall
 Veh Max Recall
 Ped Recall
 Veh Omit
 Alt Sequence . . A: . B: . C: . D: . E: . F: .

 Pattern 2

Cycle Length . . . 110 COS 212
 Offset 0
 Vehicle Permissive . . [1] 0 [2] 0
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
 Splits: Phase 1- 14 2- 40 3- 20 4- 26
 Phase 5- 14 6- 40 7- 23 8- 23
 Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
 Split Extension/Ring [1] 0 [2] 0
 Split Demand Pattern [1] 0 [2] 0
 XRT Pattern. . . 0
 Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12
 Coord Phases . . . X . . . X
 Veh Recall
 Veh Max Recall
 Ped Recall
 Veh Omit
 Alt Sequence . . A: . B: . C: . D: . E: . F: .

 Pattern 3

Cycle Length . . . 120 COS 313
 Offset 0
 Vehicle Permissive . . [1] 0 [2] 0
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
 Splits: Phase 1- 18 2- 36 3- 20 4- 26
 Phase 5- 18 6- 36 7- 25 8- 21
 Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
 Split Extension/Ring [1] 0 [2] 0
 Split Demand Pattern [1] 0 [2] 0
 XRT Pattern. . . 0
 Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12
 Coord Phases . . . X . . . X
 Veh Recall
 Veh Max Recall
 Ped Recall
 Veh Omit
 Alt Sequence . . A: . B: . C: . D: . E: . F: .

NIC Program Steps

Step	Program	Step Begins	Pattern	Override
1	1	0600	1	NO
2	1	0900	2	NO
3	1	1100	3	NO
4	1	1900	0	NO
5	2	1000	3	NO
6	2	1930	0	NO
7	3	1200	2	NO
8	3	1700	0	NO

Coordination Patterns

Pattern 1

Cycle Length . . . 100 COS 111
 Offset 60
 Vehicle Permissive . . [1] 0 [2] 0
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
 Splits: Phase 1- 0 2- 63 3- 0 4- 37
 Phase 5- 0 6- 0 7- 0 8- 0
 Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
 Split Extension/Ring [1] 0 [2] 0
 Split Demand Pattern [1] 0 [2] 0
 XRT Pattern. . . 0
 Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12
 Coord Phases . . . X
 Veh Recall
 Veh Max Recall
 Ped Recall
 Veh Omit
 Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 2

Cycle Length . . . 110 COS 212
 Offset 10
 Vehicle Permissive . . [1] 0 [2] 0
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
 Splits: Phase 1- 0 2- 67 3- 0 4- 33
 Phase 5- 0 6- 0 7- 0 8- 0
 Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
 Split Extension/Ring [1] 0 [2] 0
 Split Demand Pattern [1] 0 [2] 0
 XRT Pattern. . . 0
 Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12
 Coord Phases . . . X
 Veh Recall
 Veh Max Recall
 Ped Recall
 Veh Omit
 Alt Sequence . . A: . B: . C: . D: . E: . F: .

Pattern 3

Cycle Length . . . 120 COS 313
 Offset 13
 Vehicle Permissive . . [1] 0 [2] 0
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
 Splits: Phase 1- 0 2- 60 3- 0 4- 40
 Phase 5- 0 6- 0 7- 0 8- 0
 Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
 Split Extension/Ring [1] 0 [2] 0
 Split Demand Pattern [1] 0 [2] 0
 XRT Pattern. . . 0
 Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12
 Coord Phases . . . X
 Veh Recall
 Veh Max Recall
 Ped Recall
 Veh Omit
 Alt Sequence . . A: . B: . C: . D: . E: . F: .

TOD Weekly/Yearly

	Weekly Program Numbers										
	1	2	3	4	5	6	7	8	9	10	
Sunday . . .	3	1	1	1	1	1	1	1	1	1	Program No.
Monday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Tuesday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Wednesday . .	1	1	1	1	1	1	1	1	1	1	Program No.
Thursday . .	1	1	1	1	1	1	1	1	1	1	Program No.
Friday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Saturday . .	2	1	1	1	1	1	1	1	1	1	Program No.

	Week of Year																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Prog	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Prog	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
Prog	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	

NIC Program Steps

Step	Program	Step Begins	Pattern	Override
1	1	0600	1	NO
2	1	0900	2	NO
3	1	1100	3	NO
4	1	1900	0	NO
5	2	1000	3	NO
6	2	1930	0	NO
7	3	1200	2	NO
8	3	1700	0	NO

Coordination Patterns

 Pattern 1

Cycle Length . . . 100 COS 111
 Offset 58
 Vehicle Permissive . . [1] 0 [2] 0
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
 Splits: Phase 1- 0 2- 50 3- 25 4- 25
 Phase 5- 0 6- 50 7- 0 8- 50
 Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
 Split Extension/Ring [1] 0 [2] 0
 Split Demand Pattern [1] 0 [2] 0
 XRT Pattern. . . 0
 Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12
 Coord Phases . . . X . . . X
 Veh Recall
 Veh Max Recall
 Ped Recall
 Veh Omit
 Alt Sequence . . A: . B: . C: . D: . E: . F: .

 Pattern 2

Cycle Length . . . 110 COS 212
 Offset 70
 Vehicle Permissive . . [1] 0 [2] 0
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
 Splits: Phase 1- 0 2- 50 3- 22 4- 28
 Phase 5- 0 6- 50 7- 0 8- 50
 Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
 Split Extension/Ring [1] 0 [2] 0
 Split Demand Pattern [1] 0 [2] 0
 XRT Pattern. . . 0
 Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12
 Coord Phases . . . X . . . X
 Veh Recall
 Veh Max Recall
 Ped Recall
 Veh Omit
 Alt Sequence . . A: . B: . C: . D: . E: . F: .

 Pattern 3

Cycle Length . . . 120 COS 313
 Offset 72
 Vehicle Permissive . . [1] 0 [2] 0
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO
 Splits: Phase 1- 0 2- 50 3- 25 4- 25
 Phase 5- 0 6- 50 7- 0 8- 50
 Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
 Split Extension/Ring [1] 0 [2] 0
 Split Demand Pattern [1] 0 [2] 0
 XRT Pattern. . . 0
 Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12
 Coord Phases . . . X . . . X
 Veh Recall
 Veh Max Recall
 Ped Recall
 Veh Omit
 Alt Sequence . . A: . B: . C: . D: . E: . F: .

NIC Program Steps

Step	Program	Step Begins	Pattern	Override
1	1	0600	1	NO
2	1	0900	2	NO
3	1	1100	3	NO
4	1	1900	0	NO
5	2	1000	3	NO
6	2	1930	0	NO
7	3	1200	2	NO
8	3	1700	0	NO

Coordination Patterns

 Pattern 1

Cycle Length . . . 120 COS 111
 Offset 4
 Vehicle Permissive . . [1] 0 [2] 0
 Vehicle Perm 2 Displacement 0 Phase Reservice. . . NO
 Splits: Phase 1- 0 2- 56 3- 0 4- 44
 Phase 5- 16 6- 40 7- 20 8- 24
 Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
 Split Extension/Ring [1] 0 [2] 0
 Split Demand Pattern [1] 0 [2] 0
 XRT Pattern. . . 0
 Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12
 Coord Phases X . . . X
 Veh Recall
 Veh Max Recall
 Ped Recall
 Veh Omit
 Alt Sequence . . . A: . B: . C: . D: . E: . F: .

NIC Program Steps

Step	Program	Step Begins	Pattern	Override
1	1	0700	1	YES
2	1	2200	0	NO

Coordination Patterns

Pattern 1

Cycle Length . . . 60 COS 111
 Offset 4
 Vehicle Permissive . . [1] 0 [2] 0
 Vehicle Perm 2 Displacement 0 Phase Reserve. . NO
 Splits: Phase 1- 0 2- 65 3- 0 4- 35
 Phase 5- 0 6- 65 7- 0 8- 35
 Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0
 Split Extension/Ring [1] 0 [2] 0
 Split Demand Pattern [1] 0 [2] 0
 XRT Pattern. . . 0
 Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12
 Coord Phases . . . X . . . X
 Veh Recall
 Veh Max Recall
 Ped Recall
 Veh Omit
 Alt Sequence . . A: . B: . C: . D: . E: . F: .

TOD Weekly/Yearly

	Weekly Program Numbers										
	1	2	3	4	5	6	7	8	9	10	
Sunday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Monday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Tuesday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Wednesday . .	1	1	1	1	1	1	1	1	1	1	Program No.
Thursday . .	1	1	1	1	1	1	1	1	1	1	Program No.
Friday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Saturday . .	1	1	1	1	1	1	1	1	1	1	Program No.

	Week of Year																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Prog	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Prog	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
Prog	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	

NIC Program Steps

Step	Program	Step Begins	Pattern	Override
1	1	0700	1	YES
2	1	2200	0	NO

Appendix D
Existing Year (2010) Synchro Intersection Analysis Sheets

HCM Unsignalized Intersection Capacity Analysis

1: US 301 & SR 39

9/8/2010

	↑	↖	↙	↓	↘	↗
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑		↖	↑		↗
Volume (veh/h)	430	0	345	545	0	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	467	0	375	592	0	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						
vC, conflicting volume			467	1810	467	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			467	1810	467	
tC, single (s)			4.2	6.5	6.3	
tC, 2 stage (s)						
tF (s)			2.3	3.6	3.4	
p0 queue free %			65	100	100	
cM capacity (veh/h)			1063	54	583	
Direction, Lane #	NB 1	SB 1	SB 2	NW 1		
Volume Total	467	375	592	0		
Volume Left	0	375	0	0		
Volume Right	0	0	0	0		
cSH	1700	1063	1700	1700		
Volume to Capacity	0.27	0.35	0.35	0.00		
Queue Length 95th (ft)	0	40	0	0		
Control Delay (s)	0.0	10.2	0.0	0.0		
Lane LOS		B		A		
Approach Delay (s)	0.0	4.0		0.0		
Approach LOS				A		
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			48.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: C AVE & 6TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	5	50	5	5	60	5	15	5	5	15	5	40
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	54	5	5	65	5	16	5	5	16	5	43
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	71			60			193	149	57	155	149	68
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	71			60			193	149	57	155	149	68
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			98	99	99	98	99	96
cM capacity (veh/h)	1523			1537			723	735	1006	796	735	993

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	65	76	27	65
Volume Left	5	5	16	16
Volume Right	5	5	5	43
cSH	1523	1537	769	910
Volume to Capacity	0.00	0.00	0.04	0.07
Queue Length 95th (ft)	0	0	3	6
Control Delay (s)	0.6	0.6	9.9	9.3
Lane LOS	A	A	A	A
Approach Delay (s)	0.6	0.6	9.9	9.3
Approach LOS			A	A

Intersection Summary			
Average Delay		4.1	
Intersection Capacity Utilization	15.0%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

3: C AVE & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	15	10	55	20	20	20	25	665	30	30	835	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	11	60	22	22	22	27	723	33	33	908	27
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1812	1796	921	1845	1793	739	935			755		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1812	1796	921	1845	1793	739	935			755		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	61	85	82	44	71	95	96			96		
cM capacity (veh/h)	42	74	326	39	74	416	728			851		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	87	65	783	967
Volume Left	16	22	27	33
Volume Right	60	22	33	27
cSH	121	72	728	851
Volume to Capacity	0.72	0.90	0.04	0.04
Queue Length 95th (ft)	100	113	3	3
Control Delay (s)	88.7	176.4	1.0	1.1
Lane LOS	F	F	A	A
Approach Delay (s)	88.7	176.4	1.0	1.1
Approach LOS	F	F		

Intersection Summary			
Average Delay		11.1	
Intersection Capacity Utilization		70.1%	ICU Level of Service C
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

4: SOUTH AVE & 6TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Volume (veh/h)	0	105	5	15	50	0	0	0	0	165	120	15
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	114	5	16	54	0	0	0	0	179	130	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											1195	
pX, platoon unblocked												
vC, conflicting volume	524	497	73	486	505	0	147			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	524	497	73	486	505	0	147			0		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	73	99	95	87	100	100			89		
cM capacity (veh/h)	358	418	970	333	414	1081	1425			1614		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	120	71	245	82
Volume Left	0	16	179	0
Volume Right	5	0	0	16
cSH	430	392	1614	1700
Volume to Capacity	0.28	0.18	0.11	0.05
Queue Length 95th (ft)	28	16	9	0
Control Delay (s)	16.6	16.2	5.7	0.0
Lane LOS	C	C	A	
Approach Delay (s)	16.6	16.2	4.3	
Approach LOS	C	C		

Intersection Summary			
Average Delay		8.8	
Intersection Capacity Utilization	25.9%		ICU Level of Service
Analysis Period (min)		15	A

HCM Signalized Intersection Capacity Analysis

5: SOUTH AVE & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	55	85	165	165	40	45	10	420	10	75	575	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.98		1.00	1.00		1.00	0.99	
Flt Protected		0.99			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1695			1742		1752	1838		1752	1835	
Flt Permitted		0.90			0.57		0.26	1.00		0.42	1.00	
Satd. Flow (perm)		1545			1019		471	1838		772	1835	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	92	179	179	43	49	11	457	11	82	625	22
RTOR Reduction (vph)	0	63	0	0	12	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	268	0	0	259	0	11	467	0	82	645	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		20.2			20.2		28.6	28.6		28.6	28.6	
Effective Green, g (s)		20.2			20.2		28.6	28.6		28.6	28.6	
Actuated g/C Ratio		0.33			0.33		0.47	0.47		0.47	0.47	
Clearance Time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		4.0			4.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		512			337		221	862		362	860	
v/s Ratio Prot								0.25			c0.35	
v/s Ratio Perm		0.17			c0.25		0.02			0.11		
v/c Ratio		0.52			0.77		0.05	0.54		0.23	0.75	
Uniform Delay, d1		16.5			18.3		8.8	11.5		9.6	13.3	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.3			10.7		0.2	1.2		0.7	4.4	
Delay (s)		17.8			29.0		9.0	12.8		10.3	17.7	
Level of Service		B			C		A	B		B	B	
Approach Delay (s)		17.8			29.0			12.7			16.9	
Approach LOS		B			C			B			B	

Intersection Summary

HCM Average Control Delay	17.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	61.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	100.1%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

6: SOUTH AVE & 7TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Volume (veh/h)	35	100	0	0	225	65	0	185	85	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	109	0	0	245	71	0	201	92	0	0	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												
vC, conflicting volume	293	293	0	302	247	147	0			293		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	293	293	0	302	247	147	0			293		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	91	82	100	100	62	92	100			100		
cM capacity (veh/h)	412	614	1081	540	652	871	1614			1258		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	147	315	101	193
Volume Left	38	0	0	0
Volume Right	0	71	0	92
cSH	545	691	1614	1700
Volume to Capacity	0.27	0.46	0.00	0.11
Queue Length 95th (ft)	27	60	0	0
Control Delay (s)	14.0	14.5	0.0	0.0
Lane LOS	B	B		
Approach Delay (s)	14.0	14.5	0.0	
Approach LOS	B	B		

Intersection Summary			
Average Delay		8.8	
Intersection Capacity Utilization	40.8%		ICU Level of Service
Analysis Period (min)		15	A

HCM Signalized Intersection Capacity Analysis

7: 5TH AVE (SR 54) & 6TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑						↑↑	
Volume (vph)	0	460	40	15	370	0	0	0	0	50	230	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	
Lane Util. Factor		0.95		1.00	1.00						0.95	
Frt		0.99		1.00	1.00						0.94	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		3463		1752	1660						3292	
Flt Permitted		1.00		0.45	1.00						0.99	
Satd. Flow (perm)		3463		829	1660						3292	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	500	43	16	402	0	0	0	0	54	250	179
RTOR Reduction (vph)	0	9	0	0	0	0	0	0	0	0	142	0
Lane Group Flow (vph)	0	534	0	16	402	0	0	0	0	0	341	0
Parking (#/hr)					0							
Turn Type				Perm							Perm	
Protected Phases		6			2							8
Permitted Phases				2							8	
Actuated Green, G (s)		37.5		37.5	37.5						12.5	
Effective Green, g (s)		37.5		37.5	37.5						12.5	
Actuated g/C Ratio		0.62		0.62	0.62						0.21	
Clearance Time (s)		5.0		5.0	5.0						5.0	
Vehicle Extension (s)		3.0		3.0	3.0						3.0	
Lane Grp Cap (vph)		2164		518	1038						686	
v/s Ratio Prot		0.15			c0.24							
v/s Ratio Perm				0.02							0.10	
v/c Ratio		0.25		0.03	0.39						0.50	
Uniform Delay, d1		5.0		4.3	5.6						21.0	
Progression Factor		1.00		0.90	0.83						1.00	
Incremental Delay, d2		0.3		0.1	0.9						0.6	
Delay (s)		5.3		4.0	5.5						21.5	
Level of Service		A		A	A						C	
Approach Delay (s)		5.3			5.4			0.0			21.5	
Approach LOS		A			A			A			C	

Intersection Summary
























HCM Average Control Delay	10.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	40.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: 5TH AVE (SR 54) & US 301

9/8/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	155	270	90	30	150	25	110	415	15	50	565	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1775		1752	1845	1568	1752	1845	1568	1752	1793	
Flt Permitted	0.40	1.00		0.53	1.00	1.00	0.07	1.00	1.00	0.50	1.00	
Satd. Flow (perm)	735	1775		979	1845	1568	133	1845	1568	927	1793	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	168	293	98	33	163	27	120	451	16	54	614	141
RTOR Reduction (vph)	0	11	0	0	0	22	0	0	6	0	6	0
Lane Group Flow (vph)	168	380	0	33	163	5	120	451	10	54	749	0
Turn Type	pm+pt			Perm		Perm	pm+pt		Perm	Perm		
Protected Phases	7	4			8		5	2				6
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	39.5	39.5		20.4	20.4	20.4	68.5	68.5	68.5	50.4	50.4	
Effective Green, g (s)	39.5	39.5		20.4	20.4	20.4	68.5	68.5	68.5	50.4	50.4	
Actuated g/C Ratio	0.33	0.33		0.17	0.17	0.17	0.57	0.57	0.57	0.42	0.42	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	361	584		166	314	267	253	1053	895	389	753	
v/s Ratio Prot	0.05	c0.21			0.09		0.05	c0.24			c0.42	
v/s Ratio Perm	0.10			0.03		0.00	0.22		0.01	0.06		
v/c Ratio	0.47	0.65		0.20	0.52	0.02	0.47	0.43	0.01	0.14	0.99	
Uniform Delay, d1	30.3	34.4		42.8	45.3	41.5	22.8	14.6	11.1	21.4	34.7	
Progression Factor	0.91	0.88		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.9	5.4		2.7	6.0	0.1	1.9	0.4	0.0	0.2	31.4	
Delay (s)	28.4	35.5		45.5	51.4	41.6	24.8	15.0	11.1	21.7	66.0	
Level of Service	C	D		D	D	D	C	B	B	C	E	
Approach Delay (s)		33.3			49.3			16.9			63.1	
Approach LOS		C			D			B			E	
Intersection Summary												
HCM Average Control Delay			41.6								HCM Level of Service	D
HCM Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			120.0								Sum of lost time (s)	19.0
Intersection Capacity Utilization			90.1%								ICU Level of Service	E
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Unsignalized Intersection Capacity Analysis

9: 5TH AVE (SR 54) & 7TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	55	245	0	0	200	35	20	215	55	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	60	266	0	0	217	38	22	234	60	0	0	0
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total (vph)	326	255	315									
Volume Left (vph)	60	0	22									
Volume Right (vph)	0	38	60									
Hadj (s)	0.09	-0.04	-0.05									
Departure Headway (s)	5.3	5.3	5.4									
Degree Utilization, x	0.48	0.37	0.47									
Capacity (veh/h)	648	644	626									
Control Delay (s)	13.1	11.4	13.0									
Approach Delay (s)	13.1	11.4	13.0									
Approach LOS	B	B	B									
Intersection Summary												
Delay			12.6									
HCM Level of Service			B									
Intersection Capacity Utilization			54.4%	ICU Level of Service								A
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

10: 12TH AVE & 6TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Volume (veh/h)	0	85	5	25	45	0	0	0	0	15	425	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	92	5	27	49	0	0	0	0	16	462	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	522	497	234	315	500	0	467			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	522	497	234	315	500	0	467			0		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	80	99	95	89	100	100			99		
cM capacity (veh/h)	397	466	765	511	464	1081	1083			1614		
Direction, Lane #	EB 1	WB 1	SB 1	SB 2								
Volume Total	98	76	247	236								
Volume Left	0	27	16	0								
Volume Right	5	0	0	5								
cSH	476	480	1614	1700								
Volume to Capacity	0.21	0.16	0.01	0.14								
Queue Length 95th (ft)	19	14	1	0								
Control Delay (s)	14.5	13.9	0.6	0.0								
Lane LOS	B	B	A									
Approach Delay (s)	14.5	13.9	0.3									
Approach LOS	B	B										
Intersection Summary												
Average Delay			4.0									
Intersection Capacity Utilization			29.4%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

11: 12TH AVE & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	60	30	15	70	55	25	10	540	25	75	645	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.98			0.98		1.00	0.99		1.00	0.99	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1760			1762		1752	1832		1752	1818	
Flt Permitted		0.78			0.81		0.18	1.00		0.31	1.00	
Satd. Flow (perm)		1403			1469		333	1832		564	1818	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	33	16	76	60	27	11	587	27	82	701	76
RTOR Reduction (vph)	0	8	0	0	9	0	0	2	0	0	4	0
Lane Group Flow (vph)	0	106	0	0	154	0	11	612	0	82	773	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		23.1			23.1		38.6	38.6		38.6	38.6	
Effective Green, g (s)		23.1			23.1		38.6	38.6		38.6	38.6	
Actuated g/C Ratio		0.31			0.31		0.52	0.52		0.52	0.52	
Clearance Time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		439			459		174	957		295	950	
v/s Ratio Prot								0.33			c0.43	
v/s Ratio Perm		0.08			c0.10		0.03			0.15		
v/c Ratio		0.24			0.34		0.06	0.64		0.28	0.81	
Uniform Delay, d1		18.9			19.5		8.7	12.7		9.9	14.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.6			0.9		0.3	2.0		1.1	6.1	
Delay (s)		19.5			20.4		9.0	14.6		10.9	20.8	
Level of Service		B			C		A	B		B	C	
Approach Delay (s)		19.5			20.4			14.5			19.8	
Approach LOS		B			C			B			B	

Intersection Summary

HCM Average Control Delay	18.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	73.9	Sum of lost time (s)	12.2
Intersection Capacity Utilization	80.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

12: 12TH AVE & 7TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖↗				
Volume (veh/h)	20	90	0	0	90	15	45	285	45	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	98	0	0	98	16	49	310	49	0	0	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												
vC, conflicting volume	318	457	0	481	432	179	0			359		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	318	457	0	481	432	179	0			359		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	80	100	100	80	98	97			100		
cM capacity (veh/h)	495	482	1081	384	497	829	1614			1189		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2								
Volume Total	120	114	204	204								
Volume Left	22	0	49	0								
Volume Right	0	16	0	49								
cSH	484	527	1614	1700								
Volume to Capacity	0.25	0.22	0.03	0.12								
Queue Length 95th (ft)	24	20	2	0								
Control Delay (s)	14.9	13.7	1.9	0.0								
Lane LOS	B	B	A									
Approach Delay (s)	14.9	13.7	1.0									
Approach LOS	B	B										
Intersection Summary												
Average Delay			5.8									
Intersection Capacity Utilization			29.8%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

13: GEIGER RD & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	90	35	115	110	15	45	560	45	65	1160	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.96		1.00	0.98		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	1767		1752	1812		1752	3466		1752	3505	1568
Flt Permitted	0.67	1.00		0.39	1.00		0.16	1.00		0.37	1.00	1.00
Satd. Flow (perm)	1236	1767		720	1812		297	3466		691	3505	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	98	38	125	120	16	49	609	49	71	1261	98
RTOR Reduction (vph)	0	16	0	0	6	0	0	4	0	0	0	36
Lane Group Flow (vph)	65	120	0	125	130	0	49	654	0	71	1261	62
Turn Type	Perm			pm+pt			Perm			Perm		Perm
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	12.6	12.6		27.9	27.9		63.1	63.1		63.1	63.1	63.1
Effective Green, g (s)	12.6	12.6		27.9	27.9		63.1	63.1		63.1	63.1	63.1
Actuated g/C Ratio	0.13	0.13		0.28	0.28		0.63	0.63		0.63	0.63	0.63
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	4.0
Lane Grp Cap (vph)	156	223		312	506		187	2187		436	2212	989
v/s Ratio Prot		c0.07		c0.04	0.07			0.19			c0.36	
v/s Ratio Perm	0.05			0.07			0.16			0.10		0.04
v/c Ratio	0.42	0.54		0.40	0.26		0.26	0.30		0.16	0.57	0.06
Uniform Delay, d1	40.3	41.0		28.3	28.0		8.2	8.4		7.6	10.6	7.1
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.07	0.92	1.43
Incremental Delay, d2	1.8	2.5		0.8	0.3		3.4	0.4		0.7	0.9	0.1
Delay (s)	42.1	43.5		29.1	28.3		11.5	8.7		8.8	10.7	10.3
Level of Service	D	D		C	C		B	A		A	B	B
Approach Delay (s)		43.0			28.7			8.9			10.6	
Approach LOS		D			C			A			B	




















Intersection Summary

HCM Average Control Delay	14.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

14: NORTH AVE & 7TH ST

9/8/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop				Stop			Stop			Stop	
Volume (vph)	40	160	0	0	200	110	65	210	45	155	0	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	43	174	0	0	217	120	71	228	49	168	0	49
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1						
Volume Total (vph)	43	174	337	71	277	217						
Volume Left (vph)	43	0	0	71	0	168						
Volume Right (vph)	0	0	120	0	49	49						
Hadj (s)	0.55	0.05	-0.16	0.55	-0.07	0.07						
Departure Headway (s)	7.7	7.2	6.7	7.5	6.8	7.3						
Degree Utilization, x	0.09	0.35	0.63	0.15	0.53	0.44						
Capacity (veh/h)	424	447	509	455	490	448						
Control Delay (s)	10.3	12.8	20.5	10.5	15.9	15.8						
Approach Delay (s)	12.3		20.5	14.8		15.8						
Approach LOS	B		C	B		C						
Intersection Summary												
Delay			16.2									
HCM Level of Service			C									
Intersection Capacity Utilization			59.0%	ICU Level of Service	B							
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	70	175	10	135	180	160	465	10	95	1110	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.89		1.00	1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1647		1752	1845	1568	1752	3494		1752	3500	
Flt Permitted	0.65	1.00		0.36	1.00	1.00	0.19	1.00		0.46	1.00	
Satd. Flow (perm)	1205	1647		665	1845	1568	357	3494		851	3500	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	76	190	11	147	196	174	505	11	103	1207	11
RTOR Reduction (vph)	0	50	0	0	0	160	0	1	0	0	0	0
Lane Group Flow (vph)	5	216	0	11	147	36	174	515	0	103	1218	0
Turn Type	Perm			Perm			Perm	Perm		Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	18.2	18.2		18.2	18.2	18.2	67.8	67.8		67.8	67.8	
Effective Green, g (s)	18.2	18.2		18.2	18.2	18.2	67.8	67.8		67.8	67.8	
Actuated g/C Ratio	0.18	0.18		0.18	0.18	0.18	0.68	0.68		0.68	0.68	
Clearance Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	219	300		121	336	285	242	2369		577	2373	
v/s Ratio Prot		c0.13			0.08			0.15			0.35	
v/s Ratio Perm	0.00			0.02		0.02	c0.49			0.12		
v/c Ratio	0.02	0.72		0.09	0.44	0.13	0.72	0.22		0.18	0.51	
Uniform Delay, d1	33.6	38.5		34.0	36.4	34.2	10.1	6.1		5.9	8.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.74	0.48		1.00	1.00	
Incremental Delay, d2	0.0	8.2		0.3	0.9	0.2	16.4	0.2		0.7	0.8	
Delay (s)	33.6	46.7		34.3	37.3	34.4	23.8	3.1		6.6	8.7	
Level of Service	C	D		C	D	C	C	A		A	A	
Approach Delay (s)		46.5			35.6			8.3			8.6	
Approach LOS		D			D			A			A	

Intersection Summary

HCM Average Control Delay	16.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	79.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

1: US 301 & SR 39

9/8/2010

	↑	↖	↙	↓	↘	↗
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑		↖	↑		↗
Volume (veh/h)	550	0	270	430	0	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	598	0	293	467	0	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						
vC, conflicting volume			598	1652	598	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			598	1652	598	
tC, single (s)			4.2	6.5	6.3	
tC, 2 stage (s)						
tF (s)			2.3	3.6	3.4	
p0 queue free %			69	100	100	
cM capacity (veh/h)			950	72	491	
Direction, Lane #	NB 1	SB 1	SB 2	NW 1		
Volume Total	598	293	467	0		
Volume Left	0	293	0	0		
Volume Right	0	0	0	0		
cSH	1700	950	1700	1700		
Volume to Capacity	0.35	0.31	0.27	0.00		
Queue Length 95th (ft)	0	33	0	0		
Control Delay (s)	0.0	10.5	0.0	0.0		
Lane LOS		B		A		
Approach Delay (s)	0.0	4.0		0.0		
Approach LOS				A		
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			50.6%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: C AVE & 6TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	5	50	5	5	60	5	10	5	5	10	5	45
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	54	5	5	65	5	11	5	5	11	5	49
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	71			60			198	149	57	155	149	68
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	71			60			198	149	57	155	149	68
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			98	99	99	99	99	95
cM capacity (veh/h)	1523			1537			713	735	1006	796	735	993

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	65	76	22	65
Volume Left	5	5	11	11
Volume Right	5	5	5	49
cSH	1523	1537	775	927
Volume to Capacity	0.00	0.00	0.03	0.07
Queue Length 95th (ft)	0	0	2	6
Control Delay (s)	0.6	0.6	9.8	9.2
Lane LOS	A	A	A	A
Approach Delay (s)	0.6	0.6	9.8	9.2
Approach LOS			A	A

Intersection Summary			
Average Delay		3.9	
Intersection Capacity Utilization	15.1%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

3: C AVE & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	20	10	45	15	20	25	30	845	35	25	655	20
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	11	49	16	22	27	33	918	38	27	712	22
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1818	1799	723	1834	1791	938	734			957		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1818	1799	723	1834	1791	938	734			957		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	46	85	88	62	71	91	96			96		
cM capacity (veh/h)	40	74	425	43	74	319	867			715		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	82	65	989	761
Volume Left	22	16	33	27
Volume Right	49	27	38	22
cSH	101	86	867	715
Volume to Capacity	0.81	0.76	0.04	0.04
Queue Length 95th (ft)	111	95	3	3
Control Delay (s)	118.7	122.9	1.1	1.0
Lane LOS	F	F	A	A
Approach Delay (s)	118.7	122.9	1.1	1.0
Approach LOS	F	F		

Intersection Summary			
Average Delay		10.3	
Intersection Capacity Utilization	71.3%		ICU Level of Service C
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

4: SOUTH AVE & 6TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Volume (veh/h)	0	110	5	10	50	0	0	0	0	130	95	10
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	120	5	11	54	0	0	0	0	141	103	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											1195	
pX, platoon unblocked												
vC, conflicting volume	418	391	57	399	397	0	114			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	418	391	57	399	397	0	114			0		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	76	99	97	89	100	100			91		
cM capacity (veh/h)	441	493	994	403	490	1081	1465			1614		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	125	65	193	62
Volume Left	0	11	141	0
Volume Right	5	0	0	11
cSH	504	473	1614	1700
Volume to Capacity	0.25	0.14	0.09	0.04
Queue Length 95th (ft)	24	12	7	0
Control Delay (s)	14.5	13.8	5.6	0.0
Lane LOS	B	B	A	
Approach Delay (s)	14.5	13.8	4.3	
Approach LOS	B	B		

Intersection Summary			
Average Delay		8.5	
Intersection Capacity Utilization	23.7%		ICU Level of Service A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis

5: SOUTH AVE & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	70	85	130	130	40	60	10	540	10	60	450	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.96		1.00	1.00		1.00	1.00	
Flt Protected		0.99			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1710			1731		1752	1840		1752	1836	
Flt Permitted		0.87			0.63		0.40	1.00		0.31	1.00	
Satd. Flow (perm)		1506			1129		732	1840		575	1836	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	92	141	141	43	65	11	587	11	65	489	16
RTOR Reduction (vph)	0	46	0	0	19	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	263	0	0	230	0	11	597	0	65	503	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		17.3			17.3		26.5	26.5		26.5	26.5	
Effective Green, g (s)		17.3			17.3		26.5	26.5		26.5	26.5	
Actuated g/C Ratio		0.31			0.31		0.47	0.47		0.47	0.47	
Clearance Time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		4.0			4.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		465			349		346	871		272	869	
v/s Ratio Prot							c0.32				0.27	
v/s Ratio Perm		0.17			c0.20		0.02			0.11		
v/c Ratio		0.56			0.66		0.03	0.69		0.24	0.58	
Uniform Delay, d1		16.2			16.8		7.9	11.5		8.8	10.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.9			4.9		0.1	2.9		1.0	1.5	
Delay (s)		18.1			21.7		8.0	14.4		9.7	12.2	
Level of Service		B			C		A	B		A	B	
Approach Delay (s)		18.1			21.7			14.3			11.9	
Approach LOS		B			C			B			B	

Intersection Summary

HCM Average Control Delay	15.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	56.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	86.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

6: SOUTH AVE & 7TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Volume (veh/h)	45	90	0	0	200	80	0	235	105	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	98	0	0	217	87	0	255	114	0	0	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												
vC, conflicting volume	323	370	0	361	312	185	0			370		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	323	370	0	361	312	185	0			370		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	87	82	100	100	64	89	100			100		
cM capacity (veh/h)	387	556	1081	490	599	823	1614			1178		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	147	304	128	242
Volume Left	49	0	0	0
Volume Right	0	87	0	114
cSH	486	649	1614	1700
Volume to Capacity	0.30	0.47	0.00	0.14
Queue Length 95th (ft)	32	63	0	0
Control Delay (s)	15.6	15.3	0.0	0.0
Lane LOS	C	C		
Approach Delay (s)	15.6	15.3	0.0	
Approach LOS	C	C		

Intersection Summary			
Average Delay		8.5	
Intersection Capacity Utilization	42.5%		ICU Level of Service
Analysis Period (min)	15		A

HCM Signalized Intersection Capacity Analysis

7: 5TH AVE (SR 54) & 6TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑						↑↑	
Volume (vph)	0	495	35	10	370	0	0	0	0	40	180	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	
Lane Util. Factor		0.95		1.00	1.00						0.95	
Frt		0.99		1.00	1.00						0.94	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		3470		1752	1660						3286	
Flt Permitted		1.00		0.44	1.00						0.99	
Satd. Flow (perm)		3470		803	1660						3286	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	538	38	11	402	0	0	0	0	43	196	147
RTOR Reduction (vph)	0	7	0	0	0	0	0	0	0	0	120	0
Lane Group Flow (vph)	0	569	0	11	402	0	0	0	0	0	266	0
Parking (#/hr)					0							
Turn Type				Perm							Perm	
Protected Phases		6			2							8
Permitted Phases				2							8	
Actuated Green, G (s)		38.9		38.9	38.9						11.1	
Effective Green, g (s)		38.9		38.9	38.9						11.1	
Actuated g/C Ratio		0.65		0.65	0.65						0.18	
Clearance Time (s)		5.0		5.0	5.0						5.0	
Vehicle Extension (s)		3.0		3.0	3.0						3.0	
Lane Grp Cap (vph)		2250		521	1076						608	
v/s Ratio Prot		0.16			c0.24							
v/s Ratio Perm				0.01							0.08	
v/c Ratio		0.25		0.02	0.37						0.44	
Uniform Delay, d1		4.4		3.8	4.9						21.7	
Progression Factor		1.00		0.96	0.94						0.98	
Incremental Delay, d2		0.3		0.1	0.8						0.5	
Delay (s)		4.7		3.7	5.4						21.8	
Level of Service		A		A	A						C	
Approach Delay (s)		4.7			5.4			0.0			21.8	
Approach LOS		A			A			A			C	

Intersection Summary

HCM Average Control Delay	9.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	38.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: 5TH AVE (SR 54) & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	195	270	70	25	150	30	140	530	20	40	445	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1788		1752	1845	1568	1752	1845	1568	1752	1794	
Flt Permitted	0.44	1.00		0.54	1.00	1.00	0.12	1.00	1.00	0.44	1.00	
Satd. Flow (perm)	821	1788		999	1845	1568	223	1845	1568	808	1794	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	212	293	76	27	163	33	152	576	22	43	484	109
RTOR Reduction (vph)	0	8	0	0	0	26	0	0	8	0	6	0
Lane Group Flow (vph)	212	361	0	27	163	7	152	576	14	43	587	0
Turn Type	pm+pt			Perm		Perm	pm+pt		Perm	Perm		
Protected Phases	7	4			8		5	2				6
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	45.2	45.2		24.7	24.7	24.7	62.8	62.8	62.8	43.8	43.8	
Effective Green, g (s)	45.2	45.2		24.7	24.7	24.7	62.8	62.8	62.8	43.8	43.8	
Actuated g/C Ratio	0.38	0.38		0.21	0.21	0.21	0.52	0.52	0.52	0.36	0.36	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	429	673		206	380	323	295	966	821	295	655	
v/s Ratio Prot	0.06	c0.20			0.09		0.06	c0.31			c0.33	
v/s Ratio Perm	0.12			0.03		0.00	0.21		0.01	0.05		
v/c Ratio	0.49	0.54		0.13	0.43	0.02	0.52	0.60	0.02	0.15	0.90	
Uniform Delay, d1	27.0	29.2		38.9	41.5	38.0	21.4	19.8	13.8	25.6	35.9	
Progression Factor	0.91	0.89		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.9	3.0		1.3	3.5	0.1	2.0	1.2	0.0	0.3	15.1	
Delay (s)	25.4	29.1		40.2	45.0	38.1	23.4	21.0	13.8	25.9	51.0	
Level of Service	C	C		D	D	D	C	C	B	C	D	
Approach Delay (s)		27.7			43.4			21.3			49.3	
Approach LOS		C			D			C			D	

Intersection Summary

HCM Average Control Delay	33.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	87.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 9: 5TH AVE (SR 54) & 7TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↕				
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	70	230	0	0	190	45	25	275	70	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	76	250	0	0	207	49	27	299	76	0	0	0

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	326	255	402
Volume Left (vph)	76	0	27
Volume Right (vph)	0	49	76
Hadj (s)	0.10	-0.06	-0.05
Departure Headway (s)	5.6	5.6	5.4
Degree Utilization, x	0.51	0.40	0.61
Capacity (veh/h)	607	603	626
Control Delay (s)	14.3	12.2	16.6
Approach Delay (s)	14.3	12.2	16.6
Approach LOS	B	B	C

Intersection Summary		
Delay		14.7
HCM Level of Service		B
Intersection Capacity Utilization	58.8%	ICU Level of Service B
Analysis Period (min)		15

HCM Unsignalized Intersection Capacity Analysis

10: 12TH AVE & 6TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻↻	
Volume (veh/h)	0	85	5	20	45	0	0	0	0	15	340	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	92	5	22	49	0	0	0	0	16	370	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	429	405	188	269	408	0	375			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	429	405	188	269	408	0	375			0		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	82	99	96	91	100	100			99		
cM capacity (veh/h)	467	526	819	562	524	1081	1173			1614		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	98	71	201	190
Volume Left	0	22	16	0
Volume Right	5	0	0	5
cSH	537	535	1614	1700
Volume to Capacity	0.18	0.13	0.01	0.11
Queue Length 95th (ft)	17	11	1	0
Control Delay (s)	13.2	12.7	0.7	0.0
Lane LOS	B	B	A	
Approach Delay (s)	13.2	12.7	0.3	
Approach LOS	B	B		

Intersection Summary			
Average Delay		4.2	
Intersection Capacity Utilization	26.8%		ICU Level of Service A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis

11: 12TH AVE & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	70	30	10	55	55	25	15	685	30	60	505	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.99			0.98		1.00	0.99		1.00	0.99	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1766			1763		1752	1833		1752	1817	
Flt Permitted		0.77			0.84		0.31	1.00		0.18	1.00	
Satd. Flow (perm)		1399			1513		573	1833		335	1817	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	33	11	60	60	27	16	745	33	65	549	60
RTOR Reduction (vph)	0	5	0	0	10	0	0	2	0	0	4	0
Lane Group Flow (vph)	0	115	0	0	137	0	16	776	0	65	605	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		23.1			23.1		38.9	38.9		38.9	38.9	
Effective Green, g (s)		23.1			23.1		38.9	38.9		38.9	38.9	
Actuated g/C Ratio		0.31			0.31		0.52	0.52		0.52	0.52	
Clearance Time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		436			471		300	961		176	953	
v/s Ratio Prot								c0.42			0.33	
v/s Ratio Perm		0.08			c0.09		0.03			0.19		
v/c Ratio		0.26			0.29		0.05	0.81		0.37	0.63	
Uniform Delay, d1		19.2			19.3		8.6	14.6		10.4	12.6	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.7			0.7		0.2	5.8		2.7	1.9	
Delay (s)		19.9			20.1		8.8	20.3		13.1	14.5	
Level of Service		B			C		A	C		B	B	
Approach Delay (s)		19.9			20.1			20.1			14.4	
Approach LOS		B			C			C			B	

Intersection Summary

HCM Average Control Delay	17.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	74.2	Sum of lost time (s)	12.2
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

12: 12TH AVE & 7TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Volume (veh/h)	25	80	0	0	85	20	60	365	60	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	87	0	0	92	22	65	397	65	0	0	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												
vC, conflicting volume	397	592	0	603	560	231	0			462		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	397	592	0	603	560	231	0			462		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	78	100	100	78	97	96			100		
cM capacity (veh/h)	418	398	1081	307	416	768	1614			1088		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	114	114	264	264
Volume Left	27	0	65	0
Volume Right	0	22	0	65
cSH	403	456	1614	1700
Volume to Capacity	0.28	0.25	0.04	0.16
Queue Length 95th (ft)	29	24	3	0
Control Delay (s)	17.4	15.5	2.1	0.0
Lane LOS	C	C	A	
Approach Delay (s)	17.4	15.5	1.0	
Approach LOS	C	C		

Intersection Summary			
Average Delay		5.7	
Intersection Capacity Utilization	32.7%		ICU Level of Service
Analysis Period (min)	15		A

HCM Signalized Intersection Capacity Analysis

13: GEIGER RD & US 301

9/8/2010






















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	75	80	45	145	105	20	55	715	60	50	910	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.95		1.00	0.98		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	1745		1752	1800		1752	3464		1752	3505	1568
Flt Permitted	0.67	1.00		0.35	1.00		0.25	1.00		0.30	1.00	1.00
Satd. Flow (perm)	1236	1745		654	1800		453	3464		549	3505	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	87	49	158	114	22	60	777	65	54	989	76
RTOR Reduction (vph)	0	19	0	0	8	0	0	3	0	0	0	26
Lane Group Flow (vph)	82	117	0	158	128	0	60	839	0	54	989	50
Turn Type	Perm			pm+pt			Perm			Perm		Perm
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	13.9	13.9		31.8	31.8		79.2	79.2		79.2	79.2	79.2
Effective Green, g (s)	13.9	13.9		31.8	31.8		79.2	79.2		79.2	79.2	79.2
Actuated g/C Ratio	0.12	0.12		0.27	0.27		0.66	0.66		0.66	0.66	0.66
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	4.0
Lane Grp Cap (vph)	143	202		296	477		299	2286		362	2313	1035
v/s Ratio Prot		0.07		c0.06	0.07			0.24			c0.28	
v/s Ratio Perm	0.07			c0.08			0.13			0.10		0.03
v/c Ratio	0.57	0.58		0.53	0.27		0.20	0.37		0.15	0.43	0.05
Uniform Delay, d1	50.2	50.3		36.0	34.9		8.0	9.2		7.7	9.7	7.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.28	1.27	2.61
Incremental Delay, d2	5.5	4.2		1.8	0.3		1.5	0.5		0.8	0.5	0.1
Delay (s)	55.7	54.5		37.8	35.2		9.5	9.6		10.7	12.9	18.8
Level of Service	E	D		D	D		A	A		B	B	B
Approach Delay (s)		55.0			36.6			9.6			13.2	
Approach LOS		D			D			A			B	

Intersection Summary

HCM Average Control Delay	18.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	73.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 14: NORTH AVE & 7TH ST

9/8/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop				Stop			Stop			Stop	
Volume (vph)	50	160	0	0	200	140	80	270	60	160	0	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	54	174	0	0	217	152	87	293	65	174	0	54
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1						
Volume Total (vph)	54	174	370	87	359	228						
Volume Left (vph)	54	0	0	87	0	174						
Volume Right (vph)	0	0	152	0	65	54						
Hadj (s)	0.55	0.05	-0.20	0.55	-0.08	0.06						
Departure Headway (s)	8.4	7.9	7.2	7.9	7.2	7.9						
Degree Utilization, x	0.13	0.38	0.74	0.19	0.72	0.50						
Capacity (veh/h)	385	405	468	438	476	416						
Control Delay (s)	11.4	14.5	28.2	11.5	25.4	18.4						
Approach Delay (s)	13.7		28.2	22.7		18.4						
Approach LOS	B		D	C		C						
Intersection Summary												
Delay			21.9									
HCM Level of Service			C									
Intersection Capacity Utilization			65.5%		ICU Level of Service		C					
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	60	155	10	135	240	205	645	10	95	935	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.89		1.00	1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1645		1752	1845	1568	1752	3497		1752	3497	
Flt Permitted	0.58	1.00		0.31	1.00	1.00	0.26	1.00		0.38	1.00	
Satd. Flow (perm)	1067	1645		574	1845	1568	476	3497		694	3497	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	65	168	11	147	261	223	701	11	103	1016	16
RTOR Reduction (vph)	0	77	0	0	0	173	0	1	0	0	1	0
Lane Group Flow (vph)	5	156	0	11	147	88	223	711	0	103	1031	0
Turn Type	Perm			Perm			Perm	Perm		Perm		
Protected Phases	4			8			2			6		
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	16.9	16.9		16.9	16.9	16.9	89.1	89.1		89.1	89.1	
Effective Green, g (s)	16.9	16.9		16.9	16.9	16.9	89.1	89.1		89.1	89.1	
Actuated g/C Ratio	0.14	0.14		0.14	0.14	0.14	0.74	0.74		0.74	0.74	
Clearance Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	150	232		81	260	221	353	2597		515	2597	
v/s Ratio Prot	c0.09			0.08			0.20			0.29		
v/s Ratio Perm	0.00			0.02			c0.47			0.15		
v/c Ratio	0.03	0.67		0.14	0.57	0.40	0.63	0.27		0.20	0.40	
Uniform Delay, d1	44.5	48.9		45.2	48.1	46.9	7.5	5.0		4.7	5.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.89	1.53		1.00	1.00	
Incremental Delay, d2	0.1	7.4		0.8	2.8	1.2	8.0	0.3		0.9	0.5	
Delay (s)	44.6	56.3		45.9	50.9	48.1	22.2	7.9		5.5	6.1	
Level of Service	D			D		D	C	A		A	A	
Approach Delay (s)	56.1			49.0			11.3			6.0		
Approach LOS	E			D			B			A		

Intersection Summary

HCM Average Control Delay	18.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Appendix E
Arterial Analysis Spreadsheet Existing Year (2010)

Existing Year 2010 AM Arterial Level of Service Summary - Northbound SR 41 (US 301)

Segment	SR 41 (US 301), One Lane Northbound							7th Street, Two Lanes Northbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
'C' Avenue to South Avenue	0.25	35	30.0	12.8	42.8	21.03	C	0.11	30	17.1	0.0	17.1	23.23	C
South Avenue to SR 54 (5th Avenue)	0.26	35	31.2	15.0	46.2	20.26	C	0.25	30	31.8	13.0	44.8	20.11	C
SR 54 (5th Avenue) to 12th Avenue	0.48	35	57.6	14.6	72.2	23.93	C	0.48	30	61.0	1.0	62.0	27.89	B
12th Avenue to North Avenue	0.42	35	50.4	8.7	59.1	25.58	B	0.33	30	41.9	17.4	59.3	20.03	C
North Avenue to Ft. King Road	0.26	35	31.2	3.1	34.3	27.29	B	0.30	30	38.1	34.4	72.5	14.90	D
'C' Avenue to Ft. King Road	1.67	35	200.4	54.2	254.6	23.61	C	1.47	30	189.8	65.8	255.6	20.71	C

Existing Year 2010 AM Arterial Level of Service Summary - Southbound SR 41 (US 301)

Segment	6th Street, Two Lanes Southbound							SR 41 (US 301), One Lane Southbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
Ft. King Road to North Avenue								0.26	35	31.2	10.7	41.9	22.34	C
North Avenue to 12th Avenue	0.32	30	40.6	0.3	40.9	28.14	B	0.42	35	50.4	20.8	71.2	21.24	C
12th Avenue to SR 54 (5th Avenue)	0.48	30	61.0	21.5	82.5	20.96	C	0.48	35	57.6	66.0	123.6	13.98	E
SR 54 (5th Avenue) to South Avenue	0.23	30	29.2	4.3	33.5	24.71	B	0.26	35	31.2	17.7	48.9	19.14	C
South Avenue to 'C' Avenue	0.25	30	31.8	9.3	41.1	21.92	C	0.25	35	30.0	1.1	31.1	28.94	B
Ft. King Road to 'C' Avenue	1.28	30	162.6	35.4	198.0	23.28	C	1.67	35	200.4	116.3	316.7	18.98	C

*Exhibit 15-3

Existing Year 2010 PM Arterial Level of Service Summary - Northbound SR 41 (US 301)

Segment	SR 41 (US 301), One Lane Northbound							7th Street, Two Lanes Northbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
'C' Avenue to South Avenue	0.25	35	30.0	14.4	44.4	20.27	C	0.11	30	17.1	0.0	17.1	23.23	C
South Avenue to SR 54 (5th Avenue)	0.26	35	31.2	21.0	52.2	17.93	D	0.25	30	31.8	16.6	48.4	18.61	C
SR 54 (5th Avenue) to 12th Avenue	0.48	35	57.6	20.3	77.9	22.18	C	0.48	30	61.0	1.0	62.0	27.89	B
12th Avenue to North Avenue	0.42	35	50.4	9.6	60.0	25.20	B	0.33	30	41.9	25.4	67.3	17.65	D
North Avenue to Ft. King Road	0.26	35	31.2	7.9	39.1	23.94	C	0.30	30	38.1	48.1	86.2	12.53	E
'C' Avenue to Ft. King Road	1.67	35	200.4	73.2	273.6	21.97	C	1.47	30	189.8	91.1	280.9	18.84	C

Existing Year 2010 PM Arterial Level of Service Summary - Southbound SR 41 (US 301)

Segment	6th Street, Two Lanes Southbound							SR 41 (US 301), One Lane Southbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
Ft. King Road to North Avenue								0.26	35	31.2	12.9	44.1	21.22	C
North Avenue to 12th Avenue	0.32	30	40.6	0.3	40.9	28.14	B	0.42	35	50.4	14.5	64.9	23.30	C
12th Avenue to SR 54 (5th Avenue)	0.48	30	61.0	21.8	82.8	20.88	C	0.48	35	57.6	51.0	108.6	15.91	D
SR 54 (5th Avenue) to South Avenue	0.23	30	29.2	4.3	33.5	24.71	B	0.26	35	31.2	12.2	43.4	21.57	C
South Avenue to 'C' Avenue	0.25	30	31.8	9.2	41.0	21.98	C	0.25	35	30.0	1.0	31.0	29.03	B
Ft. King Road to 'C' Avenue	1.28	30.0	162.6	35.6	198.2	23.25	C	1.67	35	200.4	91.6	292.0	20.59	C

*Exhibit 15-3

Appendix F
Design Year (2035) No-Build Synchro Intersection Analysis Sheets

HCM Unsignalized Intersection Capacity Analysis

1: US 301 & SR 39

9/8/2010

	↑	↖	↙	↓	↘	↗
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑		↖	↑		↗
Volume (veh/h)	1195	0	1050	1545	0	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1299	0	1141	1679	0	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						
vC, conflicting volume			1299		5261	1299
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1299		5261	1299
tC, single (s)			4.2		6.5	6.3
tC, 2 stage (s)						
tF (s)			2.3		3.6	3.4
p0 queue free %			0		0	100
cM capacity (veh/h)			514		0	191
Direction, Lane #	NB 1	SB 1	SB 2	NW 1		
Volume Total	1299	1141	1679	0		
Volume Left	0	1141	0	0		
Volume Right	0	0	0	0		
cSH	1700	514	1700	1700		
Volume to Capacity	0.76	2.22	0.99	0.00		
Queue Length 95th (ft)	0	2089	0	0		
Control Delay (s)	0.0	574.0	0.0	0.0		
Lane LOS		F		A		
Approach Delay (s)	0.0	232.3		0.0		
Approach LOS				A		
Intersection Summary						
Average Delay			159.0			
Intersection Capacity Utilization			127.7%		ICU Level of Service	H
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: C AVE & 6TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	15	80	15	15	55	15	15	5	10	140	15	90
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	87	16	16	60	16	16	5	11	152	16	98
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	76			103			334	236	95	242	236	68
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	76			103			334	236	95	242	236	68
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			97	99	99	78	97	90
cM capacity (veh/h)	1517			1482			537	648	959	686	648	993

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	120	92	33	266
Volume Left	16	16	16	152
Volume Right	16	16	11	98
cSH	1517	1482	651	771
Volume to Capacity	0.01	0.01	0.05	0.35
Queue Length 95th (ft)	1	1	4	39
Control Delay (s)	1.1	1.4	10.8	12.1
Lane LOS	A	A	B	B
Approach Delay (s)	1.1	1.4	10.8	12.1
Approach LOS			B	B

Intersection Summary			
Average Delay		7.5	
Intersection Capacity Utilization		32.6%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

3: C AVE & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	35	30	85	30	35	30	70	1680	45	30	2155	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	33	92	33	38	33	76	1826	49	33	2342	27
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	4476	4448	2356	4533	4438	1851	2370			1875		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	4476	4448	2356	4533	4438	1851	2370			1875		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	0	0	0	65	63			90		
cM capacity (veh/h)	0	1	45	0	1	92	203			318		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	163	103	1951	2402
Volume Left	38	33	76	33
Volume Right	92	33	49	27
cSH	0	0	203	318
Volume to Capacity	Err	Err	0.37	0.10
Queue Length 95th (ft)	Err	Err	41	8
Control Delay (s)	Err	Err	1.3	0.2
Lane LOS	F	F	A	A
Approach Delay (s)	Err	Err	1.3	0.2
Approach LOS	F	F		

Intersection Summary			
Average Delay		Err	
Intersection Capacity Utilization	149.3%	ICU Level of Service	H
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis

4: SOUTH AVE & 6TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Volume (veh/h)	0	120	55	30	50	0	0	0	0	535	440	40
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	130	60	33	54	0	0	0	0	582	478	43
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											1195	
pX, platoon unblocked	0.76	0.76	0.76	0.76	0.76		0.76					
vC, conflicting volume	1690	1663	261	1527	1685	0	522			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1269	1233	0	1053	1261	0	0			0		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	0	93	0	33	100	100			64		
cM capacity (veh/h)	33	84	818	0	81	1081	1221			1614		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	190	87	821	283
Volume Left	0	33	582	0
Volume Right	60	0	0	43
cSH	117	0	1614	1700
Volume to Capacity	1.62	Err	0.36	0.17
Queue Length 95th (ft)	354	Err	42	0
Control Delay (s)	379.5	Err	7.0	0.0
Lane LOS	F	F	A	
Approach Delay (s)	379.5	Err	5.2	
Approach LOS	F	F		

Intersection Summary			
Average Delay		Err	
Intersection Capacity Utilization		53.6%	ICU Level of Service
Analysis Period (min)		15	A

HCM Signalized Intersection Capacity Analysis

5: SOUTH AVE & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	90	190	320	305	50	80	10	985	10	115	1380	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.98		1.00	1.00		1.00	1.00	
Flt Protected		0.99			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1699			1738		1752	1842		1752	1839	
Flt Permitted		0.88			0.34		0.05	1.00		0.05	1.00	
Satd. Flow (perm)		1509			613		96	1842		96	1839	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	207	348	332	54	87	11	1071	11	125	1500	33
RTOR Reduction (vph)	0	12	0	0	5	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	641	0	0	468	0	11	1082	0	125	1533	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		60.8			60.8		77.0	77.0		77.0	77.0	
Effective Green, g (s)		60.8			60.8		77.0	77.0		77.0	77.0	
Actuated g/C Ratio		0.41			0.41		0.51	0.51		0.51	0.51	
Clearance Time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		4.0			4.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		612			248		49	946		49	944	
v/s Ratio Prot								0.59			0.83	
v/s Ratio Perm		0.42			0.76		0.11			1.30		
v/c Ratio		1.05			1.89		0.22	1.14		2.55	1.62	
Uniform Delay, d1		44.6			44.6		20.1	36.5		36.5	36.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		49.4			413.5		4.8	77.2		753.9	285.4	
Delay (s)		94.0			458.1		24.9	113.7		790.4	321.9	
Level of Service		F			F		C	F		F	F	
Approach Delay (s)		94.0			458.1			112.8			357.2	
Approach LOS		F			F			F			F	

Intersection Summary

HCM Average Control Delay	256.3	HCM Level of Service	F
HCM Volume to Capacity ratio	2.25		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	169.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

6: SOUTH AVE & 7TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Volume (veh/h)	115	185	0	0	365	80	5	670	100	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	125	201	0	0	397	87	5	728	109	0	0	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												
vC, conflicting volume	660	848	0	894	793	418	0			837		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	660	848	0	894	793	418	0			837		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	32	100	100	0	85	100			100		
cM capacity (veh/h)	0	294	1081	105	316	581	1614			786		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	326	484	370	473
Volume Left	125	0	5	0
Volume Right	0	87	0	109
cSH	0	345	1614	1700
Volume to Capacity	Err	1.40	0.00	0.28
Queue Length 95th (ft)	Err	618	0	0
Control Delay (s)	Err	228.1	0.1	0.0
Lane LOS	F	F	A	
Approach Delay (s)	Err	228.1	0.1	
Approach LOS	F	F		

Intersection Summary			
Average Delay		Err	
Intersection Capacity Utilization		72.0%	ICU Level of Service C
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis

7: 5TH AVE(SR 54) & 6TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑						↑↑	
Volume (vph)	0	710	65	40	560	0	0	0	0	85	930	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	
Lane Util. Factor		0.95		1.00	1.00						0.95	
Frt		0.99		1.00	1.00						0.97	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3461		1752	1660						3388	
Flt Permitted		1.00		0.24	1.00						1.00	
Satd. Flow (perm)		3461		443	1660						3388	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	772	71	43	609	0	0	0	0	92	1011	277
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	17	0
Lane Group Flow (vph)	0	838	0	43	609	0	0	0	0	0	1363	0
Parking (#/hr)					0							
Turn Type				Perm							Perm	
Protected Phases		6			2							8
Permitted Phases				2							8	
Actuated Green, G (s)		61.5		61.5	61.5						58.5	
Effective Green, g (s)		61.5		61.5	61.5						58.5	
Actuated g/C Ratio		0.47		0.47	0.47						0.45	
Clearance Time (s)		5.0		5.0	5.0						5.0	
Vehicle Extension (s)		3.0		3.0	3.0						3.0	
Lane Grp Cap (vph)		1637		210	785						1525	
v/s Ratio Prot		0.24			c0.37							
v/s Ratio Perm				0.10							0.40	
v/c Ratio		0.51		0.20	0.78						0.89	
Uniform Delay, d1		23.8		20.0	28.5						32.9	
Progression Factor		1.00		0.83	0.87						0.73	
Incremental Delay, d2		1.1		0.2	0.7						0.7	
Delay (s)		25.0		16.8	25.5						24.6	
Level of Service		C		B	C						C	
Approach Delay (s)		25.0			24.9			0.0			24.6	
Approach LOS		C			C			A			C	

Intersection Summary
























HCM Average Control Delay	24.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	77.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: 5TH AVE(SR 54) & US 301

9/8/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	230	375	190	60	180	60	235	940	25	100	1275	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1752		1752	1845	1568	1752	1845	1568	1752	1810	
Flt Permitted	0.35	1.00		0.17	1.00	1.00	0.06	1.00	1.00	0.09	1.00	
Satd. Flow (perm)	648	1752		307	1845	1568	105	1845	1568	159	1810	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	250	408	207	65	196	65	255	1022	27	109	1386	201
RTOR Reduction (vph)	0	14	0	0	0	53	0	0	5	0	4	0
Lane Group Flow (vph)	250	601	0	65	196	12	255	1022	22	109	1583	0
Turn Type	pm+pt			Perm			Perm	pm+pt		Perm	Perm	
Protected Phases	7	4			8		5	2				6
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	39.0	39.0		24.0	24.0	24.0	79.0	79.0	79.0	65.0	65.0	
Effective Green, g (s)	39.0	39.0		24.0	24.0	24.0	79.0	79.0	79.0	65.0	65.0	
Actuated g/C Ratio	0.30	0.30		0.18	0.18	0.18	0.61	0.61	0.61	0.50	0.50	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	279	526		57	341	289	178	1121	953	80	905	
v/s Ratio Prot	0.07	c0.34			0.11		c0.10	0.55			c0.87	
v/s Ratio Perm	0.20			0.21		0.01	0.77		0.01	0.69		
v/c Ratio	0.90	1.14		1.14	0.57	0.04	1.43	0.91	0.02	1.36	1.75	
Uniform Delay, d1	42.3	45.5		53.0	48.3	43.5	42.2	22.4	10.1	32.5	32.5	
Progression Factor	0.98	0.69		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	25.2	82.3		162.7	6.9	0.3	223.8	11.3	0.0	224.6	341.7	
Delay (s)	66.5	113.7		215.7	55.2	43.8	266.0	33.7	10.2	257.1	374.2	
Level of Service	E	F		F	E	D	F	C	B	F	F	
Approach Delay (s)		100.0			85.0			78.6			366.7	
Approach LOS		F			F			E			F	

Intersection Summary

HCM Average Control Delay	200.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.52		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	149.3%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 9: 5TH AVE(SR 54) & 7TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↕				
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	120	380	0	0	255	55	45	720	85	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	130	413	0	0	277	60	49	783	92	0	0	0

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	543	337	924
Volume Left (vph)	130	0	49
Volume Right (vph)	0	60	92
Hadj (s)	0.10	-0.06	0.00
Departure Headway (s)	6.7	6.9	6.6
Degree Utilization, x	1.01	0.65	1.69
Capacity (veh/h)	543	508	554
Control Delay (s)	65.9	21.8	333.2
Approach Delay (s)	65.9	21.8	333.2
Approach LOS	F	C	F

Intersection Summary		
Delay		194.5
HCM Level of Service		F
Intersection Capacity Utilization	98.9%	ICU Level of Service F
Analysis Period (min)		15

HCM Unsignalized Intersection Capacity Analysis

10: 12TH AVE & 6TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	130	15	40	145	0	0	0	0	30	1235	20
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	141	16	43	158	0	0	0	0	33	1342	22
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1497	1418	682	823	1429	0	1364			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1497	1418	682	823	1429	0	1364			0		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	96	0	0	100	100			98		
cM capacity (veh/h)	0	132	390	0	130	1081	494			1614		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	158	201	704	693
Volume Left	0	43	33	0
Volume Right	16	0	0	22
cSH	141	0	1614	1700
Volume to Capacity	1.11	Err	0.02	0.41
Queue Length 95th (ft)	219	Err	2	0
Control Delay (s)	172.1	Err	0.6	0.0
Lane LOS	F	F	A	
Approach Delay (s)	172.1	Err	0.3	
Approach LOS	F	F		

Intersection Summary			
Average Delay		Err	
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis

11: 12TH AVE & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	85	45	40	100	60	35	45	1135	40	100	1415	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.97			0.98		1.00	0.99		1.00	0.99	
Flt Protected		0.98			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1743			1755		1752	1835		1752	1831	
Flt Permitted		0.70			0.70		0.04	1.00		0.06	1.00	
Satd. Flow (perm)		1249			1257		65	1835		112	1831	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	49	43	109	65	38	49	1234	43	109	1538	82
RTOR Reduction (vph)	0	8	0	0	5	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	176	0	0	207	0	49	1276	0	109	1619	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		24.8			24.8		113.0	113.0		113.0	113.0	
Effective Green, g (s)		24.8			24.8		113.0	113.0		113.0	113.0	
Actuated g/C Ratio		0.17			0.17		0.75	0.75		0.75	0.75	
Clearance Time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		207			208		49	1382		84	1379	
v/s Ratio Prot								0.70				0.88
v/s Ratio Perm		0.14			c0.16		0.75			c0.97		
v/c Ratio		0.85			1.00		1.00	0.92		1.30	1.17	
Uniform Delay, d1		60.8			62.5		18.5	15.0		18.5	18.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		29.3			60.9		128.6	11.0		197.3	86.2	
Delay (s)		90.1			123.4		147.1	26.0		215.8	104.7	
Level of Service		F			F		F	C		F	F	
Approach Delay (s)		90.1			123.4			30.4			111.7	
Approach LOS		F			F			C			F	

Intersection Summary

HCM Average Control Delay	80.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	106.9%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

12: 12TH AVE & 7TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Volume (veh/h)	30	150	0	0	105	45	65	760	60	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	163	0	0	114	49	71	826	65	0	0	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												
vC, conflicting volume	660	1033	0	1082	1000	446	0			891		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	660	1033	0	1082	1000	446	0			891		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	83	26	100	100	50	91	96			100		
cM capacity (veh/h)	186	220	1081	65	230	557	1614			750		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	196	163	484	478
Volume Left	33	0	71	0
Volume Right	0	49	0	65
cSH	213	279	1614	1700
Volume to Capacity	0.92	0.59	0.04	0.28
Queue Length 95th (ft)	188	86	3	0
Control Delay (s)	88.9	34.6	1.4	0.0
Lane LOS	F	D	A	
Approach Delay (s)	88.9	34.6	0.7	
Approach LOS	F	D		

Intersection Summary			
Average Delay		18.0	
Intersection Capacity Utilization	52.6%	ICU Level of Service	A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis

13: GEIGER RD & US 301

9/8/2010






















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	120	90	285	185	40	65	1125	45	60	2700	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.94		1.00	0.97		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	1726		1752	1796		1752	3485		1752	3505	1568
Flt Permitted	0.61	1.00		0.20	1.00		0.05	1.00		0.15	1.00	1.00
Satd. Flow (perm)	1120	1726		374	1796		92	3485		279	3505	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	130	98	310	201	43	71	1223	49	65	2935	147
RTOR Reduction (vph)	0	15	0	0	6	0	0	2	0	0	0	33
Lane Group Flow (vph)	87	213	0	310	238	0	71	1270	0	65	2935	114
Turn Type	Perm			pm+pt			Perm			Perm		Perm
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	19.4	19.4		40.4	40.4		80.6	80.6		80.6	80.6	80.6
Effective Green, g (s)	19.4	19.4		40.4	40.4		80.6	80.6		80.6	80.6	80.6
Actuated g/C Ratio	0.15	0.15		0.31	0.31		0.62	0.62		0.62	0.62	0.62
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	4.0
Lane Grp Cap (vph)	167	258		291	558		57	2161		173	2173	972
v/s Ratio Prot		0.12		c0.14	0.13			0.36			c0.84	
v/s Ratio Perm	0.08			c0.20			0.78			0.23		0.07
v/c Ratio	0.52	0.82		1.07	0.43		1.25	0.59		0.38	1.35	0.12
Uniform Delay, d1	51.0	53.6		39.5	35.6		24.7	14.8		12.2	24.7	10.1
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		0.52	0.56	0.20
Incremental Delay, d2	2.9	18.8		71.1	0.5		199.3	1.2		0.6	158.1	0.0
Delay (s)	53.9	72.5		110.6	36.1		224.0	15.9		6.9	172.0	2.0
Level of Service	D	E		F	D		F	B		A	F	A
Approach Delay (s)		67.4			77.8			26.9			160.6	
Approach LOS		E			E			C			F	

Intersection Summary

HCM Average Control Delay	113.1	HCM Level of Service	F
HCM Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	113.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 14: NORTH AVE & 7TH ST

9/8/2010

															
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations															
Sign Control	Stop				Stop			Stop			Stop				
Volume (vph)	55	165	0	0	320	140	100	625	110	215	0	65			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	60	179	0	0	348	152	109	679	120	234	0	71			
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1									
Volume Total (vph)	60	179	500	109	799	304									
Volume Left (vph)	60	0	0	109	0	234									
Volume Right (vph)	0	0	152	0	120	71									
Hadj (s)	0.55	0.05	-0.13	0.55	-0.05	0.07									
Departure Headway (s)	9.7	9.2	8.3	8.8	8.2	8.9									
Degree Utilization, x	0.16	0.46	1.15	0.27	1.82	0.76									
Capacity (veh/h)	360	373	431	403	444	395									
Control Delay (s)	13.3	18.5	118.6	13.8	398.2	34.9									
Approach Delay (s)	17.2		118.6	352.1		34.9									
Approach LOS	C		F	F		D									
Intersection Summary															
Delay			201.7												
HCM Level of Service			F												
Intersection Capacity Utilization			97.5%					ICU Level of Service			F				
Analysis Period (min)			15												

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	65	385	15	255	355	175	1065	5	105	2495	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.87		1.00	1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1608		1752	1845	1568	1752	3503		1752	3502	
Flt Permitted	0.33	1.00		0.15	1.00	1.00	0.04	1.00		0.20	1.00	
Satd. Flow (perm)	615	1608		273	1845	1568	83	3503		378	3502	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	71	418	16	277	386	190	1158	5	114	2712	16
RTOR Reduction (vph)	0	3	0	0	0	93	0	0	0	0	0	0
Lane Group Flow (vph)	5	486	0	16	277	293	190	1163	0	114	2728	0
Turn Type	Perm			Perm			Perm	Perm		Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	27.0	27.0		27.0	27.0	27.0	89.0	89.0		89.0	89.0	
Effective Green, g (s)	27.0	27.0		27.0	27.0	27.0	89.0	89.0		89.0	89.0	
Actuated g/C Ratio	0.21	0.21		0.21	0.21	0.21	0.68	0.68		0.68	0.68	
Clearance Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	128	334		57	383	326	57	2398		259	2398	
v/s Ratio Prot		c0.30			0.15			0.33			0.78	
v/s Ratio Perm	0.01			0.06		0.19	c2.29			0.30		
v/c Ratio	0.04	1.45		0.28	0.72	0.90	3.33	0.48		0.44	1.14	
Uniform Delay, d1	41.1	51.5		43.3	48.0	50.2	20.5	9.7		9.3	20.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.62	1.02		1.00	1.00	
Incremental Delay, d2	0.1	220.6		2.7	6.6	25.9	1085.9	0.6		5.4	67.6	
Delay (s)	41.3	272.1		46.0	54.6	76.1	1119.2	10.5		14.6	88.1	
Level of Service	D	F		D	D	E	F	F		B	F	
Approach Delay (s)		269.7			66.6			166.2			85.1	
Approach LOS		F			E			F			F	

Intersection Summary

HCM Average Control Delay	120.2	HCM Level of Service	F
HCM Volume to Capacity ratio	2.90		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	130.8%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

1: US 301 & SR 39

9/8/2010

	↑	↖	↙	↓	↘	↗
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑		↖	↑		↗
Volume (veh/h)	1520	0	825	1215	0	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1652	0	897	1321	0	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						
vC, conflicting volume			1652	4766	1652	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1652	4766	1652	
tC, single (s)			4.2	6.5	6.3	
tC, 2 stage (s)						
tF (s)			2.3	3.6	3.4	
p0 queue free %			0	0	100	
cM capacity (veh/h)			375	0	118	
Direction, Lane #	NB 1	SB 1	SB 2	NW 1		
Volume Total	1652	897	1321	0		
Volume Left	0	897	0	0		
Volume Right	0	0	0	0		
cSH	1700	375	1700	1700		
Volume to Capacity	0.97	2.39	0.78	0.00		
Queue Length 95th (ft)	0	1751	0	0		
Control Delay (s)	0.0	657.6	0.0	0.0		
Lane LOS		F		A		
Approach Delay (s)	0.0	266.0		0.0		
Approach LOS				A		
Intersection Summary						
Average Delay			152.4			
Intersection Capacity Utilization			132.4%		ICU Level of Service	H
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: C AVE & 6TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	10	90	10	10	75	10	15	5	10	110	10	70
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	98	11	11	82	11	16	5	11	120	11	76
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None					None						
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	92			109			315	239	103	247	239	87
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	92			109			315	239	103	247	239	87
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			97	99	99	83	98	92
cM capacity (veh/h)	1496			1476			572	651	949	684	651	969
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	120	103	33	207								
Volume Left	11	11	16	120								
Volume Right	11	11	11	76								
cSH	1496	1476	675	765								
Volume to Capacity	0.01	0.01	0.05	0.27								
Queue Length 95th (ft)	1	1	4	27								
Control Delay (s)	0.7	0.8	10.6	11.4								
Lane LOS	A	A	B	B								
Approach Delay (s)	0.7	0.8	10.6	11.4								
Approach LOS			B	B								
Intersection Summary												
Average Delay			6.2									
Intersection Capacity Utilization			28.6%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: C AVE & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	45	30	65	25	35	35	90	2140	60	25	1695	20
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	33	71	27	38	38	98	2326	65	27	1842	22
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	4519	4495	1853	4549	4473	2359	1864			2391		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	4519	4495	1853	4549	4473	2359	1864			2391		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	23	0	0	15	70			86		
cM capacity (veh/h)	0	1	92	0	1	45	321			199		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	152	103	2489	1891
Volume Left	49	27	98	27
Volume Right	71	38	65	22
cSH	0	0	321	199
Volume to Capacity	Err	Err	0.30	0.14
Queue Length 95th (ft)	Err	Err	31	12
Control Delay (s)	Err	Err	0.8	0.4
Lane LOS	F	F	A	A
Approach Delay (s)	Err	Err	0.8	0.4
Approach LOS	F	F		

Intersection Summary			
Average Delay		Err	
Intersection Capacity Utilization		186.3%	ICU Level of Service
Analysis Period (min)		15	H

HCM Unsignalized Intersection Capacity Analysis

4: SOUTH AVE & 6TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Volume (veh/h)	0	130	45	20	60	0	0	0	0	420	345	30
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	141	49	22	65	0	0	0	0	457	375	33
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											1195	
pX, platoon unblocked	0.84	0.84	0.84	0.84	0.84		0.84					
vC, conflicting volume	1337	1304	204	1220	1321	0	408			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1032	993	0	894	1012	0	0			0		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	4	95	0	54	100	100			72		
cM capacity (veh/h)	81	147	913	20	143	1081	1364			1614		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	190	87	644	220
Volume Left	0	22	457	0
Volume Right	49	0	0	33
cSH	187	56	1614	1700
Volume to Capacity	1.02	1.54	0.28	0.13
Queue Length 95th (ft)	216	198	29	0
Control Delay (s)	121.7	432.7	6.5	0.0
Lane LOS	F	F	A	
Approach Delay (s)	121.7	432.7	4.8	
Approach LOS	F	F		

Intersection Summary			
Average Delay		56.9	
Intersection Capacity Utilization	47.1%		ICU Level of Service A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis

5: SOUTH AVE & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	110	190	250	240	50	100	10	1255	15	90	1085	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.97		1.00	1.00		1.00	1.00	
Flt Protected		0.99			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1714			1727		1752	1841		1752	1838	
Flt Permitted		0.85			0.39		0.05	1.00		0.05	1.00	
Satd. Flow (perm)		1464			697		88	1841		88	1838	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	120	207	272	261	54	109	11	1364	16	98	1179	27
RTOR Reduction (vph)	0	20	0	0	8	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	579	0	0	416	0	11	1380	0	98	1206	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		53.8			53.8		84.0	84.0		84.0	84.0	
Effective Green, g (s)		53.8			53.8		84.0	84.0		84.0	84.0	
Actuated g/C Ratio		0.36			0.36		0.56	0.56		0.56	0.56	
Clearance Time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		4.0			4.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		525			250		49	1031		49	1029	
v/s Ratio Prot								0.75				0.66
v/s Ratio Perm		0.40			0.60		0.13			c1.12		
v/c Ratio		1.10			1.66		0.22	1.34		2.00	1.17	
Uniform Delay, d1		48.1			48.1		16.6	33.0		33.0	33.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		70.5			315.3		4.8	158.8		514.3	87.7	
Delay (s)		118.6			363.4		21.4	191.8		547.3	120.7	
Level of Service		F			F		C	F		F	F	
Approach Delay (s)		118.6			363.4			190.4			152.8	
Approach LOS		F			F			F			F	

Intersection Summary

HCM Average Control Delay	185.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.86		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	140.3%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

6: SOUTH AVE & 7TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Volume (veh/h)	145	155	0	0	345	100	5	855	130	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	158	168	0	0	375	109	5	929	141	0	0	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												
vC, conflicting volume	772	1082	0	1095	1011	535	0			1071		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	772	1082	0	1095	1011	535	0			1071		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	21	100	100	0	78	100			100		
cM capacity (veh/h)	0	214	1081	58	236	487	1614			641		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	326	484	470	606
Volume Left	158	0	5	0
Volume Right	0	109	0	141
cSH	0	267	1614	1700
Volume to Capacity	Err	1.81	0.00	0.36
Queue Length 95th (ft)	Err	817	0	0
Control Delay (s)	Err	412.9	0.1	0.0
Lane LOS	F	F	A	
Approach Delay (s)	Err	412.9	0.1	
Approach LOS	F	F		

Intersection Summary			
Average Delay		Err	
Intersection Capacity Utilization		78.3%	ICU Level of Service
Analysis Period (min)		15	D

HCM Signalized Intersection Capacity Analysis

7: 5TH AVE(SR 54) & 6TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↑	↑						↑↑	
Volume (vph)	0	760	50	30	580	0	0	0	0	65	730	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	
Lane Util. Factor		0.95		1.00	1.00						0.95	
Frt		0.99		1.00	1.00						0.97	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3473		1752	1660						3388	
Flt Permitted		1.00		0.26	1.00						1.00	
Satd. Flow (perm)		3473		471	1660						3388	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	826	54	33	630	0	0	0	0	71	793	217
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	18	0
Lane Group Flow (vph)	0	876	0	33	630	0	0	0	0	0	1063	0
Parking (#/hr)					0							
Turn Type				Perm							Perm	
Protected Phases		6			2							8
Permitted Phases				2							8	
Actuated Green, G (s)		68.9		68.9	68.9						46.1	
Effective Green, g (s)		68.9		68.9	68.9						46.1	
Actuated g/C Ratio		0.55		0.55	0.55						0.37	
Clearance Time (s)		5.0		5.0	5.0						5.0	
Vehicle Extension (s)		3.0		3.0	3.0						3.0	
Lane Grp Cap (vph)		1914		260	915						1249	
v/s Ratio Prot		0.25			c0.38							
v/s Ratio Perm				0.07							0.31	
v/c Ratio		0.46		0.13	0.69						0.85	
Uniform Delay, d1		16.8		13.5	20.3						36.3	
Progression Factor		1.00		0.73	0.82						1.00	
Incremental Delay, d2		0.8		0.1	0.4						5.8	
Delay (s)		17.6		9.9	17.0						42.0	
Level of Service		B		A	B						D	
Approach Delay (s)		17.6			16.7			0.0			42.0	
Approach LOS		B			B			A			D	

Intersection Summary

HCM Average Control Delay	27.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: 5TH AVE(SR 54) & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗	↖	↖	↗	↗
Volume (vph)	290	385	150	50	175	75	295	1195	40	85	1000	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1767		1752	1845	1568	1752	1845	1568	1752	1811	
Flt Permitted	0.35	1.00		0.18	1.00	1.00	0.06	1.00	1.00	0.07	1.00	
Satd. Flow (perm)	647	1767		335	1845	1568	112	1845	1568	125	1811	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	315	418	163	54	190	82	321	1299	43	92	1087	152
RTOR Reduction (vph)	0	11	0	0	0	54	0	0	7	0	4	0
Lane Group Flow (vph)	315	570	0	54	190	28	321	1299	36	92	1235	0
Turn Type	pm+pt			Perm		Perm	pm+pt		Perm	Perm		
Protected Phases	7	4			8		5	2				6
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	37.0	37.0		22.0	22.0	22.0	78.0	76.0	76.0	59.0	59.0	
Effective Green, g (s)	37.0	37.0		22.0	22.0	22.0	78.0	76.0	76.0	59.0	59.0	
Actuated g/C Ratio	0.30	0.30		0.18	0.18	0.18	0.62	0.61	0.61	0.47	0.47	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	280	523		59	325	276	227	1122	953	59	855	
v/s Ratio Prot	0.09	c0.32			0.10		c0.14	0.70			0.68	
v/s Ratio Perm	c0.24			0.16		0.02	0.75		0.02	c0.74		
v/c Ratio	1.12	1.09		0.92	0.58	0.10	1.41	1.16	0.04	1.56	1.44	
Uniform Delay, d1	42.8	44.0		50.6	47.3	43.2	51.8	24.5	9.8	33.0	33.0	
Progression Factor	0.69	0.69		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	88.8	63.8		94.6	7.5	0.7	210.3	81.3	0.0	318.8	206.5	
Delay (s)	118.5	94.3		145.2	54.8	44.0	262.1	105.8	9.9	351.8	239.5	
Level of Service	F	F		F	D	D	F	F	A	F	F	
Approach Delay (s)		102.8			67.1			133.5			247.3	
Approach LOS		F			E			F			F	

Intersection Summary

HCM Average Control Delay	157.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.33		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	133.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

9: 5TH AVE(SR 54) & 7TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕				
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	150	360	0	0	240	70	60	915	105	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	163	391	0	0	261	76	65	995	114	0	0	0

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	554	337	1174
Volume Left (vph)	163	0	65
Volume Right (vph)	0	76	114
Hadj (s)	0.11	-0.08	0.00
Departure Headway (s)	6.7	6.9	6.6
Degree Utilization, x	1.03	0.65	2.14
Capacity (veh/h)	543	510	558
Control Delay (s)	71.4	21.6	534.3
Approach Delay (s)	71.4	21.6	534.3
Approach LOS	F	C	F

Intersection Summary		
Delay		326.4
HCM Level of Service		F
Intersection Capacity Utilization	112.0%	ICU Level of Service
Analysis Period (min)		15

HCM Unsignalized Intersection Capacity Analysis

10: 12TH AVE & 6TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻↻	
Volume (veh/h)	0	135	10	30	150	0	0	0	0	25	970	15
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	147	11	33	163	0	0	0	0	27	1054	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1198	1117	535	666	1125	0	1071			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1198	1117	535	666	1125	0	1071			0		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	27	98	76	18	100	100			98		
cM capacity (veh/h)	44	201	487	134	199	1081	641			1614		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	158	196	554	543
Volume Left	0	33	27	0
Volume Right	11	0	0	16
cSH	210	184	1614	1700
Volume to Capacity	0.75	1.06	0.02	0.32
Queue Length 95th (ft)	127	233	1	0
Control Delay (s)	60.9	136.4	0.5	0.0
Lane LOS	F	F	A	
Approach Delay (s)	60.9	136.4	0.3	
Approach LOS	F	F		

Intersection Summary

Average Delay	25.2
Intersection Capacity Utilization	55.3%
ICU Level of Service	B
Analysis Period (min)	15

HCM Signalized Intersection Capacity Analysis

11: 12TH AVE & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	105	45	30	80	60	40	55	1445	50	80	1110	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.98			0.97		1.00	1.00		1.00	0.99	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1752			1751		1752	1835		1752	1831	
Flt Permitted		0.64			0.76		0.06	1.00		0.04	1.00	
Satd. Flow (perm)		1148			1361		117	1835		65	1831	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	49	33	87	65	43	60	1571	54	87	1207	65
RTOR Reduction (vph)	0	5	0	0	7	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	191	0	0	188	0	60	1624	0	87	1271	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		24.8			24.8		113.0	113.0		113.0	113.0	
Effective Green, g (s)		24.8			24.8		113.0	113.0		113.0	113.0	
Actuated g/C Ratio		0.17			0.17		0.75	0.75		0.75	0.75	
Clearance Time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		190			225		88	1382		49	1379	
v/s Ratio Prot								0.88			0.69	
v/s Ratio Perm		c0.17			0.14		0.51			c1.33		
v/c Ratio		1.01			0.84		0.68	1.18		1.78	0.92	
Uniform Delay, d1		62.6			60.6		9.4	18.5		18.5	14.9	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		66.6			25.0		24.5	86.8		419.0	10.8	
Delay (s)		129.2			85.6		33.9	105.3		437.5	25.7	
Level of Service		F			F		C	F		F	C	
Approach Delay (s)		129.2			85.6			102.8			52.1	
Approach LOS		F			F			F			D	

Intersection Summary

HCM Average Control Delay	83.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.64		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	103.6%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

12: 12TH AVE & 7TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Volume (veh/h)	40	135	0	0	95	55	80	965	75	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	43	147	0	0	103	60	87	1049	82	0	0	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												
vC, conflicting volume	810	1304	0	1337	1264	565	0			1130		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	810	1304	0	1337	1264	565	0			1130		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	60	2	100	100	35	87	95			100		
cM capacity (veh/h)	108	149	1081	9	158	465	1614			608		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	190	163	611	606
Volume Left	43	0	87	0
Volume Right	0	60	0	82
cSH	137	208	1614	1700
Volume to Capacity	1.39	0.78	0.05	0.36
Queue Length 95th (ft)	310	137	4	0
Control Delay (s)	273.2	65.4	1.5	0.0
Lane LOS	F	F	A	
Approach Delay (s)	273.2	65.4	0.8	
Approach LOS	F	F		

Intersection Summary			
Average Delay		40.5	
Intersection Capacity Utilization	59.1%		ICU Level of Service B
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis

13: GEIGER RD & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	120	70	225	185	50	85	1430	55	75	2120	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.94		1.00	0.97		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	1743		1752	1786		1752	3485		1752	3505	1568
Flt Permitted	0.35	1.00		0.45	1.00		0.07	1.00		0.08	1.00	1.00
Satd. Flow (perm)	653	1743		831	1786		120	3485		146	3505	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	130	76	245	201	54	92	1554	60	82	2304	114
RTOR Reduction (vph)	0	22	0	0	11	0	0	2	0	0	0	34
Lane Group Flow (vph)	114	184	0	245	244	0	92	1612	0	82	2304	80
Turn Type	Perm			pm+pt			Perm			Perm		Perm
Protected Phases		4		3	8			2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	17.3	17.3		29.6	29.6		61.4	61.4		61.4	61.4	61.4
Effective Green, g (s)	17.3	17.3		29.6	29.6		61.4	61.4		61.4	61.4	61.4
Actuated g/C Ratio	0.17	0.17		0.30	0.30		0.61	0.61		0.61	0.61	0.61
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	4.0
Lane Grp Cap (vph)	113	302		318	529		74	2140		90	2152	963
v/s Ratio Prot		0.11		c0.06	0.14			0.46			0.66	
v/s Ratio Perm	c0.17			0.17			c0.77			0.56		0.05
v/c Ratio	1.01	0.61		0.77	0.46		1.24	0.75		0.91	1.07	0.08
Uniform Delay, d1	41.4	38.2		35.7	28.7		19.3	13.9		16.9	19.3	7.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		0.90	0.85	1.43
Incremental Delay, d2	87.1	3.4		11.0	0.6		183.6	2.5		29.5	34.7	0.0
Delay (s)	128.4	41.7		46.6	29.3		202.9	16.4		44.8	51.2	11.3
Level of Service	F	D		D	C		F	B		D	D	B
Approach Delay (s)		72.6			37.8			26.4			49.1	
Approach LOS		E			D			C			D	




















Intersection Summary

HCM Average Control Delay	41.8	HCM Level of Service	D
HCM Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	104.9%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

14: NORTH AVE & 7TH ST

9/8/2010

															
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations															
Sign Control		Stop			Stop			Stop			Stop				
Volume (vph)	70	180	0	0	280	180	130	790	140	170	0	50			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	76	196	0	0	304	196	141	859	152	185	0	54			
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1									
Volume Total (vph)	76	196	500	141	1011	239									
Volume Left (vph)	76	0	0	141	0	185									
Volume Right (vph)	0	0	196	0	152	54									
Hadj (s)	0.55	0.05	-0.18	0.55	-0.05	0.07									
Departure Headway (s)	9.4	8.9	8.0	8.6	8.0	9.0									
Degree Utilization, x	0.20	0.48	1.11	0.34	2.25	0.60									
Capacity (veh/h)	373	388	445	413	457	385									
Control Delay (s)	13.5	18.7	104.0	14.8	587.8	24.7									
Approach Delay (s)	17.2		104.0	517.5		24.7									
Approach LOS	C		F	F		C									
Intersection Summary															
Delay			304.6												
HCM Level of Service			F												
Intersection Capacity Utilization			105.5%					ICU Level of Service			G				
Analysis Period (min)			15												

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖	↖	↗		↖	↗	
Volume (vph)	5	80	220	10	350	455	225	1355	5	135	2070	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.89		1.00	1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1642		1752	1845	1568	1752	3503		1752	3500	
Flt Permitted	0.19	1.00		0.28	1.00	1.00	0.06	1.00		0.12	1.00	
Satd. Flow (perm)	351	1642		521	1845	1568	114	3503		228	3500	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	87	239	11	380	495	245	1473	5	147	2250	22
RTOR Reduction (vph)	0	7	0	0	0	41	0	0	0	0	1	0
Lane Group Flow (vph)	5	319	0	11	380	454	245	1478	0	147	2271	0
Turn Type	Perm			Perm			Perm	Perm		Perm		
Protected Phases	4			8			2			6		
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	21.0	21.0		21.0	21.0	21.0	65.0	65.0		65.0	65.0	
Effective Green, g (s)	21.0	21.0		21.0	21.0	21.0	65.0	65.0		65.0	65.0	
Actuated g/C Ratio	0.21	0.21		0.21	0.21	0.21	0.65	0.65		0.65	0.65	
Clearance Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	74	345		109	387	329	74	2277		148	2275	
v/s Ratio Prot		0.19			0.21			0.42			0.65	
v/s Ratio Perm	0.01			0.02		c0.29	c2.16			0.64		
v/c Ratio	0.07	0.92		0.10	0.98	1.38	3.31	0.65		0.99	1.00	
Uniform Delay, d1	31.7	38.7		31.9	39.3	39.5	17.5	10.6		17.3	17.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.07	1.00		1.00	1.00	
Incremental Delay, d2	0.4	29.7		0.4	40.7	188.9	1061.9	0.9		72.2	18.5	
Delay (s)	32.0	68.4		32.3	80.0	228.4	1080.6	11.6		89.5	35.9	
Level of Service	C	E		C	F	F	F	B		F	D	
Approach Delay (s)		67.9			162.3			163.6			39.2	
Approach LOS		E			F			F			D	

Intersection Summary

HCM Average Control Delay	101.3	HCM Level of Service	F
HCM Volume to Capacity ratio	2.84		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	110.4%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Appendix G
Arterial Analysis Spreadsheet Design Year (2035) No-Build

Design Year 2035 No-Build AM Arterial Level of Service Summary - Northbound SR 41 (US 301)

Segment	SR 41 (US 301), One Lane Northbound							7th Street, Two Lanes Northbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
'C' Avenue to South Avenue	0.25	35	30.0	113.7	143.7	6.26	F	0.11	30	17.1	0.1	17.2	23.09	C
South Avenue to SR 54 (5th Avenue)	0.26	35	31.2	33.7	64.9	14.42	D	0.25	30	31.8	333.2	365.0	2.47	F
SR 54 (5th Avenue) to 12th Avenue	0.48	35	57.6	26.0	83.6	20.67	C	0.48	30	61.0	0.7	61.7	28.02	B
12th Avenue to North Avenue	0.42	35	50.4	15.5	65.9	22.94	C	0.33	30	41.9	398.2	440.1	2.70	F
North Avenue to Ft. King Road	0.26	35	31.2	10.3	41.5	22.55	C	0.30	30	38.1	76.1	114.2	9.46	F
'C' Avenue to Ft. King Road	1.67	35	200.4	199.2	399.6	15.05	D	1.47	30	189.8	808.3	998.1	5.30	F

Design Year 2035 No-Build AM Arterial Level of Service Summary - Southbound SR 41 (US 301)

Segment	6th Street, Two Lanes Southbound							SR 41 (US 301), One Lane Southbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
Ft. King Road to North Avenue								0.26	35	31.2	166.1	197.3	4.74	F
North Avenue to 12th Avenue	0.32	30	40.6	0.3	40.9	28.14	B	0.42	35	50.4	104.7	155.1	9.75	F
12th Avenue to SR 54 (5th Avenue)	0.48	30	61.0	24.1	85.1	20.32	C	0.48	35	57.6	374.2	431.8	4.00	F
SR 54 (5th Avenue) to South Avenue	0.23	30	29.2	5.2	34.4	24.06	B	0.26	35	31.2	321.9	353.1	2.65	F
South Avenue to 'C' Avenue	0.25	30	31.8	12.1	43.9	20.52	C	0.25	35	30.0	0.2	30.2	29.80	B
Ft. King Road to 'C' Avenue	1.28	30.0	162.6	41.7	204.3	22.56	C	1.67	35	200.4	967.1	1167.5	5.15	F

*Exhibit 15-3

Design Year 2035 No-Build PM Arterial Level of Service Summary - Northbound SR 41 (US 301)

Segment	SR 41 (US 301), One Lane Northbound							7th Street, Two Lanes Northbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
'C' Avenue to South Avenue	0.25	35	30.0	191.8	221.8	4.06	F	0.11	30	17.1	0.1	17.2	23.09	C
South Avenue to SR 54 (5th Avenue)	0.26	35	31.2	105.8	137.0	6.83	F	0.25	30	31.8	534.3	566.1	1.59	F
SR 54 (5th Avenue) to 12th Avenue	0.48	35	57.6	105.3	162.9	10.61	E	0.48	30	61.0	0.8	61.8	27.98	B
12th Avenue to North Avenue	0.42	35	50.4	16.4	66.8	22.63	C	0.33	30	41.9	587.8	629.7	1.89	F
North Avenue to Ft. King Road	0.26	35	31.2	11.6	42.8	21.87	C	0.30	30	38.1	228.4	266.5	4.05	F
'C' Avenue to Ft. King Road	1.67	35	200.4	430.9	631.3	9.52	F	1.47	30	189.8	1351.4	1541.2	3.43	F

Design Year 2035 No-Build PM Arterial Level of Service Summary - Southbound SR 41 (US 301)

Segment	6th Street, Two Lanes Southbound							SR 41 (US 301), One Lane Southbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
Ft. King Road to North Avenue								0.26	35	31.2	51.2	82.4	11.36	E
North Avenue to 12th Avenue	0.32	30	40.6	0.3	40.9	28.14	B	0.42	35	50.4	25.7	76.1	19.87	C
12th Avenue to SR 54 (5th Avenue)	0.48	30	61.0	42.0	103.0	16.78	D	0.48	35	57.6	239.5	297.1	5.82	F
SR 54 (5th Avenue) to South Avenue	0.23	30	29.2	4.8	34.0	24.35	B	0.26	35	31.2	120.7	151.9	6.16	F
South Avenue to 'C' Avenue	0.25	30	31.8	11.4	43.2	20.86	C	0.25	35	30.0	0.4	30.4	29.61	B
Ft. King Road to 'C' Avenue	1.28	30.0	162.6	58.5	221.1	20.85	C	1.67	35	200.4	437.5	637.9	9.42	F

*Exhibit 15-3






















Appendix H1

**Design Year (2035) 6th Street and 7th Street One-Way Pair Alternative Synchro Intersection
Analysis Sheets**

HCM Signalized Intersection Capacity Analysis

1: SR 39 & US 301

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	15	30	25	5	825	5	1170	15	1020	1515	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.4			5.4	5.4	5.7	5.7	5.7	5.4	5.7	
Lane Util. Factor		1.00			1.00	0.88	1.00	0.95	1.00	1.00	0.95	
Frt		0.95			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.98			0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1631			1688	2632	1671	3343	1495	1671	3338	
Flt Permitted		0.85			0.63	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1422			1104	2632	1671	3343	1495	1671	3338	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	16	33	27	5	897	5	1272	16	1109	1647	16
RTOR Reduction (vph)	0	17	0	0	0	3	0	0	5	0	0	0
Lane Group Flow (vph)	0	65	0	0	32	894	5	1272	11	1109	1663	0
Turn Type	Perm			Perm		pm+ov	Prot		Perm		Prot	
Protected Phases		4			8	1	5	2			1	6
Permitted Phases	4			8		8			2			
Actuated Green, G (s)		12.5			12.5	84.1	1.4	50.1	50.1	71.6	120.0	
Effective Green, g (s)		12.5			12.5	84.1	1.4	50.1	50.1	71.6	120.0	
Actuated g/C Ratio		0.08			0.08	0.56	0.01	0.33	0.33	0.48	0.80	
Clearance Time (s)		5.4			5.4	5.4	5.7	5.7	5.7	5.4	5.7	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		118			92	1563	16	1111	497	794	2658	
v/s Ratio Prot						c0.27	0.00	c0.38		c0.66	0.50	
v/s Ratio Perm		0.05			0.03	0.07			0.01			
v/c Ratio		0.56			0.35	0.57	0.31	1.14	0.02	1.40	0.63	
Uniform Delay, d1		66.4			65.3	21.6	74.2	50.3	33.8	39.5	6.2	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		5.6			2.3	0.5	10.9	76.2	0.0	186.2	0.5	
Delay (s)		72.0			67.5	22.1	85.0	126.5	33.9	225.7	6.7	
Level of Service		E			E	C	F	F	C	F	A	
Approach Delay (s)		72.0			23.7			125.2			94.3	
Approach LOS		E			C			F			F	
Intersection Summary												
HCM Average Control Delay			88.9				HCM Level of Service			F		
HCM Volume to Capacity ratio			1.24									
Actuated Cycle Length (s)			150.7				Sum of lost time (s)		16.5			
Intersection Capacity Utilization			113.6%				ICU Level of Service			H		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Unsignalized Intersection Capacity Analysis

2: C AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	70	50	50	60	0	0	0	0	65	2420	90
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	76	54	54	65	0	0	0	0	71	2630	98
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2853	2821	926	1111	2870	0	2728			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2853	2821	926	1111	2870	0	2728			0		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	80	0	0	100	100			96		
cM capacity (veh/h)	0	17	269	0	15	1081	143			1614		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	130	120	728	1315	755
Volume Left	0	54	71	0	0
Volume Right	54	0	0	0	98
cSH	27	0	1614	1700	1700
Volume to Capacity	4.81	Err	0.04	0.77	0.44
Queue Length 95th (ft)	Err	Err	3	0	0
Control Delay (s)	Err	Err	1.2	0.0	0.0
Lane LOS	F	F	A		
Approach Delay (s)	Err	Err	0.3		
Approach LOS	F	F			

Intersection Summary		
Average Delay		Err
Intersection Capacity Utilization	69.3%	ICU Level of Service
Analysis Period (min)	15	C

HCM Unsignalized Intersection Capacity Analysis

3: C AVE & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↔			↕↕↕				
Volume (veh/h)	35	55	0	0	55	45	30	1725	30	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	60	0	0	60	49	33	1875	33	0	0	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												
vC, conflicting volume	769	1973	0	1986	1957	641	0			1908		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	769	1973	0	1986	1957	641	0			1908		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	100	0	2	88	98			100		
cM capacity (veh/h)	24	60	1081	0	61	415	1614			304		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3							
Volume Total	98	109	501	938	501							
Volume Left	38	0	33	0	0							
Volume Right	0	49	0	0	33							
cSH	37	99	1614	1700	1700							
Volume to Capacity	2.61	1.10	0.02	0.55	0.29							
Queue Length 95th (ft)	273	175	2	0	0							
Control Delay (s)	959.1	198.8	0.7	0.0	0.0							
Lane LOS	F	F	A									
Approach Delay (s)	959.1	198.8	0.2									
Approach LOS	F	F										
Intersection Summary												
Average Delay			53.9									
Intersection Capacity Utilization			52.8%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

4: SOUTH AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻↻↻	
Volume (vph)	0	20	155	650	50	0	0	0	0	235	1540	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2						7.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.88			1.00						1.00	
Flt Protected		1.00			0.96						0.99	
Satd. Flow (prot)		1624			1763						4987	
Flt Permitted		1.00			0.61						0.99	
Satd. Flow (perm)		1624			1130						4987	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	22	168	707	54	0	0	0	0	255	1674	43
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	190	0	0	761	0	0	0	0	0	1969	0
Turn Type				Perm							Perm	
Protected Phases		4			8							6
Permitted Phases				8						6		
Actuated Green, G (s)		49.8			49.8						28.0	
Effective Green, g (s)		49.8			49.8						28.0	
Actuated g/C Ratio		0.55			0.55						0.31	
Clearance Time (s)		5.2			5.2						7.0	
Vehicle Extension (s)		4.0			4.0						5.0	
Lane Grp Cap (vph)		899			625						1552	
v/s Ratio Prot		0.12										
v/s Ratio Perm					c0.67						0.39	
v/c Ratio		0.21			1.22						1.27	
Uniform Delay, d1		10.2			20.1						31.0	
Progression Factor		1.00			0.86						0.70	
Incremental Delay, d2		0.5			109.5						124.0	
Delay (s)		10.7			126.8						145.6	
Level of Service		B			F						F	
Approach Delay (s)		10.7			126.8			0.0			145.6	
Approach LOS		B			F			A			F	

Intersection Summary

HCM Average Control Delay	131.9	HCM Level of Service	F
HCM Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	99.2%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

5: SOUTH AVE & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	30	190	40	40	235	45	15	515	40	115	190	425
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.98			0.98		1.00	0.99		1.00	0.90	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1796			1798		1752	1825		1752	1654	
Flt Permitted		0.93			0.93		0.17	1.00		0.23	1.00	
Satd. Flow (perm)		1684			1684		314	1825		425	1654	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	207	43	43	255	49	16	560	43	125	207	462
RTOR Reduction (vph)	0	6	0	0	6	0	0	3	0	0	103	0
Lane Group Flow (vph)	0	277	0	0	341	0	16	600	0	125	566	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		38.5			38.5		39.3	39.3		39.3	39.3	
Effective Green, g (s)		38.5			38.5		39.3	39.3		39.3	39.3	
Actuated g/C Ratio		0.43			0.43		0.44	0.44		0.44	0.44	
Clearance Time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		4.0			4.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		720			720		137	797		186	722	
v/s Ratio Prot								0.33			c0.34	
v/s Ratio Perm		0.16			c0.20		0.05			0.29		
v/c Ratio		0.38			0.47		0.12	0.75		0.67	0.78	
Uniform Delay, d1		17.6			18.5		15.0	21.3		20.2	21.7	
Progression Factor		0.45			0.28		1.00	1.00		1.62	1.75	
Incremental Delay, d2		0.1			1.9		0.8	4.8		1.1	0.6	
Delay (s)		8.1			7.1		15.8	26.1		33.8	38.7	
Level of Service		A			A		B	C		C	D	
Approach Delay (s)		8.1			7.1			25.8			37.9	
Approach LOS		A			A			C			D	

Intersection Summary

HCM Average Control Delay	24.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	92.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

6: SOUTH AVE & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↔			↕↕↕				
Volume (vph)	125	195	0	0	350	100	0	1125	85	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.97			0.99				
Flt Protected		0.98			1.00			1.00				
Satd. Flow (prot)		1809			1789			4983				
Flt Permitted		0.51			1.00			1.00				
Satd. Flow (perm)		943			1789			4983				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	136	212	0	0	380	109	0	1223	92	0	0	0
RTOR Reduction (vph)	0	0	0	0	4	0	0	9	0	0	0	0
Lane Group Flow (vph)	0	348	0	0	485	0	0	1306	0	0	0	0
Turn Type	Perm									Perm		
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		43.0			43.0			34.8				
Effective Green, g (s)		43.0			43.0			34.8				
Actuated g/C Ratio		0.48			0.48			0.39				
Clearance Time (s)		5.2			5.2			7.0				
Vehicle Extension (s)		4.0			4.0			5.0				
Lane Grp Cap (vph)		451			855			1927				
v/s Ratio Prot					0.27			c0.26				
v/s Ratio Perm		c0.37										
v/c Ratio		0.77			0.57			0.68				
Uniform Delay, d1		19.4			16.8			22.9				
Progression Factor		1.12			1.00			1.00				
Incremental Delay, d2		10.9			2.7			1.3				
Delay (s)		32.7			19.6			24.2				
Level of Service		C			B			C				
Approach Delay (s)		32.7			19.6			24.2			0.0	
Approach LOS		C			B			C			A	

Intersection Summary

HCM Average Control Delay	24.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

7: 5TH AVE(SR 54) & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑						↑↑↑	
Volume (vph)	0	590	180	70	470	0	0	0	0	90	1585	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	
Lane Util. Factor		0.95		1.00	1.00						0.91	
Frt		0.96		1.00	1.00						0.97	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3382		1752	1660						4895	
Flt Permitted		1.00		0.21	1.00						1.00	
Satd. Flow (perm)		3382		385	1660						4895	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	641	196	76	511	0	0	0	0	98	1723	380
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	33	0
Lane Group Flow (vph)	0	832	0	76	511	0	0	0	0	0	2168	0
Parking (#/hr)					0							
Turn Type				Perm							Perm	
Protected Phases		6			2							8
Permitted Phases				2							8	
Actuated Green, G (s)		34.3		34.3	34.3						45.7	
Effective Green, g (s)		34.3		34.3	34.3						45.7	
Actuated g/C Ratio		0.38		0.38	0.38						0.51	
Clearance Time (s)		5.0		5.0	5.0						5.0	
Vehicle Extension (s)		3.0		3.0	3.0						3.0	
Lane Grp Cap (vph)		1289		147	633						2486	
v/s Ratio Prot		0.25			c0.31							
v/s Ratio Perm				0.20							0.44	
v/c Ratio		0.65		0.52	0.81						0.87	
Uniform Delay, d1		22.9		21.5	24.9						19.6	
Progression Factor		1.00		0.85	1.00						0.56	
Incremental Delay, d2		2.5		6.2	5.5						2.9	
Delay (s)		25.4		24.6	30.3						13.9	
Level of Service		C		C	C						B	
Approach Delay (s)		25.4			29.5			0.0			13.9	
Approach LOS		C			C			A			B	

Intersection Summary
























HCM Average Control Delay	19.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	91.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: 5TH AVE(SR 54) & US 301

9/21/2010

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	165	435	80	30	330	35	120	450	20	90	645	90	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0		
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1752	1802		1752	1845	1568	1752	1845	1568	1752	1811		
Flt Permitted	0.17	1.00		0.34	1.00	1.00	0.11	1.00	1.00	0.32	1.00		
Satd. Flow (perm)	305	1802		635	1845	1568	194	1845	1568	591	1811		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	179	473	87	33	359	38	130	489	22	98	701	98	
RTOR Reduction (vph)	0	7	0	0	0	30	0	0	11	0	5	0	
Lane Group Flow (vph)	179	553	0	33	359	8	130	489	11	98	794	0	
Turn Type	pm+pt			Perm		Perm	pm+pt		Perm	Perm			
Protected Phases	7	4			8		5	2				6	
Permitted Phases	4			8		8	2		2	6			
Actuated Green, G (s)	35.0	35.0		20.0	20.0	20.0	45.0	43.0	43.0	31.0	31.0		
Effective Green, g (s)	35.0	35.0		20.0	20.0	20.0	45.0	43.0	43.0	31.0	31.0		
Actuated g/C Ratio	0.39	0.39		0.22	0.22	0.22	0.50	0.48	0.48	0.34	0.34		
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0		
Lane Grp Cap (vph)	279	701		141	410	348	218	882	749	204	624		
v/s Ratio Prot	0.07	c0.31			0.19		c0.05	0.27			c0.44		
v/s Ratio Perm	0.18			0.05		0.01	0.25		0.01	0.17			
v/c Ratio	0.64	0.79		0.23	0.88	0.02	0.60	0.55	0.01	0.48	1.27		
Uniform Delay, d1	20.8	24.2		28.7	33.8	27.4	35.4	16.7	12.4	23.2	29.5		
Progression Factor	1.67	0.36		0.91	0.95	0.91	0.64	0.51	0.82	0.82	0.71		
Incremental Delay, d2	3.9	6.9		3.2	19.1	0.1	4.2	0.8	0.0	1.8	131.8		
Delay (s)	38.5	15.5		29.3	51.3	24.9	26.7	9.4	10.1	20.7	152.9		
Level of Service	D	B		C	D	C	C	A	B	C	F		
Approach Delay (s)		21.1			47.3			12.9			138.4		
Approach LOS		C			D			B			F		
Intersection Summary													
HCM Average Control Delay			62.2									HCM Level of Service	E
HCM Volume to Capacity ratio			0.92										
Actuated Cycle Length (s)			90.0									Sum of lost time (s)	12.0
Intersection Capacity Utilization			100.5%									ICU Level of Service	G
Analysis Period (min)			15										
c	Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

9: 5TH AVE(SR 54) & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖↗↘				
Volume (vph)	180	365	0	0	250	80	145	1115	80	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.97			0.99				
Flt Protected		0.98			1.00			0.99				
Satd. Flow (prot)		1633			1784			4964				
Flt Permitted		0.68			1.00			0.99				
Satd. Flow (perm)		1125			1784			4964				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	397	0	0	272	87	158	1212	87	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	593	0	0	357	0	0	1449	0	0	0	0
Parking (#/hr)		0										
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		50.0			50.0			28.0				
Effective Green, g (s)		50.0			50.0			28.0				
Actuated g/C Ratio		0.56			0.56			0.31				
Clearance Time (s)		5.0			5.0			7.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		625			991			1544				
v/s Ratio Prot					0.20							
v/s Ratio Perm		c0.53						0.29				
v/c Ratio		0.95			0.36			0.94				
Uniform Delay, d1		18.8			11.1			30.2				
Progression Factor		0.58			1.00			0.60				
Incremental Delay, d2		20.1			1.0			9.2				
Delay (s)		31.1			12.1			27.4				
Level of Service		C			B			C				
Approach Delay (s)		31.1			12.1			27.4			0.0	
Approach LOS		C			B			C			A	

Intersection Summary

HCM Average Control Delay	26.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	87.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

10: 12TH AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Volume (vph)	0	125	20	55	125	0	0	0	0	45	1940	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2						7.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.98			1.00						1.00	
Flt Protected		1.00			0.98						1.00	
Satd. Flow (prot)		1810			1817						5016	
Flt Permitted		1.00			0.80						1.00	
Satd. Flow (perm)		1810			1479						5016	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	136	22	60	136	0	0	0	0	49	2109	43
RTOR Reduction (vph)	0	6	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	152	0	0	196	0	0	0	0	0	2199	0
Turn Type				Perm							Perm	
Protected Phases		4			8							6
Permitted Phases				8							6	
Actuated Green, G (s)		18.1			18.1						59.7	
Effective Green, g (s)		18.1			18.1						59.7	
Actuated g/C Ratio		0.20			0.20						0.66	
Clearance Time (s)		5.2			5.2						7.0	
Vehicle Extension (s)		5.0			5.0						5.0	
Lane Grp Cap (vph)		364			297						3327	
v/s Ratio Prot		0.08										
v/s Ratio Perm					c0.13						0.44	
v/c Ratio		0.42			0.66						0.66	
Uniform Delay, d1		31.4			33.1						9.1	
Progression Factor		1.00			0.84						1.00	
Incremental Delay, d2		3.5			10.0						0.7	
Delay (s)		34.9			37.9						9.7	
Level of Service		C			D						A	
Approach Delay (s)		34.9			37.9			0.0			9.7	
Approach LOS		C			D			A			A	

Intersection Summary

HCM Average Control Delay	13.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	71.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

11: 12TH AVE & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	35	105	20	100	65	30	20	580	35	75	680	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.98			0.98		1.00	0.99		1.00	0.99	
Flt Protected		0.99			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1794			1761		1752	1829		1752	1820	
Flt Permitted		0.90			0.75		0.16	1.00		0.26	1.00	
Satd. Flow (perm)		1630			1348		299	1829		488	1820	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	114	22	109	71	33	22	630	38	82	739	71
RTOR Reduction (vph)	0	5	0	0	7	0	0	3	0	0	4	0
Lane Group Flow (vph)	0	169	0	0	206	0	22	665	0	82	806	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.1			29.1		48.7	48.7		48.7	48.7	
Effective Green, g (s)		29.1			29.1		48.7	48.7		48.7	48.7	
Actuated g/C Ratio		0.32			0.32		0.54	0.54		0.54	0.54	
Clearance Time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		527			436		162	990		264	985	
v/s Ratio Prot								0.36			c0.44	
v/s Ratio Perm		0.10			c0.15		0.07			0.17		
v/c Ratio		0.32			0.47		0.14	0.67		0.31	0.82	
Uniform Delay, d1		23.0			24.3		10.2	14.9		11.4	17.0	
Progression Factor		0.45			0.68		0.96	0.71		1.00	1.00	
Incremental Delay, d2		1.5			3.5		0.7	2.0		1.4	6.1	
Delay (s)		11.8			20.0		10.5	12.7		12.8	23.1	
Level of Service		B			B		B	B		B	C	
Approach Delay (s)		11.8			20.0			12.6			22.1	
Approach LOS		B			B			B			C	

Intersection Summary

HCM Average Control Delay	17.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	94.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

12: 12TH AVE & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Volume (vph)	70	155	0	0	105	45	75	1235	55	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.96			0.99				
Flt Protected		0.98			1.00			1.00				
Satd. Flow (prot)		1816			1770			4992				
Flt Permitted		0.85			1.00			1.00				
Satd. Flow (perm)		1573			1770			4992				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	168	0	0	114	49	82	1342	60	0	0	0
RTOR Reduction (vph)	0	0	0	0	17	0	0	5	0	0	0	0
Lane Group Flow (vph)	0	244	0	0	146	0	0	1479	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		30.7			30.7			47.1				
Effective Green, g (s)		30.7			30.7			47.1				
Actuated g/C Ratio		0.34			0.34			0.52				
Clearance Time (s)		5.2			5.2			7.0				
Vehicle Extension (s)		5.0			5.0			5.0				
Lane Grp Cap (vph)		537			604			2612				
v/s Ratio Prot					0.08							
v/s Ratio Perm		c0.16						0.30				
v/c Ratio		0.45			0.24			0.57				
Uniform Delay, d1		23.1			21.3			14.5				
Progression Factor		0.96			1.00			0.40				
Incremental Delay, d2		2.6			0.9			0.2				
Delay (s)		24.8			22.2			6.0				
Level of Service		C			C			A				
Approach Delay (s)		24.8			22.2			6.0			0.0	
Approach LOS		C			C			A			A	

Intersection Summary

HCM Average Control Delay	9.9	HCM Level of Service	A
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

13: GEIGER RD & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	120	90	285	185	35	65	550	45	230	2700	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.94		1.00	0.98		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	1726		1752	1801		1752	3465		1752	3505	1568
Flt Permitted	0.61	1.00		0.19	1.00		0.05	1.00		0.41	1.00	1.00
Satd. Flow (perm)	1125	1726		354	1801		88	3465		749	3505	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	130	98	310	201	38	71	598	49	250	2935	147
RTOR Reduction (vph)	0	21	0	0	5	0	0	5	0	0	0	32
Lane Group Flow (vph)	92	207	0	310	234	0	71	642	0	250	2935	115
Turn Type	Perm			pm+pt			pm+pt			Perm		Perm
Protected Phases		4		3	8		5	2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	18.9	18.9		32.9	32.9		88.1	88.1		79.1	79.1	79.1
Effective Green, g (s)	18.9	18.9		32.9	32.9		88.1	88.1		79.1	79.1	79.1
Actuated g/C Ratio	0.15	0.15		0.25	0.25		0.68	0.68		0.61	0.61	0.61
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	4.0
Lane Grp Cap (vph)	164	251		192	456		117	2348		456	2133	954
v/s Ratio Prot		0.12		c0.12	0.13		c0.02	0.19			c0.84	
v/s Ratio Perm	0.08			c0.29			0.39			0.33		0.07
v/c Ratio	0.56	0.82		1.61	0.51		0.61	0.27		0.55	1.38	0.12
Uniform Delay, d1	51.7	53.9		45.0	41.7		32.4	8.3		15.0	25.5	10.7
Progression Factor	1.00	1.00		0.78	0.79		1.00	1.00		0.39	0.43	0.12
Incremental Delay, d2	4.3	19.2		296.6	0.9		9.9	0.3		0.4	169.5	0.0
Delay (s)	56.0	73.1		331.9	33.6		42.3	8.6		6.3	180.4	1.3
Level of Service	E	E		F	C		D	A		A	F	A
Approach Delay (s)		68.2			202.0			11.9			159.5	
Approach LOS		E			F			B			F	

Intersection Summary

HCM Average Control Delay	136.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.39		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	121.4%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

14: NORTH AVE & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	365	0	0	320	140	140	1085	125	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5			4.5				
Lane Util. Factor	1.00	1.00			1.00			0.91				
Frt	1.00	1.00			0.96			0.99				
Flt Protected	0.95	1.00			1.00			0.99				
Satd. Flow (prot)	1752	1845			1769			4940				
Flt Permitted	0.16	1.00			1.00			0.99				
Satd. Flow (perm)	298	1845			1769			4940				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	397	0	0	348	152	152	1179	136	0	0	0
RTOR Reduction (vph)	0	0	0	0	15	0	0	7	0	0	0	0
Lane Group Flow (vph)	114	397	0	0	485	0	0	1460	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases	4			8			2					
Permitted Phases	4						2					
Actuated Green, G (s)	43.4	43.4			43.4			77.6				
Effective Green, g (s)	43.4	43.4			43.4			77.6				
Actuated g/C Ratio	0.33	0.33			0.33			0.60				
Clearance Time (s)	4.5	4.5			4.5			4.5				
Vehicle Extension (s)	3.0	3.0			3.0			4.0				
Lane Grp Cap (vph)	99	616			591			2949				
v/s Ratio Prot		0.22			0.27							
v/s Ratio Perm	c0.38							0.30				
v/c Ratio	1.15	0.64			0.82			0.50				
Uniform Delay, d1	43.3	36.8			39.7			15.0				
Progression Factor	1.08	1.08			1.00			1.00				
Incremental Delay, d2	131.7	2.1			8.9			0.6				
Delay (s)	178.3	41.6			48.6			15.6				
Level of Service	F	D			D			B				
Approach Delay (s)		72.1			48.6			15.6			0.0	
Approach LOS		E			D			B			A	

Intersection Summary

HCM Average Control Delay	33.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	71.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↑	↗	↖	↕		↖	↗	
Volume (vph)	5	0	450	15	290	890	140	530	0	0	2600	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0			7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95			0.95	
Frt	1.00	0.85		1.00	1.00	0.85	1.00	1.00			1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1752	1568		1752	1845	1568	1752	3505			3502	
Flt Permitted	0.35	1.00		0.12	1.00	1.00	0.05	1.00			1.00	
Satd. Flow (perm)	637	1568		217	1845	1568	90	3505			3502	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	0	489	16	315	967	152	576	0	0	2826	16
RTOR Reduction (vph)	0	1	0	0	0	247	0	0	0	0	0	0
Lane Group Flow (vph)	5	488	0	16	315	720	152	576	0	0	2842	0
Turn Type	Perm			Perm			Perm	Perm			Perm	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	34.0	34.0		34.0	34.0	34.0	82.0	82.0			82.0	
Effective Green, g (s)	34.0	34.0		34.0	34.0	34.0	82.0	82.0			82.0	
Actuated g/C Ratio	0.26	0.26		0.26	0.26	0.26	0.63	0.63			0.63	
Clearance Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0			7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0			4.0	
Lane Grp Cap (vph)	167	410		57	483	410	57	2211			2209	
v/s Ratio Prot		0.31			0.17			0.16			0.81	
v/s Ratio Perm	0.01			0.07		c0.46	c1.69					
v/c Ratio	0.03	1.19		0.28	0.65	1.76	2.67	0.26			1.29	
Uniform Delay, d1	35.7	48.0		38.3	42.7	48.0	24.0	10.6			24.0	
Progression Factor	1.00	1.00		0.76	0.89	1.01	0.97	0.79			1.00	
Incremental Delay, d2	0.1	107.0		2.3	2.7	349.2	795.9	0.3			132.4	
Delay (s)	35.8	155.0		31.3	40.7	397.6	819.2	8.7			156.4	
Level of Service	D	F		C	D	F	F	A			F	
Approach Delay (s)		153.8			306.5			177.9			156.4	
Approach LOS		F			F			F			F	






















Intersection Summary

HCM Average Control Delay	195.4	HCM Level of Service	F
HCM Volume to Capacity ratio	2.41		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	134.4%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

1: SR 39 & US 301

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	15	25	20	5	1050	5	1490	20	800	1190	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.4			5.4	5.4	5.7	5.7	5.7	5.4	5.7	
Lane Util. Factor		1.00			1.00	0.88	1.00	0.95	1.00	1.00	0.95	
Frt		0.95			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.98			0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1642			1690	2632	1671	3343	1495	1671	3338	
Flt Permitted		0.84			0.67	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1406			1175	2632	1671	3343	1495	1671	3338	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	16	27	22	5	1141	5	1620	22	870	1293	11
RTOR Reduction (vph)	0	12	0	0	0	3	0	0	5	0	0	0
Lane Group Flow (vph)	0	69	0	0	27	1138	5	1620	17	870	1304	0
Turn Type	Perm			Perm		pm+ov	Prot		Perm	Prot		
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)		12.7			12.7	71.3	1.4	63.1	63.1	58.6	120.0	
Effective Green, g (s)		12.7			12.7	71.3	1.4	63.1	63.1	58.6	120.0	
Actuated g/C Ratio		0.08			0.08	0.47	0.01	0.42	0.42	0.39	0.80	
Clearance Time (s)		5.4			5.4	5.4	5.7	5.7	5.7	5.4	5.7	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		118			99	1338	16	1398	625	649	2654	
v/s Ratio Prot						c0.33	0.00	c0.48		c0.52	0.39	
v/s Ratio Perm		0.05			0.02	0.10			0.01			
v/c Ratio		0.59			0.27	0.85	0.31	1.16	0.03	1.34	0.49	
Uniform Delay, d1		66.6			64.8	35.1	74.3	43.9	25.8	46.2	5.2	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		7.2			1.5	5.4	10.9	79.9	0.0	163.5	0.1	
Delay (s)		73.8			66.3	40.5	85.1	123.8	25.9	209.6	5.3	
Level of Service		E			E	D	F	F	C	F	A	
Approach Delay (s)		73.8			41.1			122.3			87.1	
Approach LOS		E			D			F			F	
Intersection Summary												
HCM Average Control Delay			87.7				HCM Level of Service			F		
HCM Volume to Capacity ratio			1.23									
Actuated Cycle Length (s)			150.9				Sum of lost time (s)			16.5		
Intersection Capacity Utilization			110.2%				ICU Level of Service			H		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Unsignalized Intersection Capacity Analysis

2: C AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Volume (veh/h)	0	80	40	40	80	0	0	0	0	50	1900	70
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	87	43	43	87	0	0	0	0	54	2065	76
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2255	2212	726	884	2250	0	2141			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2255	2212	726	884	2250	0	2141			0		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	88	0	0	100	100			97		
cM capacity (veh/h)	0	41	364	0	39	1081	245			1614		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	130	130	571	1033	592
Volume Left	0	43	54	0	0
Volume Right	43	0	0	0	76
cSH	59	0	1614	1700	1700
Volume to Capacity	2.22	Err	0.03	0.61	0.35
Queue Length 95th (ft)	319	Err	3	0	0
Control Delay (s)	708.9	Err	1.0	0.0	0.0
Lane LOS	F	F	A		
Approach Delay (s)	708.9	Err	0.3		
Approach LOS	F	F			

Intersection Summary		
Average Delay		Err
Intersection Capacity Utilization	59.0%	ICU Level of Service
Analysis Period (min)	15	B

HCM Unsignalized Intersection Capacity Analysis

3: C AVE & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖↗↘				
Volume (veh/h)	45	55	0	0	55	55	40	2195	40	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	60	0	0	60	60	43	2386	43	0	0	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												
vC, conflicting volume	972	2516	0	2524	2495	817	0			2429		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	972	2516	0	2524	2495	817	0			2429		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	100	0	0	81	97			100		
cM capacity (veh/h)	0	27	1081	0	27	317	1614			189		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	109	120	640	1193	640
Volume Left	49	0	43	0	0
Volume Right	0	60	0	0	43
cSH	0	51	1614	1700	1700
Volume to Capacity	Err	2.37	0.03	0.70	0.38
Queue Length 95th (ft)	Err	307	2	0	0
Control Delay (s)	Err	796.6	0.8	0.0	0.0
Lane LOS	F	F	A		
Approach Delay (s)	Err	796.6	0.2		
Approach LOS	F	F			

Intersection Summary		
Average Delay		Err
Intersection Capacity Utilization	62.8%	ICU Level of Service
Analysis Period (min)	15	B

HCM Signalized Intersection Capacity Analysis

4: SOUTH AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻↻↻	
Volume (vph)	0	55	120	510	60	0	0	0	0	185	1210	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2						7.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.91			1.00						1.00	
Flt Protected		1.00			0.96						0.99	
Satd. Flow (prot)		1674			1766						4987	
Flt Permitted		1.00			0.62						0.99	
Satd. Flow (perm)		1674			1146						4987	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	60	130	554	65	0	0	0	0	201	1315	33
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	189	0	0	619	0	0	0	0	0	1546	0
Turn Type				Perm							Perm	
Protected Phases		4			8							6
Permitted Phases				8							6	
Actuated Green, G (s)		44.5			44.5						23.3	
Effective Green, g (s)		44.5			44.5						23.3	
Actuated g/C Ratio		0.56			0.56						0.29	
Clearance Time (s)		5.2			5.2						7.0	
Vehicle Extension (s)		4.0			4.0						5.0	
Lane Grp Cap (vph)		931			637						1452	
v/s Ratio Prot		0.11										
v/s Ratio Perm					c0.54						0.31	
v/c Ratio		0.20			0.97						1.06	
Uniform Delay, d1		8.9			17.1						28.4	
Progression Factor		1.00			1.05						1.00	
Incremental Delay, d2		0.5			26.8						43.0	
Delay (s)		9.4			44.7						71.3	
Level of Service		A			D						E	
Approach Delay (s)		9.4			44.7			0.0			71.3	
Approach LOS		A			D			A			E	
Intersection Summary												
HCM Average Control Delay			59.4		HCM Level of Service					E		
HCM Volume to Capacity ratio			1.00									
Actuated Cycle Length (s)			80.0		Sum of lost time (s)			12.2				
Intersection Capacity Utilization			84.0%		ICU Level of Service			E				
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

5: SOUTH AVE & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	40	190	30	30	235	55	20	655	50	90	150	335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.98			0.98		1.00	0.99		1.00	0.90	
Flt Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1802			1793		1752	1825		1752	1654	
Flt Permitted		0.91			0.95		0.36	1.00		0.16	1.00	
Satd. Flow (perm)		1652			1708		659	1825		303	1654	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	43	207	33	33	255	60	22	712	54	98	163	364
RTOR Reduction (vph)	0	6	0	0	9	0	0	3	0	0	108	0
Lane Group Flow (vph)	0	277	0	0	339	0	22	763	0	98	419	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		27.7			27.7		40.1	40.1		40.1	40.1	
Effective Green, g (s)		27.7			27.7		40.1	40.1		40.1	40.1	
Actuated g/C Ratio		0.35			0.35		0.50	0.50		0.50	0.50	
Clearance Time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		4.0			4.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		572			591		330	915		152	829	
v/s Ratio Prot							c0.42				0.25	
v/s Ratio Perm		0.17			c0.20		0.03			0.32		
v/c Ratio		0.48			0.57		0.07	0.83		0.64	0.51	
Uniform Delay, d1		20.5			21.3		10.3	17.1		14.7	13.3	
Progression Factor		0.53			0.37		1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.7			3.4		0.2	7.3		12.1	1.0	
Delay (s)		12.6			11.3		10.5	24.4		26.8	14.3	
Level of Service		B			B		B	C		C	B	
Approach Delay (s)		12.6			11.3			24.0			16.3	
Approach LOS		B			B			C			B	

Intersection Summary

HCM Average Control Delay	17.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	92.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

6: SOUTH AVE & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Volume (vph)	160	175	0	0	320	125	0	1430	110	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.96			0.99				
Flt Protected		0.98			1.00			1.00				
Satd. Flow (prot)		1802			1775			4982				
Flt Permitted		0.44			1.00			1.00				
Satd. Flow (perm)		808			1775			4982				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	174	190	0	0	348	136	0	1554	120	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	10	0	0	0	0
Lane Group Flow (vph)	0	364	0	0	483	0	0	1664	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		36.4			36.4			31.4				
Effective Green, g (s)		36.4			36.4			31.4				
Actuated g/C Ratio		0.45			0.45			0.39				
Clearance Time (s)		5.2			5.2			7.0				
Vehicle Extension (s)		4.0			4.0			5.0				
Lane Grp Cap (vph)		368			808			1955				
v/s Ratio Prot					0.27			c0.33				
v/s Ratio Perm		c0.45										
v/c Ratio		0.99			0.60			0.85				
Uniform Delay, d1		21.6			16.3			22.2				
Progression Factor		1.17			1.00			1.00				
Incremental Delay, d2		40.4			3.3			4.2				
Delay (s)		65.6			19.6			26.3				
Level of Service		E			B			C				
Approach Delay (s)		65.6			19.6			26.3			0.0	
Approach LOS		E			B			C			A	

Intersection Summary

HCM Average Control Delay	30.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	87.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

7: 5TH AVE(SR 54) & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑						↑↑↑	
Volume (vph)	0	670	140	55	510	0	0	0	0	75	1245	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	
Lane Util. Factor		0.95		1.00	1.00						0.91	
Frt		0.97		1.00	1.00						0.97	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3414		1752	1660						4896	
Flt Permitted		1.00		0.23	1.00						1.00	
Satd. Flow (perm)		3414		427	1660						4896	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	728	152	60	554	0	0	0	0	82	1353	293
RTOR Reduction (vph)	0	7	0	0	0	0	0	0	0	0	29	0
Lane Group Flow (vph)	0	873	0	60	554	0	0	0	0	0	1699	0
Parking (#/hr)					0							
Turn Type				Perm							Perm	
Protected Phases		6			2							8
Permitted Phases				2							8	
Actuated Green, G (s)		49.8		49.8	49.8						45.2	
Effective Green, g (s)		49.8		49.8	49.8						45.2	
Actuated g/C Ratio		0.47		0.47	0.47						0.43	
Clearance Time (s)		5.0		5.0	5.0						5.0	
Vehicle Extension (s)		3.0		3.0	3.0						3.0	
Lane Grp Cap (vph)		1619		203	787						2108	
v/s Ratio Prot		0.26			c0.33							
v/s Ratio Perm				0.14							0.35	
v/c Ratio		0.54		0.30	0.70						0.81	
Uniform Delay, d1		19.5		16.9	21.8						26.1	
Progression Factor		1.00		0.63	0.62						0.60	
Incremental Delay, d2		1.3		2.3	3.3						2.0	
Delay (s)		20.8		13.0	16.7						17.7	
Level of Service		C		B	B						B	
Approach Delay (s)		20.8			16.4			0.0			17.7	
Approach LOS		C			B			A			B	

Intersection Summary
























HCM Average Control Delay	18.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	83.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: 5TH AVE(SR 54) & US 301

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	210	475	60	25	345	45	150	570	30	75	505	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1814		1752	1845	1568	1752	1845	1568	1752	1811	
Flt Permitted	0.19	1.00		0.29	1.00	1.00	0.17	1.00	1.00	0.19	1.00	
Satd. Flow (perm)	342	1814		526	1845	1568	305	1845	1568	357	1811	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	228	516	65	27	375	49	163	620	33	82	549	76
RTOR Reduction (vph)	0	4	0	0	0	37	0	0	13	0	5	0
Lane Group Flow (vph)	228	577	0	27	375	12	163	620	20	82	620	0
Turn Type	pm+pt			Perm		Perm	pm+pt			Perm	Perm	
Protected Phases	7	4			8		5	2				6
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	42.0	42.0		26.5	26.5	26.5	53.0	51.0	51.0	38.9	38.9	
Effective Green, g (s)	42.0	42.0		26.5	26.5	26.5	53.0	51.0	51.0	38.9	38.9	
Actuated g/C Ratio	0.40	0.40		0.25	0.25	0.25	0.50	0.49	0.49	0.37	0.37	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	278	726		133	466	396	252	896	762	132	671	
v/s Ratio Prot	0.08	c0.32			0.20		0.04	c0.34			c0.34	
v/s Ratio Perm	c0.25			0.05		0.01	0.28		0.01	0.23		
v/c Ratio	0.82	0.79		0.20	0.80	0.03	0.65	0.69	0.03	0.62	0.92	
Uniform Delay, d1	24.4	27.7		30.9	36.8	29.6	37.5	20.9	14.1	27.0	31.6	
Progression Factor	1.49	0.56		0.97	0.98	1.16	1.00	1.00	1.00	0.71	0.71	
Incremental Delay, d2	15.0	7.5		2.4	10.2	0.1	6.2	2.5	0.0	8.8	17.0	
Delay (s)	51.3	22.9		32.4	46.4	34.4	43.8	23.4	14.1	28.0	39.6	
Level of Service	D	C		C	D	C	D	C	B	C	D	
Approach Delay (s)		30.9			44.3			27.1			38.3	
Approach LOS		C			D			C			D	
Intersection Summary												
HCM Average Control Delay			33.8				HCM Level of Service			C		
HCM Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			105.0				Sum of lost time (s)		12.0			
Intersection Capacity Utilization			99.5%				ICU Level of Service		F			
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

9: 5TH AVE(SR 54) & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Volume (vph)	230	350	0	0	235	95	180	1425	95	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.96			0.99				
Flt Protected		0.98			1.00			0.99				
Satd. Flow (prot)		1628			1773			4967				
Flt Permitted		0.63			1.00			0.99				
Satd. Flow (perm)		1053			1773			4967				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	250	380	0	0	255	103	196	1549	103	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	6	0	0	0	0
Lane Group Flow (vph)	0	630	0	0	357	0	0	1842	0	0	0	0
Parking (#/hr)		0										
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		58.0			58.0			35.0				
Effective Green, g (s)		58.0			58.0			35.0				
Actuated g/C Ratio		0.55			0.55			0.33				
Clearance Time (s)		5.0			5.0			7.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		582			979			1656				
v/s Ratio Prot					0.20							
v/s Ratio Perm		c0.60						0.37				
v/c Ratio		1.08			0.36			1.11				
Uniform Delay, d1		23.5			13.2			35.0				
Progression Factor		0.65			1.00			1.00				
Incremental Delay, d2		55.3			1.1			59.7				
Delay (s)		70.6			14.2			94.7				
Level of Service		E			B			F				
Approach Delay (s)		70.6			14.2			94.7			0.0	
Approach LOS		E			B			F			A	

Intersection Summary

HCM Average Control Delay	79.2	HCM Level of Service	E
HCM Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	96.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

10: 12TH AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗						↖↗↘	
Volume (vph)	0	130	15	40	135	0	0	0	0	35	1525	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2						7.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.99			1.00						1.00	
Flt Protected		1.00			0.99						1.00	
Satd. Flow (prot)		1819			1824						5016	
Flt Permitted		1.00			0.90						1.00	
Satd. Flow (perm)		1819			1660						5016	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	141	16	43	147	0	0	0	0	38	1658	33
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	153	0	0	190	0	0	0	0	0	1727	0
Turn Type				Perm							Perm	
Protected Phases		4			8							6
Permitted Phases				8							6	
Actuated Green, G (s)		28.8			28.8						64.0	
Effective Green, g (s)		28.8			28.8						64.0	
Actuated g/C Ratio		0.27			0.27						0.61	
Clearance Time (s)		5.2			5.2						7.0	
Vehicle Extension (s)		5.0			5.0						5.0	
Lane Grp Cap (vph)		499			455						3057	
v/s Ratio Prot		0.08										
v/s Ratio Perm					c0.11						0.34	
v/c Ratio		0.31			0.42						0.57	
Uniform Delay, d1		30.2			31.2						12.2	
Progression Factor		1.00			0.88						1.00	
Incremental Delay, d2		1.6			2.7						0.4	
Delay (s)		31.8			30.3						12.6	
Level of Service		C			C						B	
Approach Delay (s)		31.8			30.3			0.0			12.6	
Approach LOS		C			C			A			B	

Intersection Summary

HCM Average Control Delay	15.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

11: 12TH AVE & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	45	105	15	80	65	40	25	735	45	60	535	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.99			0.97		1.00	0.99		1.00	0.99	
Flt Protected		0.99			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1798			1753		1752	1829		1752	1821	
Flt Permitted		0.88			0.78		0.30	1.00		0.16	1.00	
Satd. Flow (perm)		1601			1396		554	1829		291	1821	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	49	114	16	87	71	43	27	799	49	65	582	54
RTOR Reduction (vph)	0	3	0	0	9	0	0	3	0	0	3	0
Lane Group Flow (vph)	0	176	0	0	192	0	27	845	0	65	633	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		32.6			32.6		60.2	60.2		60.2	60.2	
Effective Green, g (s)		32.6			32.6		60.2	60.2		60.2	60.2	
Actuated g/C Ratio		0.31			0.31		0.57	0.57		0.57	0.57	
Clearance Time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		497			433		318	1049		167	1044	
v/s Ratio Prot							c0.46				0.35	
v/s Ratio Perm		0.11			c0.14		0.05			0.22		
v/c Ratio		0.35			0.44		0.08	0.81		0.39	0.61	
Uniform Delay, d1		28.0			28.9		10.0	17.8		12.3	14.6	
Progression Factor		0.54			0.78		0.78	0.63		1.00	1.00	
Incremental Delay, d2		1.9			3.0		0.2	4.0		3.1	1.5	
Delay (s)		17.1			25.4		8.0	15.3		15.4	16.1	
Level of Service		B			C		A	B		B	B	
Approach Delay (s)		17.1			25.4			15.1			16.1	
Approach LOS		B			C			B			B	

Intersection Summary

HCM Average Control Delay	16.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	76.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

12: 12TH AVE & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Volume (vph)	90	140	0	0	90	60	95	1570	70	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.95			0.99				
Flt Protected		0.98			1.00			1.00				
Satd. Flow (prot)		1809			1745			4992				
Flt Permitted		0.74			1.00			1.00				
Satd. Flow (perm)		1364			1745			4992				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	152	0	0	98	65	103	1707	76	0	0	0
RTOR Reduction (vph)	0	0	0	0	11	0	0	3	0	0	0	0
Lane Group Flow (vph)	0	250	0	0	152	0	0	1883	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		28.5			28.5			64.3				
Effective Green, g (s)		28.5			28.5			64.3				
Actuated g/C Ratio		0.27			0.27			0.61				
Clearance Time (s)		5.2			5.2			7.0				
Vehicle Extension (s)		5.0			5.0			5.0				
Lane Grp Cap (vph)		370			474			3057				
v/s Ratio Prot					0.09							
v/s Ratio Perm		c0.18						0.38				
v/c Ratio		0.68			0.32			0.62				
Uniform Delay, d1		34.1			30.5			12.7				
Progression Factor		0.89			1.00			0.28				
Incremental Delay, d2		8.9			1.8			0.0				
Delay (s)		39.4			32.3			3.6				
Level of Service		D			C			A				
Approach Delay (s)		39.4			32.3			3.6			0.0	
Approach LOS		D			C			A			A	

Intersection Summary

HCM Average Control Delay	9.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

13: GEIGER RD & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	120	70	225	185	50	85	700	55	290	2120	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.94		1.00	0.97		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	1743		1752	1786		1752	3466		1752	3505	1568
Flt Permitted	0.27	1.00		0.39	1.00		0.05	1.00		0.34	1.00	1.00
Satd. Flow (perm)	493	1743		724	1786		88	3466		631	3505	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	130	76	245	201	54	92	761	60	315	2304	114
RTOR Reduction (vph)	0	16	0	0	8	0	0	4	0	0	0	34
Lane Group Flow (vph)	114	190	0	245	247	0	92	817	0	315	2304	80
Turn Type	Perm			pm+pt			pm+pt			Perm		Perm
Protected Phases		4		3	8		5	2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	21.0	21.0		32.0	32.0		89.0	89.0		79.5	79.5	79.5
Effective Green, g (s)	21.0	21.0		32.0	32.0		89.0	89.0		79.5	79.5	79.5
Actuated g/C Ratio	0.16	0.16		0.25	0.25		0.68	0.68		0.61	0.61	0.61
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	4.0
Lane Grp Cap (vph)	80	282		230	440		124	2373		386	2143	959
v/s Ratio Prot		0.11		c0.05	0.14		c0.03	0.24			c0.66	
v/s Ratio Perm	c0.23			0.21			0.48			0.50		0.05
v/c Ratio	1.43	0.67		1.07	0.56		0.74	0.34		0.82	1.08	0.08
Uniform Delay, d1	54.5	51.3		52.3	42.9		34.0	8.5		19.6	25.2	10.3
Progression Factor	1.00	1.00		0.83	0.83		1.00	1.00		0.21	0.20	0.00
Incremental Delay, d2	249.2	6.2		70.6	1.3		22.3	0.4		1.8	34.9	0.0
Delay (s)	303.7	57.5		113.9	36.7		56.3	8.9		5.9	40.0	0.0
Level of Service	F	E		F	D		E	A		A	D	A
Approach Delay (s)		145.2			74.6			13.6			34.4	
Approach LOS		F			E			B			C	

Intersection Summary

HCM Average Control Delay	42.6	HCM Level of Service	D
HCM Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	101.4%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

14: NORTH AVE & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑			↘			↘↗				
Volume (vph)	135	330	0	0	280	180	180	1380	160	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5			4.5				
Lane Util. Factor	1.00	1.00			1.00			0.91				
Frt	1.00	1.00			0.95			0.99				
Flt Protected	0.95	1.00			1.00			0.99				
Satd. Flow (prot)	1752	1845			1747			4940				
Flt Permitted	0.18	1.00			1.00			0.99				
Satd. Flow (perm)	331	1845			1747			4940				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	147	359	0	0	304	196	196	1500	174	0	0	0
RTOR Reduction (vph)	0	0	0	0	9	0	0	7	0	0	0	0
Lane Group Flow (vph)	147	359	0	0	491	0	0	1863	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases	4			8			2					
Permitted Phases	4						2					
Actuated Green, G (s)	45.0	45.0			45.0			76.0				
Effective Green, g (s)	45.0	45.0			45.0			76.0				
Actuated g/C Ratio	0.35	0.35			0.35			0.58				
Clearance Time (s)	4.5	4.5			4.5			4.5				
Vehicle Extension (s)	3.0	3.0			3.0			4.0				
Lane Grp Cap (vph)	115	639			605			2888				
v/s Ratio Prot		0.19			0.28							
v/s Ratio Perm	c0.44							0.38				
v/c Ratio	1.28	0.56			0.81			0.64				
Uniform Delay, d1	42.5	34.5			38.6			18.0				
Progression Factor	0.83	0.81			1.00			1.00				
Incremental Delay, d2	162.3	0.8			8.1			1.1				
Delay (s)	197.6	28.7			46.8			19.1				
Level of Service	F	C			D			B				
Approach Delay (s)		77.8			46.8			19.1			0.0	
Approach LOS		E			D			B			A	
























Intersection Summary

HCM Average Control Delay	34.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	79.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	0	300	10	395	1135	180	675	0	0	2205	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0			7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95			0.95	
Frt	1.00	0.85		1.00	1.00	0.85	1.00	1.00			1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1752	1568		1752	1845	1568	1752	3505			3500	
Flt Permitted	0.28	1.00		0.41	1.00	1.00	0.06	1.00			1.00	
Satd. Flow (perm)	518	1568		755	1845	1568	102	3505			3500	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	0	326	11	429	1234	196	734	0	0	2397	22
RTOR Reduction (vph)	0	2	0	0	0	127	0	0	0	0	0	0
Lane Group Flow (vph)	5	324	0	11	429	1107	196	734	0	0	2419	0
Turn Type	Perm			Perm			Perm	Perm			Perm	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	44.0	44.0		44.0	44.0	44.0	72.0	72.0			72.0	
Effective Green, g (s)	44.0	44.0		44.0	44.0	44.0	72.0	72.0			72.0	
Actuated g/C Ratio	0.34	0.34		0.34	0.34	0.34	0.55	0.55			0.55	
Clearance Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0			7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0			4.0	
Lane Grp Cap (vph)	175	531		256	624	531	56	1941			1938	
v/s Ratio Prot		0.21			0.23			0.21			0.69	
v/s Ratio Perm	0.01			0.01		c0.71	c1.91					
v/c Ratio	0.03	0.61		0.04	0.69	2.08	3.50	0.38			1.25	
Uniform Delay, d1	28.7	35.9		28.9	37.1	43.0	29.0	16.4			29.0	
Progression Factor	1.00	1.00		0.66	0.89	0.94	0.75	0.77			1.00	
Incremental Delay, d2	0.1	2.1		0.1	2.3	492.9	1163.5	0.5			116.1	
Delay (s)	28.8	37.9		19.2	35.4	533.2	1185.3	13.2			145.1	
Level of Service	C	D		B	D	F	F	B			F	
Approach Delay (s)		37.8			402.2			260.2			145.1	
Approach LOS		D			F			F			F	
Intersection Summary												
HCM Average Control Delay			238.8			HCM Level of Service					F	
HCM Volume to Capacity ratio			2.94									
Actuated Cycle Length (s)			130.0			Sum of lost time (s)			14.0			
Intersection Capacity Utilization			116.5%			ICU Level of Service					H	
Analysis Period (min)			15									
c	Critical Lane Group											





















Appendix H2

**Design Year (2035) 6th Street and US 301/Gall Blvd One-Way Pair Alternative Synchro
Intersection Analysis Sheets**

HCM Signalized Intersection Capacity Analysis

1: SR 39 & US 301

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	15	30	25	5	825	5	1170	15	1020	1515	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.4			5.4	5.4	5.7	5.7	5.7	5.4	5.7	
Lane Util. Factor		1.00			1.00	0.88	1.00	0.95	1.00	1.00	0.95	
Frt		0.95			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.98			0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1631			1688	2632	1671	3343	1495	1671	3338	
Flt Permitted		0.85			0.63	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1422			1104	2632	1671	3343	1495	1671	3338	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	16	33	27	5	897	5	1272	16	1109	1647	16
RTOR Reduction (vph)	0	17	0	0	0	3	0	0	5	0	0	0
Lane Group Flow (vph)	0	65	0	0	32	894	5	1272	11	1109	1663	0
Turn Type	Perm			Perm		pm+ov	Prot		Perm		Prot	
Protected Phases		4			8	1	5	2			1	6
Permitted Phases	4			8		8			2			
Actuated Green, G (s)		12.5			12.5	84.1	1.4	50.1	50.1	71.6	120.0	
Effective Green, g (s)		12.5			12.5	84.1	1.4	50.1	50.1	71.6	120.0	
Actuated g/C Ratio		0.08			0.08	0.56	0.01	0.33	0.33	0.48	0.80	
Clearance Time (s)		5.4			5.4	5.4	5.7	5.7	5.7	5.4	5.7	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		118			92	1563	16	1111	497	794	2658	
v/s Ratio Prot						c0.27	0.00	c0.38		c0.66	0.50	
v/s Ratio Perm		0.05			0.03	0.07			0.01			
v/c Ratio		0.56			0.35	0.57	0.31	1.14	0.02	1.40	0.63	
Uniform Delay, d1		66.4			65.3	21.6	74.2	50.3	33.8	39.5	6.2	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		5.6			2.3	0.5	10.9	76.2	0.0	186.2	0.5	
Delay (s)		72.0			67.5	22.1	85.0	126.5	33.9	225.7	6.7	
Level of Service		E			E	C	F	F	C	F	A	
Approach Delay (s)		72.0			23.7			125.2			94.3	
Approach LOS		E			C			F			F	
Intersection Summary												
HCM Average Control Delay			88.9				HCM Level of Service			F		
HCM Volume to Capacity ratio			1.24									
Actuated Cycle Length (s)			150.7				Sum of lost time (s)		16.5			
Intersection Capacity Utilization			113.6%				ICU Level of Service			H		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Unsignalized Intersection Capacity Analysis

2: C AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Volume (veh/h)	0	70	50	50	60	0	0	0	0	85	2420	90
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	76	54	54	65	0	0	0	0	92	2630	98
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2897	2864	926	1154	2913	0	2728			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2897	2864	926	1154	2913	0	2728			0		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	80	0	0	100	100			94		
cM capacity (veh/h)	0	15	269	0	14	1081	143			1614		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	130	120	750	1315	755
Volume Left	0	54	92	0	0
Volume Right	54	0	0	0	98
cSH	25	0	1614	1700	1700
Volume to Capacity	5.20	Err	0.06	0.77	0.44
Queue Length 95th (ft)	Err	Err	5	0	0
Control Delay (s)	Err	Err	1.5	0.0	0.0
Lane LOS	F	F	A		
Approach Delay (s)	Err	Err	0.4		
Approach LOS	F	F			

Intersection Summary		
Average Delay		Err
Intersection Capacity Utilization	69.7%	ICU Level of Service
Analysis Period (min)	15	C

HCM Unsignalized Intersection Capacity Analysis

3: C AVE & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖↗↘				
Volume (veh/h)	35	70	0	0	55	40	30	1725	30	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	76	0	0	60	43	33	1875	33	0	0	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												
vC, conflicting volume	764	1973	0	1995	1957	641	0			1908		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	764	1973	0	1995	1957	641	0			1908		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	100	0	2	90	98			100		
cM capacity (veh/h)	24	60	1081	0	61	415	1614			304		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	114	103	501	938	501
Volume Left	38	0	33	0	0
Volume Right	0	43	0	0	33
cSH	40	95	1614	1700	1700
Volume to Capacity	2.85	1.08	0.02	0.55	0.29
Queue Length 95th (ft)	316	169	2	0	0
Control Delay (s)	1047.8	198.7	0.7	0.0	0.0
Lane LOS	F	F	A		
Approach Delay (s)	1047.8	198.7	0.2		
Approach LOS	F	F			

Intersection Summary		
Average Delay		65.1
Intersection Capacity Utilization	53.6%	ICU Level of Service
Analysis Period (min)		15
		A

HCM Signalized Intersection Capacity Analysis

4: SOUTH AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻↻↻	
Volume (vph)	0	20	155	240	50	0	0	0	0	320	2175	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2						7.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.88			1.00						1.00	
Flt Protected		1.00			0.96						0.99	
Satd. Flow (prot)		1624			1771						4993	
Flt Permitted		1.00			0.59						0.99	
Satd. Flow (perm)		1624			1089						4993	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	22	168	261	54	0	0	0	0	348	2364	43
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	188	0	0	315	0	0	0	0	0	2753	0
Turn Type				Perm							Perm	
Protected Phases		4			8							6
Permitted Phases				8							6	
Actuated Green, G (s)		27.8			27.8							50.0
Effective Green, g (s)		27.8			27.8							50.0
Actuated g/C Ratio		0.31			0.31							0.56
Clearance Time (s)		5.2			5.2							7.0
Vehicle Extension (s)		4.0			4.0							5.0
Lane Grp Cap (vph)		502			336							2774
v/s Ratio Prot		0.12										
v/s Ratio Perm					c0.29							0.55
v/c Ratio		0.37			0.94							0.99
Uniform Delay, d1		24.3			30.3							19.8
Progression Factor		1.00			1.58							0.39
Incremental Delay, d2		2.1			33.7							3.7
Delay (s)		26.4			81.5							11.5
Level of Service		C			F							B
Approach Delay (s)		26.4			81.5			0.0				11.5
Approach LOS		C			F			A				B

Intersection Summary

HCM Average Control Delay	19.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

5: SOUTH AVE & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖↗↘				
Volume (vph)	85	220	0	0	255	80	10	1430	65	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.97			0.99				
Flt Protected		0.99			1.00			1.00				
Satd. Flow (prot)		1819			1785			5001				
Flt Permitted		0.63			1.00			1.00				
Satd. Flow (perm)		1169			1785			5001				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	239	0	0	277	87	11	1554	71	0	0	0
RTOR Reduction (vph)	0	0	0	0	4	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	331	0	0	360	0	0	1632	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		32.7			32.7			45.1				
Effective Green, g (s)		32.7			32.7			45.1				
Actuated g/C Ratio		0.36			0.36			0.50				
Clearance Time (s)		5.2			5.2			7.0				
Vehicle Extension (s)		4.0			4.0			5.0				
Lane Grp Cap (vph)		425			649			2506				
v/s Ratio Prot					0.20							
v/s Ratio Perm		c0.28						0.33				
v/c Ratio		0.78			0.55			0.65				
Uniform Delay, d1		25.4			22.8			16.6				
Progression Factor		0.96			1.00			1.00				
Incremental Delay, d2		4.5			3.4			0.8				
Delay (s)		29.0			26.2			17.4				
Level of Service		C			C			B				
Approach Delay (s)		29.0			26.2			17.4			0.0	
Approach LOS		C			C			B			A	

Intersection Summary

HCM Average Control Delay	20.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

6: SOUTH AVE & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Volume (veh/h)	30	220	0	0	390	55	5	295	65	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	239	0	0	424	60	5	321	71	0	0	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												
vC, conflicting volume	443	402	0	486	367	196	0			391		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	443	402	0	486	367	196	0			391		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	81	55	100	100	24	93	100			100		
cM capacity (veh/h)	171	531	1081	298	556	810	1614			1157		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	272	484	166	231
Volume Left	33	0	5	0
Volume Right	0	60	0	71
cSH	424	579	1614	1700
Volume to Capacity	0.64	0.84	0.00	0.14
Queue Length 95th (ft)	109	220	0	0
Control Delay (s)	27.4	35.1	0.3	0.0
Lane LOS	D	E	A	
Approach Delay (s)	27.4	35.1	0.1	
Approach LOS	D	E		

Intersection Summary			
Average Delay		21.2	
Intersection Capacity Utilization		53.9%	ICU Level of Service
Analysis Period (min)		15	A

HCM Signalized Intersection Capacity Analysis

7: 5TH AVE(SR 54) & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑						↑↑↑	
Volume (vph)	0	515	255	100	385	0	0	0	0	190	2205	435
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	
Lane Util. Factor		0.95		1.00	1.00						0.91	
Frt		0.95		1.00	1.00						0.98	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3331		1752	1660						4903	
Flt Permitted		1.00		0.17	1.00						1.00	
Satd. Flow (perm)		3331		305	1660						4903	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	560	277	109	418	0	0	0	0	207	2397	473
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	29	0
Lane Group Flow (vph)	0	835	0	109	418	0	0	0	0	0	3048	0
Parking (#/hr)					0							
Turn Type				Perm							Perm	
Protected Phases		6			2							8
Permitted Phases				2							8	
Actuated Green, G (s)		29.0		29.0	29.0						51.0	
Effective Green, g (s)		29.0		29.0	29.0						51.0	
Actuated g/C Ratio		0.32		0.32	0.32						0.57	
Clearance Time (s)		5.0		5.0	5.0						5.0	
Vehicle Extension (s)		3.0		3.0	3.0						3.0	
Lane Grp Cap (vph)		1073		98	535						2778	
v/s Ratio Prot		0.25			0.25							
v/s Ratio Perm				c0.36							0.62	
v/c Ratio		0.78		1.11	0.78						1.10	
Uniform Delay, d1		27.6		30.5	27.6						19.5	
Progression Factor		1.00		0.82	0.80						1.00	
Incremental Delay, d2		5.6		109.3	7.8						50.1	
Delay (s)		33.2		134.2	29.8						69.6	
Level of Service		C		F	C						E	
Approach Delay (s)		33.2			51.4			0.0			69.6	
Approach LOS		C			D			A			E	

Intersection Summary




















HCM Average Control Delay	60.6	HCM Level of Service	E
HCM Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	107.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: 5TH AVE(SR 54) & US 301
















9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	295	410	0	0	315	95	170	1380	45	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		7.0				
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91				
Frt	1.00	1.00			1.00	0.85		1.00				
Flt Protected	0.95	1.00			1.00	1.00		0.99				
Satd. Flow (prot)	1752	1845			1845	1568		4988				
Flt Permitted	0.24	1.00			1.00	1.00		0.99				
Satd. Flow (perm)	441	1845			1845	1568		4988				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	321	446	0	0	342	103	185	1500	49	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	34	0	3	0	0	0	0
Lane Group Flow (vph)	321	446	0	0	342	69	0	1731	0	0	0	0
Turn Type	pm+pt				Perm		Perm					
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2					
Actuated Green, G (s)	39.7	39.7			22.7	22.7		38.3				
Effective Green, g (s)	39.7	39.7			22.7	22.7		38.3				
Actuated g/C Ratio	0.44	0.44			0.25	0.25		0.43				
Clearance Time (s)	5.0	5.0			5.0	5.0		7.0				
Vehicle Extension (s)	3.0	3.0			3.0	3.0		4.0				
Lane Grp Cap (vph)	369	814			465	395		2123				
v/s Ratio Prot	c0.12	0.24			0.19							
v/s Ratio Perm	c0.27					0.04		0.35				
v/c Ratio	0.87	0.55			0.74	0.18		0.82				
Uniform Delay, d1	19.2	18.5			30.9	26.3		22.7				
Progression Factor	1.77	0.45			1.00	1.00		0.47				
Incremental Delay, d2	10.2	1.3			9.9	1.0		2.1				
Delay (s)	44.3	9.7			40.8	27.3		12.9				
Level of Service	D	A			D	C		B				
Approach Delay (s)		24.2			37.7			12.9			0.0	
Approach LOS		C			D			B			A	
Intersection Summary												
HCM Average Control Delay			19.6				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			107.7%				ICU Level of Service				G	
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Unsignalized Intersection Capacity Analysis

9: 5TH AVE(SR 54) & 7TH ST

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	85	370	0	0	315	30	95	200	60	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	92	402	0	0	342	33	103	217	65	0	0	0
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total (vph)	495	375	386									
Volume Left (vph)	92	0	103									
Volume Right (vph)	0	33	65									
Hadj (s)	0.09	0.00	0.00									
Departure Headway (s)	6.1	6.2	6.4									
Degree Utilization, x	0.83	0.64	0.68									
Capacity (veh/h)	574	555	537									
Control Delay (s)	32.0	19.6	22.1									
Approach Delay (s)	32.0	19.6	22.1									
Approach LOS	D	C	C									
Intersection Summary												
Delay			25.3									
HCM Level of Service			D									
Intersection Capacity Utilization			72.0%	ICU Level of Service								C
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

10: 12TH AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations		↻			↻						↻↻↻			
Volume (vph)	0	120	25	135	120	0	0	0	0	100	2655	45		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)		5.2			5.2						7.0			
Lane Util. Factor		1.00			1.00						0.91			
Frt		0.98			1.00						1.00			
Flt Protected		1.00			0.97						1.00			
Satd. Flow (prot)		1802			1797						5015			
Flt Permitted		1.00			0.69						1.00			
Satd. Flow (perm)		1802			1277						5015			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Adj. Flow (vph)	0	130	27	147	130	0	0	0	0	109	2886	49		
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	1	0		
Lane Group Flow (vph)	0	156	0	0	277	0	0	0	0	0	3043	0		
Turn Type				Perm							Perm			
Protected Phases		4			8							6		
Permitted Phases				8							6			
Actuated Green, G (s)		25.0			25.0						62.8			
Effective Green, g (s)		25.0			25.0						62.8			
Actuated g/C Ratio		0.25			0.25						0.63			
Clearance Time (s)		5.2			5.2						7.0			
Vehicle Extension (s)		5.0			5.0						5.0			
Lane Grp Cap (vph)		451			319						3149			
v/s Ratio Prot		0.09												
v/s Ratio Perm					c0.22						0.61			
v/c Ratio		0.35			0.87						0.97			
Uniform Delay, d1		30.8			35.9						17.6			
Progression Factor		1.00			1.44						0.19			
Incremental Delay, d2		2.1			24.7						1.3			
Delay (s)		32.9			76.3						4.7			
Level of Service		C			E						A			
Approach Delay (s)		32.9			76.3			0.0			4.7			
Approach LOS		C			E			A			A			
Intersection Summary														
HCM Average Control Delay			11.7									HCM Level of Service	B	
HCM Volume to Capacity ratio			0.94											
Actuated Cycle Length (s)			100.0								12.2		Sum of lost time (s)	
Intersection Capacity Utilization			90.9%										ICU Level of Service	E
Analysis Period (min)			15											
c	Critical Lane Group													

HCM Signalized Intersection Capacity Analysis

11: 12TH AVE & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↔			↕↕↕				
Volume (vph)	85	100	0	0	170	50	55	1595	70	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.97			0.99				
Flt Protected		0.98			1.00			1.00				
Satd. Flow (prot)		1803			1788			4997				
Flt Permitted		0.59			1.00			1.00				
Satd. Flow (perm)		1095			1788			4997				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	109	0	0	185	54	60	1734	76	0	0	0
RTOR Reduction (vph)	0	0	0	0	9	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	201	0	0	230	0	0	1866	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		26.9			26.9			60.9				
Effective Green, g (s)		26.9			26.9			60.9				
Actuated g/C Ratio		0.27			0.27			0.61				
Clearance Time (s)		5.2			5.2			7.0				
Vehicle Extension (s)		5.0			5.0			5.0				
Lane Grp Cap (vph)		295			481			3043				
v/s Ratio Prot					0.13							
v/s Ratio Perm		c0.18						0.37				
v/c Ratio		0.68			0.48			0.61				
Uniform Delay, d1		32.7			30.7			12.2				
Progression Factor		0.99			1.00			1.00				
Incremental Delay, d2		9.6			3.4			0.5				
Delay (s)		42.1			34.1			12.7				
Level of Service		D			C			B				
Approach Delay (s)		42.1			34.1			12.7			0.0	
Approach LOS		D			C			B			A	

Intersection Summary

HCM Average Control Delay	17.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

12: 12TH AVE & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Volume (veh/h)	30	155	0	0	125	25	90	170	55	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	168	0	0	136	27	98	185	60	0	0	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												
vC, conflicting volume	383	440	0	495	410	122	0			245		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	383	440	0	495	410	122	0			245		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	65	100	100	73	97	94			100		
cM capacity (veh/h)	400	477	1081	316	496	903	1614			1311		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	201	163	190	152
Volume Left	33	0	98	0
Volume Right	0	27	0	60
cSH	462	536	1614	1700
Volume to Capacity	0.44	0.30	0.06	0.09
Queue Length 95th (ft)	54	32	5	0
Control Delay (s)	18.7	14.6	4.0	0.0
Lane LOS	C	B	A	
Approach Delay (s)	18.7	14.6	2.2	
Approach LOS	C	B		

Intersection Summary			
Average Delay		9.8	
Intersection Capacity Utilization	37.0%		ICU Level of Service A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis

13: GEIGER RD & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	120	90	285	160	115	85	1505	95	85	2700	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.94		1.00	0.94		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	1726		1752	1729		1752	3474		1752	3505	1568
Flt Permitted	0.58	1.00		0.25	1.00		0.07	1.00		0.07	1.00	1.00
Satd. Flow (perm)	1065	1726		469	1729		125	3474		136	3505	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	130	98	310	174	125	92	1636	103	92	2935	147
RTOR Reduction (vph)	0	28	0	0	19	0	0	4	0	0	0	41
Lane Group Flow (vph)	92	200	0	310	280	0	92	1735	0	92	2935	106
Turn Type	Perm			pm+pt			pm+pt			Perm		Perm
Protected Phases		4		3	8		5	2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	16.2	16.2		28.1	28.1		62.9	62.9		54.4	54.4	54.4
Effective Green, g (s)	16.2	16.2		28.1	28.1		62.9	62.9		54.4	54.4	54.4
Actuated g/C Ratio	0.16	0.16		0.28	0.28		0.63	0.63		0.54	0.54	0.54
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	4.0
Lane Grp Cap (vph)	173	280		227	486		144	2185		74	1907	853
v/s Ratio Prot		0.12		c0.10	0.16		0.03	c0.50			c0.84	
v/s Ratio Perm	0.09			c0.28			0.38			0.68		0.07
v/c Ratio	0.53	0.71		1.37	0.58		0.64	0.79		1.24	1.54	0.12
Uniform Delay, d1	38.4	39.7		34.2	30.8		44.0	13.7		22.8	22.8	11.2
Progression Factor	1.00	1.00		1.00	1.00		0.64	0.41		0.52	0.53	0.22
Incremental Delay, d2	3.1	8.3		190.2	1.7		8.2	2.5		119.7	242.8	0.0
Delay (s)	41.5	48.0		224.4	32.5		36.5	8.2		131.6	254.9	2.5
Level of Service	D	D		F	C		D	A		F	F	A
Approach Delay (s)		46.1			130.2			9.6			239.6	
Approach LOS		D			F			A			F	




















Intersection Summary

HCM Average Control Delay	147.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.38		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	113.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

14: NORTH AVE & 7TH ST
























9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	35	280	0	0	395	65	85	100	40	170	0	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	304	0	0	429	71	92	109	43	185	0	71
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1						
Volume Total (vph)	38	304	500	92	152	255						
Volume Left (vph)	38	0	0	92	0	185						
Volume Right (vph)	0	0	71	0	43	71						
Hadj (s)	0.55	0.05	-0.03	0.55	-0.15	0.03						
Departure Headway (s)	8.2	7.7	7.4	8.8	8.1	8.1						
Degree Utilization, x	0.09	0.65	1.02	0.22	0.34	0.58						
Capacity (veh/h)	425	452	482	393	426	427						
Control Delay (s)	10.7	22.5	74.0	13.1	14.0	21.7						
Approach Delay (s)	21.2		74.0	13.6		21.7						
Approach LOS	C		F	B		C						
Intersection Summary												
Delay			39.6									
HCM Level of Service			E									
Intersection Capacity Utilization			60.2%			ICU Level of Service	B					
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	55	395	15	40	110	390	1310	5	90	2510	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.87		1.00	1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1602		1752	1845	1568	1752	3503		1752	3502	
Flt Permitted	0.73	1.00		0.19	1.00	1.00	0.06	1.00		0.13	1.00	
Satd. Flow (perm)	1345	1602		351	1845	1568	114	3503		248	3502	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	60	429	16	43	120	424	1424	5	98	2728	16
RTOR Reduction (vph)	0	2	0	0	0	46	0	0	0	0	0	0
Lane Group Flow (vph)	5	487	0	16	43	74	424	1429	0	98	2744	0
Turn Type	Perm			Perm			Perm	Perm		Perm		
Protected Phases	4			8			2			6		
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	21.0	21.0		21.0	21.0	21.0	65.0	65.0		65.0	65.0	
Effective Green, g (s)	21.0	21.0		21.0	21.0	21.0	65.0	65.0		65.0	65.0	
Actuated g/C Ratio	0.21	0.21		0.21	0.21	0.21	0.65	0.65		0.65	0.65	
Clearance Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	282	336		74	387	329	74	2277		161	2276	
v/s Ratio Prot	c0.30			0.02			0.41			0.78		
v/s Ratio Perm	0.00			0.05			c3.74			0.40		
v/c Ratio	0.02	1.45		0.22	0.11	0.23	5.73	0.63		0.61	1.21	
Uniform Delay, d1	31.3	39.5		32.7	32.0	32.8	17.5	10.3		10.1	17.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.79	1.98		1.00	1.00	
Incremental Delay, d2	0.0	217.8		1.5	0.1	0.4	2146.8	0.8		15.9	96.9	
Delay (s)	31.3	257.3		34.2	32.1	33.1	2178.2	21.3		26.1	114.4	
Level of Service	C	F		C	C	C	F	C		C	F	
Approach Delay (s)	255.0			33.0			514.8			111.3		
Approach LOS	F			C			F			F		






















Intersection Summary

HCM Average Control Delay	261.2	HCM Level of Service	F
HCM Volume to Capacity ratio	4.68		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	136.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

1: SR 39 & US 301

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	15	25	20	5	1050	5	1490	20	800	1190	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.4			5.4	5.4	5.7	5.7	5.7	5.4	5.7	
Lane Util. Factor		1.00			1.00	0.88	1.00	0.95	1.00	1.00	0.95	
Frt		0.95			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.98			0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1642			1690	2632	1671	3343	1495	1671	3338	
Flt Permitted		0.84			0.67	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1406			1175	2632	1671	3343	1495	1671	3338	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	16	27	22	5	1141	5	1620	22	870	1293	11
RTOR Reduction (vph)	0	12	0	0	0	3	0	0	5	0	0	0
Lane Group Flow (vph)	0	69	0	0	27	1138	5	1620	17	870	1304	0
Turn Type	Perm			Perm		pm+ov	Prot		Perm	Prot		
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)		12.7			12.7	71.3	1.4	63.1	63.1	58.6	120.0	
Effective Green, g (s)		12.7			12.7	71.3	1.4	63.1	63.1	58.6	120.0	
Actuated g/C Ratio		0.08			0.08	0.47	0.01	0.42	0.42	0.39	0.80	
Clearance Time (s)		5.4			5.4	5.4	5.7	5.7	5.7	5.4	5.7	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		118			99	1338	16	1398	625	649	2654	
v/s Ratio Prot						c0.33	0.00	c0.48		c0.52	0.39	
v/s Ratio Perm		0.05			0.02	0.10			0.01			
v/c Ratio		0.59			0.27	0.85	0.31	1.16	0.03	1.34	0.49	
Uniform Delay, d1		66.6			64.8	35.1	74.3	43.9	25.8	46.2	5.2	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		7.2			1.5	5.4	10.9	79.9	0.0	163.5	0.1	
Delay (s)		73.8			66.3	40.5	85.1	123.8	25.9	209.6	5.3	
Level of Service		E			E	D	F	F	C	F	A	
Approach Delay (s)		73.8			41.1			122.3			87.1	
Approach LOS		E			D			F			F	
Intersection Summary												
HCM Average Control Delay			87.7				HCM Level of Service			F		
HCM Volume to Capacity ratio			1.23									
Actuated Cycle Length (s)			150.9				Sum of lost time (s)		16.5			
Intersection Capacity Utilization			110.2%				ICU Level of Service			H		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Unsignalized Intersection Capacity Analysis

2: C AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Volume (veh/h)	0	80	40	40	80	0	0	0	0	70	1900	70
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	87	43	43	87	0	0	0	0	76	2065	76
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2299	2255	726	928	2293	0	2141			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2299	2255	726	928	2293	0	2141			0		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	88	0	0	100	100			95		
cM capacity (veh/h)	0	38	364	0	36	1081	245			1614		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	130	130	592	1033	592
Volume Left	0	43	76	0	0
Volume Right	43	0	0	0	76
cSH	55	0	1614	1700	1700
Volume to Capacity	2.39	Err	0.05	0.61	0.35
Queue Length 95th (ft)	330	Err	4	0	0
Control Delay (s)	793.3	Err	1.4	0.0	0.0
Lane LOS	F	F	A		
Approach Delay (s)	793.3	Err	0.4		
Approach LOS	F	F			

Intersection Summary		
Average Delay		Err
Intersection Capacity Utilization	59.4%	ICU Level of Service
Analysis Period (min)	15	B

HCM Unsignalized Intersection Capacity Analysis
 3: C AVE & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖↗↘				
Volume (veh/h)	45	55	0	0	55	50	40	2195	40	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	60	0	0	60	54	43	2386	43	0	0	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												
vC, conflicting volume	966	2516	0	2524	2495	817	0			2429		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	966	2516	0	2524	2495	817	0			2429		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	0	100	0	0	83	97			100		
cM capacity (veh/h)	0	27	1081	0	27	317	1614			189		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	109	114	640	1193	640
Volume Left	49	0	43	0	0
Volume Right	0	54	0	0	43
cSH	0	49	1614	1700	1700
Volume to Capacity	Err	2.35	0.03	0.70	0.38
Queue Length 95th (ft)	Err	295	2	0	0
Control Delay (s)	Err	795.8	0.8	0.0	0.0
Lane LOS	F	F	A		
Approach Delay (s)	Err	795.8	0.2		
Approach LOS	F	F			

Intersection Summary		
Average Delay		Err
Intersection Capacity Utilization	62.8%	ICU Level of Service
Analysis Period (min)	15	B

HCM Signalized Intersection Capacity Analysis

4: SOUTH AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Volume (vph)	0	55	120	190	60	0	0	0	0	250	1710	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2						7.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.91			1.00						1.00	
Flt Protected		1.00			0.96						0.99	
Satd. Flow (prot)		1674			1777						4993	
Flt Permitted		1.00			0.60						0.99	
Satd. Flow (perm)		1674			1109						4993	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	60	130	207	65	0	0	0	0	272	1859	33
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	186	0	0	272	0	0	0	0	0	2163	0
Turn Type				Perm							Perm	
Protected Phases		4			8							6
Permitted Phases				8						6		
Actuated Green, G (s)		26.4			26.4						51.4	
Effective Green, g (s)		26.4			26.4						51.4	
Actuated g/C Ratio		0.29			0.29						0.57	
Clearance Time (s)		5.2			5.2						7.0	
Vehicle Extension (s)		4.0			4.0						5.0	
Lane Grp Cap (vph)		491			325						2852	
v/s Ratio Prot		0.11										
v/s Ratio Perm					0.25						0.43	
v/c Ratio		0.38			0.84						0.76	
Uniform Delay, d1		25.3			29.8						14.6	
Progression Factor		1.00			1.30						0.46	
Incremental Delay, d2		2.2			19.3						0.7	
Delay (s)		27.5			58.2						7.5	
Level of Service		C			E						A	
Approach Delay (s)		27.5			58.2			0.0			7.5	
Approach LOS		C			E			A			A	

Intersection Summary

HCM Average Control Delay	14.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	77.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

5: SOUTH AVE & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Volume (vph)	110	220	0	0	255	100	10	1820	80	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.96			0.99				
Flt Protected		0.98			1.00			1.00				
Satd. Flow (prot)		1814			1774			5003				
Flt Permitted		0.53			1.00			1.00				
Satd. Flow (perm)		987			1774			5003				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	120	239	0	0	277	109	11	1978	87	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	5	0	0	0	0
Lane Group Flow (vph)	0	359	0	0	385	0	0	2071	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		33.3			33.3			44.5				
Effective Green, g (s)		33.3			33.3			44.5				
Actuated g/C Ratio		0.37			0.37			0.49				
Clearance Time (s)		5.2			5.2			7.0				
Vehicle Extension (s)		4.0			4.0			5.0				
Lane Grp Cap (vph)		365			656			2474				
v/s Ratio Prot					0.22							
v/s Ratio Perm		c0.36						0.41				
v/c Ratio		0.98			0.59			0.84				
Uniform Delay, d1		28.1			22.8			19.6				
Progression Factor		0.73			1.00			1.00				
Incremental Delay, d2		37.7			3.8			2.9				
Delay (s)		58.3			26.6			22.6				
Level of Service		E			C			C				
Approach Delay (s)		58.3			26.6			22.6			0.0	
Approach LOS		E			C			C			A	

Intersection Summary

HCM Average Control Delay	27.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	88.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 6: SOUTH AVE & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Volume (veh/h)	35	205	0	0	375	70	5	375	80	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	223	0	0	408	76	5	408	87	0	0	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												
vC, conflicting volume	495	505	0	573	462	247	0			495		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	495	505	0	573	462	247	0			495		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	69	52	100	100	17	90	100			100		
cM capacity (veh/h)	124	464	1081	249	491	750	1614			1058		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	261	484	209	291
Volume Left	38	0	5	0
Volume Right	0	76	0	87
cSH	332	520	1614	1700
Volume to Capacity	0.79	0.93	0.00	0.17
Queue Length 95th (ft)	160	285	0	0
Control Delay (s)	46.1	52.5	0.2	0.0
Lane LOS	E	F	A	
Approach Delay (s)	46.1	52.5	0.1	
Approach LOS	E	F		

Intersection Summary			
Average Delay		30.1	
Intersection Capacity Utilization	59.8%	ICU Level of Service	B
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis

7: 5TH AVE(SR 54) & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑						↑↑↑	
Volume (vph)	0	610	200	80	440	0	0	0	0	150	1730	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	
Lane Util. Factor		0.95		1.00	1.00						0.91	
Frt		0.96		1.00	1.00						0.98	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3375		1752	1660						4904	
Flt Permitted		1.00		0.16	1.00						1.00	
Satd. Flow (perm)		3375		297	1660						4904	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	663	217	87	478	0	0	0	0	163	1880	370
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	27	0
Lane Group Flow (vph)	0	875	0	87	478	0	0	0	0	0	2386	0
Parking (#/hr)					0							
Turn Type				Perm							Perm	
Protected Phases		6			2							8
Permitted Phases				2							8	
Actuated Green, G (s)		30.9		30.9	30.9						49.1	
Effective Green, g (s)		30.9		30.9	30.9						49.1	
Actuated g/C Ratio		0.34		0.34	0.34						0.55	
Clearance Time (s)		5.0		5.0	5.0						5.0	
Vehicle Extension (s)		3.0		3.0	3.0						3.0	
Lane Grp Cap (vph)		1159		102	570						2675	
v/s Ratio Prot		0.26			0.29							
v/s Ratio Perm				c0.29							0.49	
v/c Ratio		0.75		0.85	0.84						0.89	
Uniform Delay, d1		26.2		27.4	27.3						18.1	
Progression Factor		1.00		0.89	0.93						0.37	
Incremental Delay, d2		4.6		32.0	6.9						2.9	
Delay (s)		30.8		56.3	32.2						9.6	
Level of Service		C		E	C						A	
Approach Delay (s)		30.8			35.9			0.0			9.6	
Approach LOS		C			D			A			A	

Intersection Summary
























HCM Average Control Delay	18.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	96.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: 5TH AVE(SR 54) & US 301

9/21/2010

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	370	390	0	0	305	120	215	1765	70	0	0	0	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	5.0	5.0			5.0	5.0		7.0					
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91					
Frt	1.00	1.00			1.00	0.85		0.99					
Flt Protected	0.95	1.00			1.00	1.00		0.99					
Satd. Flow (prot)	1752	1845			1845	1568		4984					
Flt Permitted	0.19	1.00			1.00	1.00		0.99					
Satd. Flow (perm)	354	1845			1845	1568		4984					
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	402	424	0	0	332	130	234	1918	76	0	0	0	
RTOR Reduction (vph)	0	0	0	0	0	20	0	4	0	0	0	0	
Lane Group Flow (vph)	402	424	0	0	332	110	0	2224	0	0	0	0	
Turn Type	pm+pt				Perm		Perm						
Protected Phases	7	4			8			2					
Permitted Phases	4					8	2						
Actuated Green, G (s)	38.3	38.3			19.3	19.3		39.7					
Effective Green, g (s)	38.3	38.3			19.3	19.3		39.7					
Actuated g/C Ratio	0.43	0.43			0.21	0.21		0.44					
Clearance Time (s)	5.0	5.0			5.0	5.0		7.0					
Vehicle Extension (s)	3.0	3.0			3.0	3.0		4.0					
Lane Grp Cap (vph)	368	785			396	336		2198					
v/s Ratio Prot	c0.17	0.23			0.18								
v/s Ratio Perm	c0.30					0.07		0.45					
v/c Ratio	1.09	0.54			0.84	0.33		1.01					
Uniform Delay, d1	21.7	19.3			33.9	29.9		25.1					
Progression Factor	2.11	0.44			1.00	1.00		0.48					
Incremental Delay, d2	65.4	1.7			18.7	2.6		17.7					
Delay (s)	111.2	10.2			52.6	32.4		29.8					
Level of Service	F	B			D	C		C					
Approach Delay (s)		59.4			46.9			29.8				0.0	
Approach LOS		E			D			C				A	
Intersection Summary													
HCM Average Control Delay			39.0		HCM Level of Service			D					
HCM Volume to Capacity ratio			1.02										
Actuated Cycle Length (s)			90.0		Sum of lost time (s)			12.0					
Intersection Capacity Utilization			96.5%		ICU Level of Service			F					
Analysis Period (min)			15										
c Critical Lane Group													

HCM Unsignalized Intersection Capacity Analysis
 9: 5TH AVE(SR 54) & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↕				
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	105	355	0	0	305	40	120	255	75	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	114	386	0	0	332	43	130	277	82	0	0	0

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	500	375	489
Volume Left (vph)	114	0	130
Volume Right (vph)	0	43	82
Hadj (s)	0.10	-0.02	0.00
Departure Headway (s)	6.6	6.7	6.6
Degree Utilization, x	0.92	0.70	0.90
Capacity (veh/h)	538	512	532
Control Delay (s)	46.2	24.1	42.7
Approach Delay (s)	46.2	24.1	42.7
Approach LOS	E	C	E

Intersection Summary		
Delay		38.9
HCM Level of Service		E
Intersection Capacity Utilization	77.6%	ICU Level of Service D
Analysis Period (min)		15

HCM Signalized Intersection Capacity Analysis

10: 12TH AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↶			↷						↶↷↶↷	
Volume (vph)	0	125	20	105	130	0	0	0	0	80	2085	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2						7.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.98			1.00						1.00	
Flt Protected		1.00			0.98						1.00	
Satd. Flow (prot)		1810			1804						5015	
Flt Permitted		1.00			0.74						1.00	
Satd. Flow (perm)		1810			1357						5015	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	136	22	114	141	0	0	0	0	87	2266	38
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	155	0	0	255	0	0	0	0	0	2389	0
Turn Type				Perm							Perm	
Protected Phases		4			8							6
Permitted Phases				8							6	
Actuated Green, G (s)		22.4			22.4						55.4	
Effective Green, g (s)		22.4			22.4						55.4	
Actuated g/C Ratio		0.25			0.25						0.62	
Clearance Time (s)		5.2			5.2						7.0	
Vehicle Extension (s)		5.0			5.0						5.0	
Lane Grp Cap (vph)		450			338						3087	
v/s Ratio Prot		0.09										
v/s Ratio Perm					c0.19						0.48	
v/c Ratio		0.34			0.75						0.77	
Uniform Delay, d1		27.8			31.3						12.7	
Progression Factor		1.00			0.45						1.00	
Incremental Delay, d2		2.1			12.5						1.5	
Delay (s)		29.9			26.5						14.2	
Level of Service		C			C						B	
Approach Delay (s)		29.9			26.5			0.0			14.2	
Approach LOS		C			C			A			B	

Intersection Summary

HCM Average Control Delay	16.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	78.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

11: 12TH AVE & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖↗↘				
Volume (vph)	105	100	0	0	170	65	65	2030	90	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.96			0.99				
Flt Protected		0.98			1.00			1.00				
Satd. Flow (prot)		1799			1776			4997				
Flt Permitted		0.56			1.00			1.00				
Satd. Flow (perm)		1031			1776			4997				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	109	0	0	185	71	71	2207	98	0	0	0
RTOR Reduction (vph)	0	0	0	0	2	0	0	5	0	0	0	0
Lane Group Flow (vph)	0	223	0	0	254	0	0	2371	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		25.7			25.7			52.1				
Effective Green, g (s)		25.7			25.7			52.1				
Actuated g/C Ratio		0.29			0.29			0.58				
Clearance Time (s)		5.2			5.2			7.0				
Vehicle Extension (s)		5.0			5.0			5.0				
Lane Grp Cap (vph)		294			507			2893				
v/s Ratio Prot					0.14							
v/s Ratio Perm		c0.22						0.47				
v/c Ratio		0.76			0.50			0.82				
Uniform Delay, d1		29.3			26.8			15.2				
Progression Factor		0.60			1.00			0.32				
Incremental Delay, d2		15.1			3.5			0.6				
Delay (s)		32.8			30.3			5.4				
Level of Service		C			C			A				
Approach Delay (s)		32.8			30.3			5.4			0.0	
Approach LOS		C			C			A			A	

Intersection Summary

HCM Average Control Delay	9.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

12: 12TH AVE & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Volume (veh/h)	40	140	0	0	120	30	115	215	70	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	43	152	0	0	130	33	125	234	76	0	0	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												
vC, conflicting volume	465	560	0	598	522	155	0			310		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	465	560	0	598	522	155	0			310		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	87	62	100	100	69	96	92			100		
cM capacity (veh/h)	330	400	1081	255	421	860	1614			1240		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2								
Volume Total	196	163	242	193								
Volume Left	43	0	125	0								
Volume Right	0	33	0	76								
cSH	382	468	1614	1700								
Volume to Capacity	0.51	0.35	0.08	0.11								
Queue Length 95th (ft)	70	38	6	0								
Control Delay (s)	23.9	16.7	4.1	0.0								
Lane LOS	C	C	A									
Approach Delay (s)	23.9	16.7	2.3									
Approach LOS	C	C										
Intersection Summary												
Average Delay			10.6									
Intersection Capacity Utilization			39.2%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

13: GEIGER RD & US 301

9/21/2010






















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	120	70	225	160	150	110	1915	120	110	2120	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.94		1.00	0.93		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	1743		1752	1711		1752	3474		1752	3505	1568
Flt Permitted	0.31	1.00		0.52	1.00		0.10	1.00		0.11	1.00	1.00
Satd. Flow (perm)	568	1743		967	1711		184	3474		208	3505	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	130	76	245	174	163	120	2082	130	120	2304	114
RTOR Reduction (vph)	0	28	0	0	3	0	0	5	0	0	0	50
Lane Group Flow (vph)	114	178	0	245	334	0	120	2207	0	120	2304	64
Turn Type	Perm			pm+pt			pm+pt			Perm		Perm
Protected Phases		4		3	8		5	2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	17.2	17.2		27.0	27.0		44.0	44.0		35.5	35.5	35.5
Effective Green, g (s)	17.2	17.2		27.0	27.0		44.0	44.0		35.5	35.5	35.5
Actuated g/C Ratio	0.21	0.21		0.34	0.34		0.55	0.55		0.44	0.44	0.44
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	4.0
Lane Grp Cap (vph)	122	375		378	577		180	1911		92	1555	696
v/s Ratio Prot		0.10		0.04	c0.20		0.03	c0.64			c0.66	
v/s Ratio Perm	c0.20			0.18			0.33			0.58		0.04
v/c Ratio	0.93	0.47		0.65	0.58		0.67	1.15		1.30	1.48	0.09
Uniform Delay, d1	30.8	27.4		25.4	21.8		34.1	18.0		22.2	22.2	12.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		0.54	0.59	0.33
Incremental Delay, d2	60.9	0.9		3.8	1.4		9.8	76.1		144.1	217.1	0.0
Delay (s)	91.8	28.4		29.2	23.2		43.9	94.1		156.1	230.1	4.2
Level of Service	F	C		C	C		D	F		F	F	A
Approach Delay (s)		51.0			25.8			91.6			216.5	
Approach LOS		D			C			F			F	

Intersection Summary

HCM Average Control Delay	137.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	114.3%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 14: NORTH AVE & 7TH ST

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop				Stop			Stop			Stop	
Volume (vph)	45	305	0	0	380	80	105	130	50	135	0	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	332	0	0	413	87	114	141	54	147	0	54
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1						
Volume Total (vph)	49	332	500	114	196	201						
Volume Left (vph)	49	0	0	114	0	147						
Volume Right (vph)	0	0	87	0	54	54						
Hadj (s)	0.55	0.05	-0.05	0.55	-0.14	0.03						
Departure Headway (s)	8.2	7.7	7.4	8.7	8.0	8.5						
Degree Utilization, x	0.11	0.71	1.03	0.27	0.43	0.47						
Capacity (veh/h)	426	456	479	401	425	406						
Control Delay (s)	11.0	25.8	76.7	13.7	15.7	18.8						
Approach Delay (s)	23.9		76.7	15.0		18.8						
Approach LOS	C		F	C		C						
Intersection Summary												
Delay			40.2									
HCM Level of Service			E									
Intersection Capacity Utilization			61.9%	ICU Level of Service	B							
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	65	235	10	80	140	495	1670	5	115	2090	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.88		1.00	1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1628		1752	1845	1568	1752	3503		1752	3500	
Flt Permitted	0.70	1.00		0.31	1.00	1.00	0.08	1.00		0.08	1.00	
Satd. Flow (perm)	1292	1628		575	1845	1568	148	3503		148	3500	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	71	255	11	87	152	538	1815	5	125	2272	22
RTOR Reduction (vph)	0	6	0	0	0	17	0	0	0	0	1	0
Lane Group Flow (vph)	5	320	0	11	87	135	538	1820	0	125	2293	0
Turn Type	Perm			Perm			Perm	Perm		Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	16.0	16.0		16.0	16.0	16.0	50.0	50.0		50.0	50.0	
Effective Green, g (s)	16.0	16.0		16.0	16.0	16.0	50.0	50.0		50.0	50.0	
Actuated g/C Ratio	0.20	0.20		0.20	0.20	0.20	0.62	0.62		0.62	0.62	
Clearance Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	258	326		115	369	314	93	2189		93	2188	
v/s Ratio Prot		c0.20			0.05			0.52			0.66	
v/s Ratio Perm	0.00			0.02		0.09	c3.65			0.85		
v/c Ratio	0.02	0.98		0.10	0.24	0.43	5.78	0.83		1.34	1.05	
Uniform Delay, d1	25.7	31.9		26.1	26.9	28.0	15.0	11.7		15.0	15.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.83	0.72		1.00	1.00	
Incremental Delay, d2	0.0	44.9		0.4	0.3	1.0	2155.3	0.4		210.5	33.3	
Delay (s)	25.7	76.8		26.5	27.2	29.0	2167.8	8.8		225.5	48.3	
Level of Service	C	E		C	C	C	F	A		F	D	
Approach Delay (s)		76.0			28.2			501.4			57.5	
Approach LOS		E			C			F			E	

Intersection Summary

HCM Average Control Delay	252.6	HCM Level of Service	F
HCM Volume to Capacity ratio	4.64		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	121.2%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Appendix I1

**Arterial Analysis Spreadsheet Design Year (2035) 6th Street and 7th Street One-Way Pair
Alternative**

Design Year 2035 6th Street and 7th Street One-Way Pair Alternative AM Arterial Level of Service Summary - Northbound SR 41 (US 301)

Segment	SR 41 (US 301), One Lane Northbound							7th Street, Three Lanes Northbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
'C' Avenue to South Avenue	0.25	30	31.8	26.1	57.9	15.56	D	0.11	35	16.0	24.2	40.2	9.86	F
South Avenue to SR 54 (5th Avenue)	0.26	30	33.0	9.4	42.4	22.07	C	0.25	35	30.0	27.4	57.4	15.68	D
SR 54 (5th Avenue) to 12th Avenue	0.48	30	61.0	12.7	73.7	23.46	C	0.48	35	57.6	6.0	63.6	27.17	B
12th Avenue to North Avenue	0.42	30	53.3	8.6	61.9	24.41	B	0.33	35	39.6	15.6	55.2	21.52	C
North Avenue to Ft. King Road	0.26	35	31.2	8.7	39.9	23.46	C	0.30	35	38.1	397.6	435.7	2.48	F
'C' Avenue to Ft. King Road	1.67	31	210.3	65.5	275.8	21.80	C	1.47	35	181.3	470.8	652.1	8.12	F

Design Year 2035 6th Street and 7th Street One-Way Pair Alternative AM Arterial Level of Service Summary - Southbound SR 41 (US 301)

Segment	6th Street, Three Lanes Southbound							SR 41 (US 301), One Lane Southbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
Ft. King Road to North Avenue								0.26	35	31.2	180.4	211.6	4.42	F
North Avenue to 12th Avenue	0.32	35	38.4	9.7	48.1	23.95	C	0.42	30	53.3	23.1	76.4	19.78	C
12th Avenue to SR 54 (5th Avenue)	0.48	35	57.6	13.9	71.5	24.17	B	0.48	30	61.0	152.9	213.9	8.08	F
SR 54 (5th Avenue) to South Avenue	0.23	35	27.6	145.6	173.2	4.78	F	0.26	30	33.0	38.7	71.7	13.05	E
South Avenue to 'C' Avenue	0.25	35	30.0	0.0	30.0	30.00	B							
Ft. King Road to 'C' Avenue	1.28	35.0	153.6	169.2	322.8	14.28	D	1.42	31	178.5	395.1	573.6	8.91	F

*Exhibit 15-3

**US 301 (from South Avenue to C Avenue) in the Southbound direction is not included because US 301 is one-way northbound at C Avenue

Design Year 2035 6th Street and 7th Street One-Way Pair Alternative PM Arterial Level of Service Summary - Northbound SR 41 (US 301)

Segment	SR 41 (US 301), One Lane Northbound							7th Street, Three Lanes Northbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
'C' Avenue to South Avenue	0.25	30	31.8	24.4	56.2	16.03	D	0.11	35	16.0	26.3	42.3	9.37	F
South Avenue to SR 54 (5th Avenue)	0.26	30	33.0	23.4	56.4	16.59	D	0.25	35	30.0	94.7	124.7	7.22	F
SR 54 (5th Avenue) to 12th Avenue	0.48	30	61.0	15.3	76.3	22.66	C	0.48	35	57.6	3.6	61.2	28.24	B
12th Avenue to North Avenue	0.42	30	53.3	8.9	62.2	24.29	B	0.33	35	39.6	19.1	58.7	20.24	C
North Avenue to Ft. King Road	0.26	35	31.2	13.2	44.4	21.08	C	0.30	35	38.1	533.2	571.3	1.89	F
'C' Avenue to Ft. King Road	1.67	31	210.3	85.2	295.5	20.35	C	1.47	35	181.3	676.9	858.2	6.17	F

Design Year 2035 6th Street and 7th Street One-Way Pair Alternative PM Arterial Level of Service Summary - Southbound SR 41 (US 301)

Segment	6th Street, Three Lanes Southbound							SR 41 (US 301), One Lane Southbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
Ft. King Road to North Avenue								0.26	35	31.2	40.0	71.2	13.15	E
North Avenue to 12th Avenue	0.32	35	38.4	12.6	51.0	22.59	C	0.42	30	53.3	16.1	69.4	21.77	C
12th Avenue to SR 54 (5th Avenue)	0.48	35	57.6	17.7	75.3	22.95	C	0.48	30	61.0	39.6	100.6	17.18	D
SR 54 (5th Avenue) to South Avenue	0.23	35	27.6	71.3	98.9	8.37	F	0.26	30	33.0	14.3	47.3	19.78	C
South Avenue to 'C' Avenue	0.25	35	30.0	0.3	30.3	29.70	B							
Ft. King Road to 'C' Avenue	1.28	35.0	153.6	101.9	255.5	18.04	C	1.42	31	178.5	110.0	288.5	17.72	D

*Exhibit 15-3

**US 301 (from South Avenue to C Avenue) in the Southbound direction is not included because US 301 is one-way northbound at C Avenue

Appendix I2

**Arterial Analysis Spreadsheet Design Year (2035) 6th Street and US 301/Gall Blvd One-Way
Pair Alternative**

Design Year 2035 6th Street and US 301/Gall Blvd One-Way Pair Alternative AM Arterial Level of Service Summary - Northbound SR 41 (US 301)

Segment	SR 41 (US 301), Three Lane Northbound							7th Street, Two Lanes Northbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
'C' Avenue to South Avenue	0.25	35	30.0	17.4	47.4	18.99	C	0.11	30	17.1	0.1	17.2	23.09	C
South Avenue to SR 54 (5th Avenue)	0.26	35	31.2	12.9	44.1	21.22	C	0.25	30	31.8	22.1	53.9	16.71	D
SR 54 (5th Avenue) to 12th Avenue	0.48	35	57.6	12.7	70.3	24.58	B	0.48	30	61.0	2.2	63.2	27.36	B
12th Avenue to North Avenue	0.42	35	50.4	8.2	58.6	25.80	B	0.33	30	41.9	14.0	55.9	21.25	C
North Avenue to Ft. King Road	0.26	35	31.2	21.3	52.5	17.83	D	0.30	30	38.1	33.1	71.2	15.17	D
'C' Avenue to Ft. King Road	1.67	35	200.4	72.5	272.9	22.03	C	1.47	30	189.8	71.5	261.3	20.25	C

Design Year 2035 6th Street and US 301/Gall Blvd One-Way Pair Alternative AM Arterial Level of Service Summary - Southbound SR 41 (US 301)

Segment	6th Street, Three Lanes Southbound							SR 41 (US 301), Two Lanes Southbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
Ft. King Road to North Avenue								0.26	35	31.2	254.9	286.1	3.27	F
North Avenue to 12th Avenue	0.32	35	38.4	4.7	43.1	26.73	B							
12th Avenue to SR 54 (5th Avenue)	0.48	35	57.6	69.6	127.2	13.58	E							
SR 54 (5th Avenue) to South Avenue	0.23	35	27.6	11.5	39.1	21.18	C							
South Avenue to 'C' Avenue	0.25	35	30.0	0.4	30.4	29.61	B							
Ft. King Road to 'C' Avenue	1.28	35.0	153.6	86.2	239.8	19.22	C	0.26	35	31.2	254.9	286.1	3.27	F

*Exhibit 15-3

Design Year 2035 6th Street and US 301/Gall Blvd One-Way Pair Alternative PM Arterial Level of Service Summary - Northbound SR 41 (US 301)

Segment	SR 41 (US 301), Three Lane Northbound							7th Street, Two Lanes Northbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
'C' Avenue to South Avenue	0.25	35	30.0	22.6	52.6	17.11	D	0.11	30	17.1	0.1	17.2	23.09	C
South Avenue to SR 54 (5th Avenue)	0.26	35	31.2	29.8	61.0	15.34	D	0.25	30	31.8	42.7	74.5	12.09	E
SR 54 (5th Avenue) to 12th Avenue	0.48	35	57.6	5.4	63.0	27.43	B	0.48	30	61.0	2.3	63.3	27.32	B
12th Avenue to North Avenue	0.42	35	50.4	94.1	144.5	10.46	E	0.33	30	41.9	15.7	57.6	20.62	C
North Avenue to Ft. King Road	0.26	35	31.2	8.8	40.0	23.40	C	0.30	30	38.1	29.0	67.1	16.10	D
'C' Avenue to Ft. King Road	1.67	35	200.4	160.7	361.1	16.65	D	1.47	30	189.8	89.8	279.6	18.93	C

Design Year 2035 6th Street and US 301/Gall Blvd One-Way Pair Alternative PM Arterial Level of Service Summary - Southbound SR 41 (US 301)

Segment	6th Street, Three Lanes Southbound							SR 41 (US 301), Two Lanes Southbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
Ft. King Road to North Avenue								0.26	35	31.2	230.1	261.3	3.58	F
North Avenue to 12th Avenue	0.32	35	38.4	14.2	52.6	21.90	C							
12th Avenue to SR 54 (5th Avenue)	0.48	35	57.6	9.6	67.2	25.71	B							
SR 54 (5th Avenue) to South Avenue	0.23	35	27.6	7.5	35.1	23.59	C							
South Avenue to 'C' Avenue	0.25	35	30.0	0.4	30.4	29.61	B							
Ft. King Road to 'C' Avenue	1.28	35.0	153.6	31.7	185.3	24.87	B	0.26	35	31.2	230.1	261.3	3.58	F

*Exhibit 15-3

Appendix J1

**Design Year (2035) Fort King Road Alternatives 6th Street and 7th Street One-Way Pair
Alternative Synchro Intersection Analysis Sheets**

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖		↖↖	↖	↗	↖↖	↖↖	↗↗			↗↗↗	
Volume (vph)	5	0	450	15	290	890	140	530	0	0	2600	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	7.0	7.0	4.5	7.0			7.0	
Lane Util. Factor	1.00		0.88	1.00	1.00	0.88	0.97	0.95			0.91	
Frt	1.00		0.85	1.00	1.00	0.85	1.00	1.00			1.00	
Flt Protected	0.95		1.00	0.95	1.00	1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1752		2760	1752	1845	2760	3400	3505			5032	
Flt Permitted	0.95		1.00	0.95	1.00	1.00	0.95	1.00			1.00	
Satd. Flow (perm)	1752		2760	1752	1845	2760	3400	3505			5032	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	0	489	16	315	967	152	576	0	0	2826	16
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	5	0	489	16	315	967	152	576	0	0	2842	0
Turn Type	Prot		custom	Prot		custom	Prot					
Protected Phases	7		5 4	3	8	8 1	5	2			6	
Permitted Phases												
Actuated Green, G (s)	1.1		35.2	2.2	21.0	50.0	8.3	50.4			66.6	
Effective Green, g (s)	1.1		28.2	2.2	21.0	50.0	8.3	50.4			66.6	
Actuated g/C Ratio	0.01		0.23	0.02	0.18	0.42	0.07	0.42			0.55	
Clearance Time (s)	4.5			4.5	7.0		4.5	7.0			7.0	
Vehicle Extension (s)	3.0			3.0	3.0		3.0	4.0			4.0	
Lane Grp Cap (vph)	16		649	32	323	1150	235	1472			2793	
v/s Ratio Prot	0.00		0.18	c0.01	0.17	c0.35	0.04	0.16			c0.56	
v/s Ratio Perm												
v/c Ratio	0.31		0.75	0.50	0.98	0.84	0.65	0.39			1.02	
Uniform Delay, d1	59.1		42.7	58.4	49.2	31.4	54.4	24.2			26.7	
Progression Factor	1.00		1.00	1.17	1.13	0.79	0.77	1.94			1.00	
Incremental Delay, d2	10.9		4.9	10.2	39.5	4.9	5.6	0.7			21.5	
Delay (s)	69.9		47.6	78.4	95.1	29.8	47.8	47.7			48.2	
Level of Service	E		D	E	F	C	D	D			D	
Approach Delay (s)		47.8			46.2			47.7			48.2	
Approach LOS		D			D			D			D	

Intersection Summary

HCM Average Control Delay	47.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	86.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301




















9/21/2010

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	0	450	15	290	890	140	530	0	0	2600	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	7.0	4.0	4.5	7.0			7.0	
Lane Util. Factor	1.00		0.88	1.00	1.00	1.00	0.97	0.95			0.91	
Frt	1.00		0.85	1.00	1.00	0.85	1.00	1.00			1.00	
Flt Protected	0.95		1.00	0.95	1.00	1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1752		2760	1752	1845	1568	3400	3505			5032	
Flt Permitted	0.24		1.00	0.95	1.00	1.00	0.95	1.00			1.00	
Satd. Flow (perm)	445		2760	1752	1845	1568	3400	3505			5032	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	0	489	16	315	967	152	576	0	0	2826	16
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	5	0	489	16	315	967	152	576	0	0	2842	0
Turn Type	custom		custom	Prot		Free	Prot					
Protected Phases	7		5 4	3	8		5	2			6	
Permitted Phases	4					Free						
Actuated Green, G (s)	23.5		35.2	2.2	21.0	120.0	8.3	79.4			66.6	
Effective Green, g (s)	23.5		35.2	2.2	21.0	120.0	8.3	79.4			66.6	
Actuated g/C Ratio	0.20		0.29	0.02	0.18	1.00	0.07	0.66			0.55	
Clearance Time (s)	4.5			4.5	7.0		4.5	7.0			7.0	
Vehicle Extension (s)	3.0			3.0	3.0		3.0	4.0			4.0	
Lane Grp Cap (vph)	99		810	32	323	1568	235	2319			2793	
v/s Ratio Prot	0.00		0.18	0.01	c0.17		0.04	0.16			c0.56	
v/s Ratio Perm	0.01					c0.62						
v/c Ratio	0.05		0.60	0.50	0.98	0.62	0.65	0.25			1.02	
Uniform Delay, d1	39.6		36.4	58.4	49.2	0.0	54.4	8.2			26.7	
Progression Factor	1.00		1.00	0.81	1.10	1.00	1.17	0.63			1.00	
Incremental Delay, d2	0.2		1.3	10.1	39.4	1.6	5.6	0.2			21.5	
Delay (s)	39.8		37.7	57.6	93.4	1.6	69.0	5.4			48.2	
Level of Service	D		D	E	F	A	E	A			D	
Approach Delay (s)		37.7			24.5			18.7			48.2	
Approach LOS		D			C			B			D	
Intersection Summary												
HCM Average Control Delay			37.5			HCM Level of Service					D	
HCM Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			7.0			
Intersection Capacity Utilization			86.8%			ICU Level of Service					E	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	450	0	290	890	140	530	0	0	2600	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.5		4.5	4.5	4.5	7.0			7.0	
Lane Util. Factor			0.88		0.95	0.88	0.97	0.95			0.91	
Frt			0.85		1.00	0.85	1.00	1.00			1.00	
Flt Protected			1.00		1.00	1.00	0.95	1.00			1.00	
Satd. Flow (prot)			2760		3505	2760	3400	3505			5032	
Flt Permitted			1.00		1.00	1.00	0.95	1.00			1.00	
Satd. Flow (perm)			2760		3505	2760	3400	3505			5032	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	489	0	315	967	152	576	0	0	2826	16
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	489	0	315	967	152	576	0	0	2842	0
Turn Type			custom			custom	Prot					
Protected Phases			5 8		8	8 1	5	2			6	
Permitted Phases												
Actuated Green, G (s)			29.7		15.5	54.9	9.7	53.6			78.8	
Effective Green, g (s)			29.7		15.5	54.9	9.7	53.6			78.8	
Actuated g/C Ratio			0.25		0.13	0.46	0.08	0.45			0.66	
Clearance Time (s)					4.5		4.5	7.0			7.0	
Vehicle Extension (s)					3.0		3.0	4.0			4.0	
Lane Grp Cap (vph)			683		453	1263	275	1566			3304	
v/s Ratio Prot			0.18		0.09	c0.35	0.04	0.16			c0.56	
v/s Ratio Perm												
v/c Ratio			0.72		0.70	0.77	0.55	0.37			0.86	
Uniform Delay, d1			41.3		50.0	27.2	53.1	22.0			16.3	
Progression Factor			1.00		0.83	1.27	0.72	0.83			1.00	
Incremental Delay, d2			3.6		4.0	2.4	2.2	0.6			3.2	
Delay (s)			44.9		45.5	37.0	40.4	18.8			19.4	
Level of Service			D		D	D	D	B			B	
Approach Delay (s)		44.9			39.1			23.3			19.4	
Approach LOS		D			D			C			B	
Intersection Summary												
HCM Average Control Delay			27.0									HCM Level of Service C
HCM Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			120.0								11.5	
Intersection Capacity Utilization			77.8%									ICU Level of Service D
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			TT		TT	TTT					TTT	
Volume (vph)	0	0	450	0	430	1420	0	0	0	0	2600	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.5		4.5	4.0					4.5	
Lane Util. Factor			0.88		0.95	*0.91					0.91	
Frt			0.85		1.00	1.00					1.00	
Flt Protected			1.00		1.00	1.00					1.00	
Satd. Flow (prot)			2760		3505	5036					5032	
Flt Permitted			1.00		1.00	1.00					1.00	
Satd. Flow (perm)			2760		3505	5036					5032	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	489	0	467	1543	0	0	0	0	2826	16
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	489	0	467	1543	0	0	0	0	2842	0
Turn Type			custom			Free						
Protected Phases			2		2						1	
Permitted Phases						Free						
Actuated Green, G (s)			32.5		32.5	120.0					78.5	
Effective Green, g (s)			32.5		32.5	120.0					78.5	
Actuated g/C Ratio			0.27		0.27	1.00					0.65	
Clearance Time (s)			4.5		4.5						4.5	
Vehicle Extension (s)			3.0		3.0						4.0	
Lane Grp Cap (vph)			748		949	5036					3292	
v/s Ratio Prot			c0.18		0.13						c0.56	
v/s Ratio Perm						0.31						
v/c Ratio			0.65		0.49	0.31					0.86	
Uniform Delay, d1			38.8		36.8	0.0					16.5	
Progression Factor			1.00		0.89	1.00					1.00	
Incremental Delay, d2			4.4		1.7	0.1					2.7	
Delay (s)			43.2		34.6	0.1					19.1	
Level of Service			D		C	A					B	
Approach Delay (s)		43.2			8.1			0.0			19.1	
Approach LOS		D			A			A			B	

Intersection Summary

HCM Average Control Delay	17.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			TT			TT	TT	TT			TTT	
Volume (vph)	0	0	450	0	0	890	430	530	0	0	2600	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.5			4.0	4.5	4.0			4.5	
Lane Util. Factor			0.88			0.88	0.97	0.95			0.91	
Frt			0.85			0.85	1.00	1.00			1.00	
Flt Protected			1.00			1.00	0.95	1.00			1.00	
Satd. Flow (prot)			2760			2760	3400	3505			5032	
Flt Permitted			1.00			1.00	0.95	1.00			1.00	
Satd. Flow (perm)			2760			2760	3400	3505			5032	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	489	0	0	967	467	576	0	0	2826	16
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	489	0	0	967	467	576	0	0	2842	0
Turn Type			Over			Free	Prot					
Protected Phases			1				1				2	
Permitted Phases						Free		Free				
Actuated Green, G (s)			26.7			120.0	26.7	120.0			84.3	
Effective Green, g (s)			26.7			120.0	26.7	120.0			84.3	
Actuated g/C Ratio			0.22			1.00	0.22	1.00			0.70	
Clearance Time (s)			4.5				4.5				4.5	
Vehicle Extension (s)			3.0				3.0				4.0	
Lane Grp Cap (vph)			614			2760	757	3505			3535	
v/s Ratio Prot			c0.18				0.14				c0.56	
v/s Ratio Perm						0.35		0.16				
v/c Ratio			0.80			0.35	0.62	0.16			0.80	
Uniform Delay, d1			44.1			0.0	42.0	0.0			12.2	
Progression Factor			1.00			1.00	1.01	1.00			1.00	
Incremental Delay, d2			7.1			0.3	1.3	0.1			2.0	
Delay (s)			51.2			0.3	43.7	0.1			14.2	
Level of Service			D			A	D	A			B	
Approach Delay (s)		51.2			0.3			19.6			14.2	
Approach LOS		D			A			B			B	

Intersection Summary

HCM Average Control Delay	16.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301



























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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	0	300	10	395	1135	180	675	0	0	2205	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	7.0	7.0	4.5	7.0			7.0	
Lane Util. Factor	1.00		0.88	1.00	1.00	0.88	0.97	0.95			0.91	
Frt	1.00		0.85	1.00	1.00	0.85	1.00	1.00			1.00	
Flt Protected	0.95		1.00	0.95	1.00	1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1752		2760	1752	1845	2760	3400	3505			5029	
Flt Permitted	0.95		1.00	0.95	1.00	1.00	0.95	1.00			1.00	
Satd. Flow (perm)	1752		2760	1752	1845	2760	3400	3505			5029	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	0	326	11	429	1234	196	734	0	0	2397	22
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	5	0	326	11	429	1234	196	734	0	0	2418	0
Turn Type	Prot		custom	Prot		custom	Prot					
Protected Phases	7		5 4	3	8	8 1	5	2			6	
Permitted Phases												
Actuated Green, G (s)	1.1		45.4	1.1	29.0	61.0	9.4	39.4			57.5	
Effective Green, g (s)	1.1		38.4	1.1	29.0	61.0	9.4	39.4			57.5	
Actuated g/C Ratio	0.01		0.32	0.01	0.24	0.51	0.08	0.33			0.48	
Clearance Time (s)	4.5			4.5	7.0		4.5	7.0			7.0	
Vehicle Extension (s)	3.0			3.0	3.0		3.0	4.0			4.0	
Lane Grp Cap (vph)	16		883	16	446	1403	266	1151			2410	
v/s Ratio Prot	0.00		0.12	c0.01	0.23	c0.45	0.06	0.21			c0.48	
v/s Ratio Perm												
v/c Ratio	0.31		0.37	0.69	0.96	0.88	0.74	0.64			1.00	
Uniform Delay, d1	59.1		31.5	59.3	45.0	26.2	54.1	34.2			31.2	
Progression Factor	1.00		1.00	0.96	0.79	1.11	0.81	1.20			1.00	
Incremental Delay, d2	10.9		0.3	63.3	27.0	5.0	8.8	2.3			19.1	
Delay (s)	69.9		31.7	120.4	62.7	34.1	52.8	43.3			50.4	
Level of Service	E		C	F	E	C	D	D			D	
Approach Delay (s)		32.3			42.0			45.3			50.4	
Approach LOS		C			D			D			D	
Intersection Summary												
HCM Average Control Delay			45.8								HCM Level of Service	D
HCM Volume to Capacity ratio			0.99									
Actuated Cycle Length (s)			120.0								Sum of lost time (s)	18.5
Intersection Capacity Utilization			85.1%								ICU Level of Service	E
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301




















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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			 			 	 	 			  	
Volume (vph)	5	0	300	10	395	1135	180	675	0	0	2205	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5	4.5	7.0	4.0	4.5	7.0			7.0	
Lane Util. Factor	1.00		0.88	1.00	1.00	1.00	0.97	0.95			0.91	
Frt	1.00		0.85	1.00	1.00	0.85	1.00	1.00			1.00	
Flt Protected	0.95		1.00	0.95	1.00	1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1752		2760	1752	1845	1568	3400	3505			5029	
Flt Permitted	0.17		1.00	0.95	1.00	1.00	0.95	1.00			1.00	
Satd. Flow (perm)	311		2760	1752	1845	1568	3400	3505			5029	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	0	326	11	429	1234	196	734	0	0	2397	22
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	5	0	326	11	429	1234	196	734	0	0	2418	0
Turn Type	custom		custom	Prot		Free	Prot					
Protected Phases	7		5 4	3	8		5	2			6	
Permitted Phases	4					Free						
Actuated Green, G (s)	33.1		45.4	1.1	29.0	120.0	9.4	71.4			57.5	
Effective Green, g (s)	33.1		41.4	1.1	29.0	120.0	9.4	71.4			57.5	
Actuated g/C Ratio	0.28		0.34	0.01	0.24	1.00	0.08	0.60			0.48	
Clearance Time (s)	4.5			4.5	7.0		4.5	7.0			7.0	
Vehicle Extension (s)	3.0			3.0	3.0		3.0	4.0			4.0	
Lane Grp Cap (vph)	99		952	16	446	1568	266	2085			2410	
v/s Ratio Prot	0.00		0.12	0.01	0.23		0.06	0.21			c0.48	
v/s Ratio Perm	0.01					c0.79						
v/c Ratio	0.05		0.34	0.69	0.96	0.79	0.74	0.35			1.00	
Uniform Delay, d1	33.5		29.2	59.3	45.0	0.0	54.1	12.4			31.2	
Progression Factor	1.00		1.00	1.00	1.00	1.00	1.18	0.61			1.00	
Incremental Delay, d2	0.2		0.2	80.1	32.8	4.1	8.8	0.4			19.1	
Delay (s)	33.7		29.4	139.4	77.7	4.1	72.4	8.0			50.4	
Level of Service	C		C	F	E	A	E	A			D	
Approach Delay (s)		29.5			23.8			21.6			50.4	
Approach LOS		C			C			C			D	
Intersection Summary												
HCM Average Control Delay			35.8			HCM Level of Service					D	
HCM Volume to Capacity ratio			0.90									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			7.0			
Intersection Capacity Utilization			85.1%			ICU Level of Service					E	
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	300	0	395	1135	180	675	0	0	2205	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.5		7.0	7.0	4.5	7.0			7.0	
Lane Util. Factor			0.88		0.95	0.88	0.97	0.95			0.91	
Frt			0.85		1.00	0.85	1.00	1.00			1.00	
Flt Protected			1.00		1.00	1.00	0.95	1.00			1.00	
Satd. Flow (prot)			2760		3505	2760	3400	3505			5029	
Flt Permitted			1.00		1.00	1.00	0.95	1.00			1.00	
Satd. Flow (perm)			2760		3505	2760	3400	3505			5029	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	326	0	429	1234	196	734	0	0	2397	22
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	326	0	429	1234	196	734	0	0	2418	0
Turn Type			custom			custom	Prot					
Protected Phases			5 8		8	8 1	5	2			6	
Permitted Phases												
Actuated Green, G (s)			34.2		17.0	66.2	10.2	42.8			74.3	
Effective Green, g (s)			27.2		17.0	66.2	10.2	42.8			74.3	
Actuated g/C Ratio			0.23		0.14	0.55	0.08	0.36			0.62	
Clearance Time (s)					7.0		4.5	7.0			7.0	
Vehicle Extension (s)					3.0		3.0	4.0			4.0	
Lane Grp Cap (vph)			626		497	1523	289	1250			3114	
v/s Ratio Prot			0.12		0.12	c0.45	0.06	0.21			c0.48	
v/s Ratio Perm												
v/c Ratio			0.52		0.86	0.81	0.68	0.59			0.78	
Uniform Delay, d1			40.7		50.4	21.8	53.3	31.4			16.8	
Progression Factor			1.00		1.04	0.63	0.72	0.91			1.00	
Incremental Delay, d2			0.8		10.9	2.5	5.3	1.7			2.0	
Delay (s)			41.5		63.5	16.3	43.9	30.4			18.7	
Level of Service			D		E	B	D	C			B	
Approach Delay (s)		41.5			28.5			33.2			18.7	
Approach LOS		D			C			C			B	
Intersection Summary												
HCM Average Control Delay			25.7								HCM Level of Service	C
HCM Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			120.0								Sum of lost time (s)	7.0
Intersection Capacity Utilization			75.2%								ICU Level of Service	D
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			TT		TT	TTT					TTT	
Volume (vph)	0	0	300	0	575	1810	0	0	0	0	2205	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.5		4.5	4.0					4.5	
Lane Util. Factor			0.88		0.95	*0.91					0.91	
Frt			0.85		1.00	1.00					1.00	
Flt Protected			1.00		1.00	1.00					1.00	
Satd. Flow (prot)			2760		3505	5036					5029	
Flt Permitted			1.00		1.00	1.00					1.00	
Satd. Flow (perm)			2760		3505	5036					5029	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	326	0	625	1967	0	0	0	0	2397	22
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	326	0	625	1967	0	0	0	0	2418	0
Turn Type			custom			Free						
Protected Phases			2		2						1	
Permitted Phases						Free						
Actuated Green, G (s)			32.5		32.5	120.0					78.5	
Effective Green, g (s)			32.5		32.5	120.0					78.5	
Actuated g/C Ratio			0.27		0.27	1.00					0.65	
Clearance Time (s)			4.5		4.5						4.5	
Vehicle Extension (s)			3.0		3.0						4.0	
Lane Grp Cap (vph)			748		949	5036					3290	
v/s Ratio Prot			0.12		c0.18						c0.48	
v/s Ratio Perm						0.39						
v/c Ratio			0.44		0.66	0.39					0.74	
Uniform Delay, d1			36.2		38.8	0.0					13.8	
Progression Factor			1.00		0.94	1.00					1.00	
Incremental Delay, d2			1.8		2.9	0.2					0.9	
Delay (s)			38.0		39.6	0.2					14.8	
Level of Service			D		D	A					B	
Approach Delay (s)		38.0			9.7			0.0			14.8	
Approach LOS		D			A			A			B	



















Intersection Summary

HCM Average Control Delay	13.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	300	0	0	1135	575	675	0	0	2205	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.5			4.0	4.5	4.0			4.5	
Lane Util. Factor			0.88			0.88	0.97	0.95			0.91	
Frt			0.85			0.85	1.00	1.00			1.00	
Flt Protected			1.00			1.00	0.95	1.00			1.00	
Satd. Flow (prot)			2760			2760	3400	3505			5029	
Flt Permitted			1.00			1.00	0.95	1.00			1.00	
Satd. Flow (perm)			2760			2760	3400	3505			5029	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	326	0	0	1234	625	734	0	0	2397	22
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	326	0	0	1234	625	734	0	0	2418	0
Turn Type			Over			Free	Prot					
Protected Phases			1				1				2	
Permitted Phases						Free		Free				
Actuated Green, G (s)			27.5			120.0	27.5	120.0			83.5	
Effective Green, g (s)			27.5			120.0	27.5	120.0			83.5	
Actuated g/C Ratio			0.23			1.00	0.23	1.00			0.70	
Clearance Time (s)			4.5				4.5				4.5	
Vehicle Extension (s)			3.0				3.0				4.0	
Lane Grp Cap (vph)			633			2760	779	3505			3499	
v/s Ratio Prot			0.12				c0.18				c0.48	
v/s Ratio Perm						0.45		0.21				
v/c Ratio			0.52			0.45	0.80	0.21			0.69	
Uniform Delay, d1			40.4			0.0	43.7	0.0			10.7	
Progression Factor			1.00			1.00	0.96	1.00			1.00	
Incremental Delay, d2			0.7			0.4	4.5	0.1			1.1	
Delay (s)			41.1			0.4	46.6	0.1			11.8	
Level of Service			D			A	D	A			B	
Approach Delay (s)		41.1			0.4			21.5			11.8	
Approach LOS		D			A			C			B	
Intersection Summary												
HCM Average Control Delay			13.4			HCM Level of Service					B	
HCM Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				9.0		
Intersection Capacity Utilization			67.0%			ICU Level of Service				C		
Analysis Period (min)			15									
c	Critical Lane Group											





























Appendix J2

**Design Year (2035) Fort King Road Alternatives 6th Street and US 301/Gall Blvd One-Way Pair
Alternative Synchro Intersection Analysis Sheets**

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301




























9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			 				 	  			  	
Volume (vph)	5	55	395	15	40	110	390	1310	5	90	2510	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	4.5	7.0	7.0	4.5	7.0		4.5	7.0	
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.97	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1845	2760	1752	1845	1568	3400	5033		1752	5032	
Flt Permitted	0.73	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1345	1845	2760	1752	1845	1568	3400	5033		1752	5032	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	60	429	16	43	120	424	1424	5	98	2728	16
RTOR Reduction (vph)	0	0	0	0	0	102	0	0	0	0	0	0
Lane Group Flow (vph)	5	60	429	16	43	18	424	1429	0	98	2744	0
Turn Type	Perm		pt+ov	Prot		Perm	Prot			Prot		
Protected Phases		4	4 5	3	8		5	2		1	6	
Permitted Phases	4					8						
Actuated Green, G (s)	10.4	10.4	25.9	3.0	17.9	17.9	15.5	72.7		10.9	68.1	
Effective Green, g (s)	10.4	10.4	25.9	3.0	17.9	17.9	15.5	72.7		10.9	68.1	
Actuated g/C Ratio	0.09	0.09	0.22	0.02	0.15	0.15	0.13	0.61		0.09	0.57	
Clearance Time (s)	7.0	7.0		4.5	7.0	7.0	4.5	7.0		4.5	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)	117	160	596	44	275	234	439	3049		159	2856	
v/s Ratio Prot		0.03	c0.16	c0.01	0.02		c0.12	0.28		0.06	c0.55	
v/s Ratio Perm	0.00					0.01						
v/c Ratio	0.04	0.38	0.72	0.36	0.16	0.08	0.97	0.47		0.62	0.96	
Uniform Delay, d1	50.2	51.7	43.7	57.6	44.5	43.9	52.0	13.0		52.5	24.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.08		1.00	1.00	
Incremental Delay, d2	0.2	1.5	4.2	5.1	0.3	0.1	21.7	0.3		6.9	9.9	
Delay (s)	50.4	53.2	47.8	62.6	44.7	44.1	63.9	14.3		59.5	34.6	
Level of Service	D	D	D	E	D	D	E	B		E	C	
Approach Delay (s)		48.5			45.9			25.6			35.4	
Approach LOS		D			D			C			D	
Intersection Summary												
HCM Average Control Delay			33.6				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.92									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			23.0		
Intersection Capacity Utilization			83.9%				ICU Level of Service			E		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			 				 	 			  	
Volume (vph)	5	55	395	15	40	110	390	1310	5	90	2510	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	4.5	7.0	4.0	4.5	7.0		4.5	7.0	
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.97	0.95		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1845	2760	1752	1845	1568	3400	3503		1752	5032	
Flt Permitted	0.73	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1345	1845	2760	1752	1845	1568	3400	3503		1752	5032	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	60	429	16	43	120	424	1424	5	98	2728	16
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	5	60	429	16	43	120	424	1429	0	98	2744	0
Turn Type	Perm		pt+ov	Prot		Free	Prot			Prot		
Protected Phases		4	4 5	3	8		5	2		1	6	
Permitted Phases	4					Free						
Actuated Green, G (s)	11.0	11.0	25.5	3.0	18.5	120.0	14.5	72.1		10.9	68.5	
Effective Green, g (s)	11.0	11.0	25.5	3.0	18.5	120.0	14.5	72.1		10.9	68.5	
Actuated g/C Ratio	0.09	0.09	0.21	0.02	0.15	1.00	0.12	0.60		0.09	0.57	
Clearance Time (s)	7.0	7.0		4.5	7.0		4.5	7.0		4.5	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)	123	169	587	44	284	1568	411	2105		159	2872	
v/s Ratio Prot		0.03	c0.16	c0.01	0.02		c0.12	0.41		0.06	c0.55	
v/s Ratio Perm	0.00					0.08						
v/c Ratio	0.04	0.36	0.73	0.36	0.15	0.08	1.03	0.68		0.62	0.96	
Uniform Delay, d1	49.7	51.2	44.1	57.6	44.0	0.0	52.8	16.1		52.5	24.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.97		1.00	1.00	
Incremental Delay, d2	0.1	1.3	4.7	5.1	0.2	0.1	42.0	1.0		6.9	9.2	
Delay (s)	49.8	52.5	48.7	62.6	44.2	0.1	85.9	16.6		59.5	33.5	
Level of Service	D	D	D	E	D	A	F	B		E	C	
Approach Delay (s)		49.2			16.3			32.5			34.4	
Approach LOS		D			B			C			C	
Intersection Summary												
HCM Average Control Delay			34.5				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.92									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			23.0		
Intersection Capacity Utilization			83.9%				ICU Level of Service			E		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			TT			T	TT	TTT		T	TTT	
Volume (vph)	0	0	450	0	0	110	430	1310	5	90	2510	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.5			4.5	4.5	7.0		4.5	7.0	
Lane Util. Factor			0.88			1.00	0.97	0.91		1.00	0.91	
Frt			0.85			0.86	1.00	1.00		1.00	1.00	
Flt Protected			1.00			1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)			2760			1596	3400	5033		1752	5032	
Flt Permitted			1.00			1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)			2760			1596	3400	5033		1752	5032	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	489	0	0	120	467	1424	5	98	2728	16
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	489	0	0	120	467	1429	0	98	2744	0
Turn Type			Over			Over	Prot			Prot		
Protected Phases			5			1	5	2		1	6	
Permitted Phases												
Actuated Green, G (s)			26.5			13.6	26.5	94.9		13.6	82.0	
Effective Green, g (s)			26.5			13.6	26.5	94.9		13.6	82.0	
Actuated g/C Ratio			0.22			0.11	0.22	0.79		0.11	0.68	
Clearance Time (s)			4.5			4.5	4.5	7.0		4.5	7.0	
Vehicle Extension (s)			3.0			3.0	3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)			610			181	751	3980		199	3439	
v/s Ratio Prot			c0.18			0.08	0.14	0.28		0.06	c0.55	
v/s Ratio Perm												
v/c Ratio			0.80			0.66	0.62	0.36		0.49	0.80	
Uniform Delay, d1			44.3			51.0	42.2	3.7		50.0	13.2	
Progression Factor			1.00			1.00	0.59	1.98		1.00	1.00	
Incremental Delay, d2			7.5			8.8	0.8	0.1		1.9	2.0	
Delay (s)			51.7			59.8	25.8	7.4		51.9	15.2	
Level of Service			D			E	C	A		D	B	
Approach Delay (s)		51.7			59.8			11.9			16.5	
Approach LOS		D			E			B			B	





























Intersection Summary

HCM Average Control Delay	19.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.5
Intersection Capacity Utilization	74.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301

























9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			 				 	  			  	
Volume (vph)	5	65	235	10	80	140	495	1670	5	115	2090	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	4.5	7.0	7.0	4.5	7.0		4.5	7.0	
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.97	0.91		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1845	2760	1752	1845	1568	3400	5034		1752	5029	
Flt Permitted	0.70	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1292	1845	2760	1752	1845	1568	3400	5034		1752	5029	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	71	255	11	87	152	538	1815	5	125	2272	22
RTOR Reduction (vph)	0	0	0	0	0	131	0	0	0	0	1	0
Lane Group Flow (vph)	5	71	255	11	87	21	538	1820	0	125	2293	0
Turn Type	Perm		pt+ov	Prot		Perm	Prot			Prot		
Protected Phases		4	4 5	3	8		5	2		1	6	
Permitted Phases	4					8						
Actuated Green, G (s)	10.7	10.7	31.8	1.5	16.7	16.7	21.1	71.7		13.1	63.7	
Effective Green, g (s)	10.7	10.7	31.8	1.5	16.7	16.7	21.1	71.7		13.1	63.7	
Actuated g/C Ratio	0.09	0.09	0.27	0.01	0.14	0.14	0.18	0.60		0.11	0.53	
Clearance Time (s)	7.0	7.0		4.5	7.0	7.0	4.5	7.0		4.5	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)	115	165	731	22	257	218	598	3008		191	2670	
v/s Ratio Prot		c0.04	0.09	0.01	c0.05		c0.16	0.36		0.07	c0.46	
v/s Ratio Perm	0.00					0.01						
v/c Ratio	0.04	0.43	0.35	0.50	0.34	0.10	0.90	0.61		0.65	0.86	
Uniform Delay, d1	50.0	51.8	35.7	58.9	46.7	45.1	48.4	15.2		51.3	24.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.68	0.45		1.00	1.00	
Incremental Delay, d2	0.2	1.8	0.3	16.8	0.8	0.2	4.9	0.2		7.8	3.9	
Delay (s)	50.1	53.6	36.0	75.6	47.4	45.3	37.8	7.0		59.1	28.1	
Level of Service	D	D	D	E	D	D	D	A		E	C	
Approach Delay (s)		40.0			47.4			14.0			29.7	
Approach LOS		D			D			B			C	
Intersection Summary												
HCM Average Control Delay			24.3				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			120.0				Sum of lost time (s)			25.5		
Intersection Capacity Utilization			78.7%				ICU Level of Service			D		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301



















9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	65	235	10	80	140	495	1670	5	115	2090	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	4.5	7.0	4.0	4.5	7.0		4.5	7.0	
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.97	0.95		1.00	0.91	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1845	2760	1752	1845	1568	3400	3503		1752	5029	
Flt Permitted	0.70	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1292	1845	2760	1752	1845	1568	3400	3503		1752	5029	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	71	255	11	87	152	538	1815	5	125	2272	22
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	5	71	255	11	87	152	538	1820	0	125	2293	0
Turn Type	Perm		pt+ov	Prot		Free	Prot			Prot		
Protected Phases		4	4 5	3	8		5	2		1	6	
Permitted Phases	4					Free						
Actuated Green, G (s)	10.8	10.8	31.2	1.6	16.9	120.0	20.4	71.2		13.4	64.2	
Effective Green, g (s)	10.8	10.8	31.2	1.6	16.9	120.0	20.4	71.2		13.4	64.2	
Actuated g/C Ratio	0.09	0.09	0.26	0.01	0.14	1.00	0.17	0.59		0.11	0.54	
Clearance Time (s)	7.0	7.0		4.5	7.0		4.5	7.0		4.5	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	116	166	718	23	260	1568	578	2078		196	2691	
v/s Ratio Prot		c0.04	0.09	0.01	c0.05		c0.16	c0.52		0.07	c0.46	
v/s Ratio Perm	0.00					0.10						
v/c Ratio	0.04	0.43	0.36	0.48	0.33	0.10	0.93	0.88		0.64	0.85	
Uniform Delay, d1	49.9	51.7	36.2	58.8	46.5	0.0	49.1	20.7		51.0	23.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.68	0.37		1.00	1.00	
Incremental Delay, d2	0.2	1.8	0.3	14.8	0.8	0.1	7.8	1.6		6.6	3.7	
Delay (s)	50.0	53.4	36.5	73.6	47.2	0.1	41.5	9.3		57.6	27.5	
Level of Service	D	D	D	E	D	A	D	A		E	C	
Approach Delay (s)		40.3			19.8			16.6			29.1	
Approach LOS		D			B			B			C	
Intersection Summary												
HCM Average Control Delay			23.8			HCM Level of Service			C			
HCM Volume to Capacity ratio			0.94									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			32.5			
Intersection Capacity Utilization			78.7%			ICU Level of Service			D			
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	300	0	0	140	575	1670	5	115	2090	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.5			4.5	4.5	7.0		4.5	7.0	
Lane Util. Factor			0.88			1.00	0.97	0.91		0.97	0.95	
Frt			0.85			0.86	1.00	1.00		1.00	1.00	
Flt Protected			1.00			1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)			2760			1596	3400	5034		3400	3500	
Flt Permitted			1.00			1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)			2760			1596	3400	5034		3400	3500	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	326	0	0	152	625	1815	5	125	2272	22
RTOR Reduction (vph)	0	0	0	0	0	39	0	0	0	0	1	0
Lane Group Flow (vph)	0	0	326	0	0	113	625	1820	0	125	2293	0
Turn Type			Over			Over	Prot			Prot		
Protected Phases			5			1	5	2		1	6	
Permitted Phases												
Actuated Green, G (s)			24.7			13.1	24.7	95.4		13.1	83.8	
Effective Green, g (s)			24.7			13.1	24.7	95.4		13.1	83.8	
Actuated g/C Ratio			0.21			0.11	0.21	0.80		0.11	0.70	
Clearance Time (s)			4.5			4.5	4.5	7.0		4.5	7.0	
Vehicle Extension (s)			3.0			3.0	3.0	4.0		3.0	4.0	
Lane Grp Cap (vph)			568			174	700	4002		371	2444	
v/s Ratio Prot			0.12			0.07	c0.18	0.36		0.04	c0.66	
v/s Ratio Perm												
v/c Ratio			0.57			0.65	0.89	0.45		0.34	0.94	
Uniform Delay, d1			42.9			51.2	46.4	3.9		49.4	15.8	
Progression Factor			1.00			1.00	1.13	1.23		1.00	1.00	
Incremental Delay, d2			1.4			8.1	1.5	0.0		0.5	8.6	
Delay (s)			44.3			59.3	54.1	4.9		50.0	24.4	
Level of Service			D			E	D	A		D	C	
Approach Delay (s)		44.3			59.3			17.5			25.7	
Approach LOS		D			E			B			C	
Intersection Summary												
HCM Average Control Delay			24.0			HCM Level of Service				C		
HCM Volume to Capacity ratio			0.93									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				11.5		
Intersection Capacity Utilization			84.4%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												






















Appendix K1

**Design Year (2035) Refinement of Build Alternative 6th Street and 7th Street One-Way Pair
Alternative Synchro Intersection Analysis Sheets**

HCM Signalized Intersection Capacity Analysis

1: SR 39 & US 301

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	15	30	25	5	825	5	1170	15	1020	1515	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.4			5.4	5.4	5.7	5.7	5.7	5.4	5.7	
Lane Util. Factor		1.00			1.00	0.88	1.00	0.95	1.00	0.97	0.95	
Frt		0.95			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.98			0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1631			1688	2632	1671	3343	1495	3242	3338	
Flt Permitted		0.85			0.69	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1422			1212	2632	1671	3343	1495	3242	3338	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	16	33	27	5	897	5	1272	16	1109	1647	16
RTOR Reduction (vph)	0	22	0	0	0	7	0	0	5	0	0	0
Lane Group Flow (vph)	0	60	0	0	32	890	5	1272	11	1109	1663	0
Turn Type	Perm			Perm		pm+ov	Prot		Perm		Prot	
Protected Phases		4			8	1	5	2			1	6
Permitted Phases	4			8		8			2			
Actuated Green, G (s)		9.0			9.0	49.8	1.3	47.1	47.1	40.8	86.3	
Effective Green, g (s)		9.0			9.0	49.8	1.3	47.1	47.1	40.8	86.3	
Actuated g/C Ratio		0.08			0.08	0.44	0.01	0.42	0.42	0.36	0.76	
Clearance Time (s)		5.4			5.4	5.4	5.7	5.7	5.7	5.4	5.7	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		113			96	1281	19	1388	621	1166	2540	
v/s Ratio Prot						c0.25	0.00	c0.38		c0.34	0.50	
v/s Ratio Perm		0.04			0.03	0.09			0.01			
v/c Ratio		0.53			0.33	0.69	0.26	0.92	0.02	0.95	0.65	
Uniform Delay, d1		50.2			49.4	25.7	55.6	31.3	19.5	35.3	6.5	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		4.7			2.0	1.7	7.3	9.7	0.0	16.0	0.6	
Delay (s)		54.9			51.4	27.3	62.9	41.0	19.5	51.3	7.1	
Level of Service		D			D	C	E	D	B	D	A	
Approach Delay (s)		54.9			28.1			40.8			24.8	
Approach LOS		D			C			D			C	
Intersection Summary												
HCM Average Control Delay			30.0				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			113.4				Sum of lost time (s)			11.1		
Intersection Capacity Utilization			86.1%				ICU Level of Service				E	
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

4: SOUTH AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↘	↖						↑↑↑	
Volume (vph)	0	20	155	650	50	0	0	0	0	235	1540	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2	5.2	5.2	5.2						7.0	
Lane Util. Factor		1.00	1.00	0.95	0.95						0.91	
Frt		1.00	0.85	1.00	1.00						1.00	
Flt Protected		1.00	1.00	0.95	0.96						0.99	
Satd. Flow (prot)		1845	1568	1665	1680						4987	
Flt Permitted		1.00	1.00	0.95	0.96						0.99	
Satd. Flow (perm)		1845	1568	1665	1680						4987	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	22	168	707	54	0	0	0	0	255	1674	43
RTOR Reduction (vph)	0	0	16	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	22	152	382	379	0	0	0	0	0	1970	0
Turn Type			Perm	Split							Perm	
Protected Phases		4		8	8							6
Permitted Phases			4								6	
Actuated Green, G (s)		10.7	10.7	24.5	24.5							37.4
Effective Green, g (s)		10.7	10.7	24.5	24.5							37.4
Actuated g/C Ratio		0.12	0.12	0.27	0.27							0.42
Clearance Time (s)		5.2	5.2	5.2	5.2							7.0
Vehicle Extension (s)		4.0	4.0	4.0	4.0							5.0
Lane Grp Cap (vph)		219	186	453	457							2072
v/s Ratio Prot		0.01		c0.23	0.23							
v/s Ratio Perm			c0.10									0.39
v/c Ratio		0.10	0.82	0.84	0.83							0.95
Uniform Delay, d1		35.4	38.7	30.9	30.8							25.4
Progression Factor		1.00	1.00	1.13	1.13							1.52
Incremental Delay, d2		0.9	31.4	11.5	10.2							6.9
Delay (s)		36.3	70.1	46.5	45.1							45.5
Level of Service		D	E	D	D							D
Approach Delay (s)		66.2			45.8			0.0				45.5
Approach LOS		E			D			A				D

Intersection Summary

HCM Average Control Delay	46.9	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	17.4
Intersection Capacity Utilization	78.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

9: 5TH AVE(SR 54) & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑			↖			↖↗↘				
Volume (vph)	180	365	0	0	250	80	145	1115	80	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0			5.0			7.0				
Lane Util. Factor	1.00	1.00			1.00			0.91				
Frt	1.00	1.00			0.97			0.99				
Flt Protected	0.95	1.00			1.00			0.99				
Satd. Flow (prot)	1752	1660			1784			4964				
Flt Permitted	0.32	1.00			1.00			0.99				
Satd. Flow (perm)	595	1660			1784			4964				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	397	0	0	272	87	158	1212	87	0	0	0
RTOR Reduction (vph)	0	0	0	0	13	0	0	7	0	0	0	0
Lane Group Flow (vph)	196	397	0	0	346	0	0	1450	0	0	0	0
Parking (#/hr)		0										
Turn Type	pm+pt						Perm					
Protected Phases	7	4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)	43.7	43.7			30.0			34.3				
Effective Green, g (s)	43.7	43.7			30.0			34.3				
Actuated g/C Ratio	0.49	0.49			0.33			0.38				
Clearance Time (s)	4.0	5.0			5.0			7.0				
Vehicle Extension (s)	3.0	3.0			3.0			3.0				
Lane Grp Cap (vph)	414	806			595			1892				
v/s Ratio Prot	0.05	c0.24			c0.19							
v/s Ratio Perm	0.18							0.29				
v/c Ratio	0.47	0.49			0.58			0.77				
Uniform Delay, d1	14.8	15.7			24.8			24.3				
Progression Factor	1.82	1.77			1.00			1.47				
Incremental Delay, d2	0.6	1.5			4.1			1.5				
Delay (s)	27.5	29.2			28.9			37.3				
Level of Service	C	C			C			D				
Approach Delay (s)		28.7			28.9			37.3			0.0	
Approach LOS		C			C			D			A	

Intersection Summary

HCM Average Control Delay	33.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

13: GEIGER RD & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	120	90	285	185	35	65	550	45	230	2700	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95		1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	1845	1568	3400	1845	1568	1752	3465		1752	5036	1568
Flt Permitted	0.50	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	920	1845	1568	3400	1845	1568	1752	3465		1752	5036	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	130	98	310	201	38	71	598	49	250	2935	147
RTOR Reduction (vph)	0	0	89	0	0	32	0	4	0	0	0	50
Lane Group Flow (vph)	92	130	9	310	201	6	71	643	0	250	2935	97
Turn Type	pm+pt		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			8						6
Actuated Green, G (s)	21.2	11.4	11.4	15.8	17.4	17.4	7.6	53.2		21.6	67.2	67.2
Effective Green, g (s)	21.2	11.4	11.4	15.8	17.4	17.4	7.6	53.2		21.6	67.2	67.2
Actuated g/C Ratio	0.18	0.10	0.10	0.13	0.14	0.14	0.06	0.44		0.18	0.56	0.56
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0		3.0	4.0	4.0
Lane Grp Cap (vph)	230	175	149	448	268	227	111	1536		315	2820	878
v/s Ratio Prot	0.03	0.07		c0.09	c0.11		0.04	0.19		c0.14	c0.58	
v/s Ratio Perm	0.04		0.01			0.00						0.06
v/c Ratio	0.40	0.74	0.06	0.69	0.75	0.02	0.64	0.42		0.79	1.04	0.11
Uniform Delay, d1	43.0	52.9	49.4	49.8	49.2	44.0	54.9	22.8		47.1	26.4	12.4
Progression Factor	1.00	1.00	1.00	1.28	1.03	1.66	1.00	1.00		0.88	1.38	2.51
Incremental Delay, d2	1.1	15.6	0.2	4.0	9.8	0.0	12.9	0.8		5.5	23.4	0.1
Delay (s)	44.1	68.5	49.6	67.5	60.5	73.0	67.7	23.7		46.7	60.0	31.2
Level of Service	D	E	D	E	E	E	E	C		D	E	C
Approach Delay (s)		55.7			65.3			28.0			57.7	
Approach LOS		E			E			C			E	





















Intersection Summary

HCM Average Control Delay	54.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	89.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

1: SR 39 & US 301

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	15	25	20	5	1050	5	1490	20	800	1190	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.4			5.4	5.4	5.7	5.7	5.7	5.4	5.7	
Lane Util. Factor		1.00			1.00	0.88	1.00	0.95	1.00	0.97	0.95	
Frt		0.95			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.98			0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1642			1690	2632	1671	3343	1495	3242	3338	
Flt Permitted		0.84			0.69	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1406			1205	2632	1671	3343	1495	3242	3338	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	16	27	22	5	1141	5	1620	22	870	1293	11
RTOR Reduction (vph)	0	13	0	0	0	8	0	0	4	0	0	0
Lane Group Flow (vph)	0	68	0	0	27	1133	5	1620	18	870	1304	0
Turn Type	Perm			Perm		pm+ov	Prot		Perm	Prot		
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)		12.7			12.7	55.3	1.4	72.0	72.0	42.6	112.9	
Effective Green, g (s)		12.7			12.7	55.3	1.4	72.0	72.0	42.6	112.9	
Actuated g/C Ratio		0.09			0.09	0.38	0.01	0.50	0.50	0.30	0.79	
Clearance Time (s)		5.4			5.4	5.4	5.7	5.7	5.7	5.4	5.7	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		124			106	1111	16	1674	749	960	2621	
v/s Ratio Prot						c0.30	0.00	c0.48		0.27	0.39	
v/s Ratio Perm		0.05			0.02	0.13			0.01			
v/c Ratio		0.55			0.25	1.02	0.31	0.97	0.02	0.91	0.50	
Uniform Delay, d1		62.8			61.1	44.3	70.7	34.8	18.1	48.7	5.4	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		5.2			1.3	32.1	10.9	14.9	0.0	11.9	0.1	
Delay (s)		68.0			62.4	76.3	81.6	49.7	18.1	60.6	5.6	
Level of Service		E			E	E	F	D	B	E	A	
Approach Delay (s)		68.0			76.0			49.4			27.6	
Approach LOS		E			E			D			C	
Intersection Summary												
HCM Average Control Delay			46.5				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.99									
Actuated Cycle Length (s)			143.8				Sum of lost time (s)		11.1			
Intersection Capacity Utilization			100.0%				ICU Level of Service			G		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

4: SOUTH AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↖						↑↑↑	
Volume (vph)	0	55	120	510	60	0	0	0	0	185	1210	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2	5.2	5.2	5.2						7.0	
Lane Util. Factor		1.00	1.00	0.95	0.95						0.91	
Frt		1.00	0.85	1.00	1.00						1.00	
Flt Protected		1.00	1.00	0.95	0.96						0.99	
Satd. Flow (prot)		1845	1568	1665	1686						4987	
Flt Permitted		1.00	1.00	0.95	0.96						0.99	
Satd. Flow (perm)		1845	1568	1665	1686						4987	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	60	130	554	65	0	0	0	0	201	1315	33
RTOR Reduction (vph)	0	0	34	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	60	96	310	309	0	0	0	0	0	1547	0
Turn Type			Perm	Split							Perm	
Protected Phases		4		8	8							6
Permitted Phases			4								6	
Actuated Green, G (s)		11.8	11.8	20.1	20.1						30.7	
Effective Green, g (s)		11.8	11.8	20.1	20.1						30.7	
Actuated g/C Ratio		0.15	0.15	0.25	0.25						0.38	
Clearance Time (s)		5.2	5.2	5.2	5.2						7.0	
Vehicle Extension (s)		4.0	4.0	4.0	4.0						5.0	
Lane Grp Cap (vph)		272	231	418	424						1914	
v/s Ratio Prot		0.03		c0.19	0.18							
v/s Ratio Perm			c0.06								0.31	
v/c Ratio		0.22	0.42	0.74	0.73						0.81	
Uniform Delay, d1		30.0	31.0	27.6	27.5						22.0	
Progression Factor		1.00	1.00	1.08	1.08						1.00	
Incremental Delay, d2		1.9	5.4	6.4	5.7						3.0	
Delay (s)		31.9	36.4	36.3	35.4						25.0	
Level of Service		C	D	D	D						C	
Approach Delay (s)		35.0			35.8			0.0			25.0	
Approach LOS		C			D			A			C	

Intersection Summary

HCM Average Control Delay	28.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	17.4
Intersection Capacity Utilization	66.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

9: 5TH AVE(SR 54) & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↑			↘			↖	↗	↘	↓	↙
Volume (vph)	230	350	0	0	235	95	180	1425	95	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0			5.0			7.0				
Lane Util. Factor	1.00	1.00			1.00			0.91				
Frt	1.00	1.00			0.96			0.99				
Flt Protected	0.95	1.00			1.00			0.99				
Satd. Flow (prot)	1752	1660			1773			4967				
Flt Permitted	0.25	1.00			1.00			0.99				
Satd. Flow (perm)	457	1660			1773			4967				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	250	380	0	0	255	103	196	1549	103	0	0	0
RTOR Reduction (vph)	0	0	0	0	15	0	0	6	0	0	0	0
Lane Group Flow (vph)	250	380	0	0	343	0	0	1842	0	0	0	0
Parking (#/hr)		0										
Turn Type	pm+pt						Perm					
Protected Phases	7	4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)	44.1	44.1			27.2			43.9				
Effective Green, g (s)	44.1	44.1			27.2			43.9				
Actuated g/C Ratio	0.44	0.44			0.27			0.44				
Clearance Time (s)	4.0	5.0			5.0			7.0				
Vehicle Extension (s)	3.0	3.0			3.0			3.0				
Lane Grp Cap (vph)	369	732			482			2181				
v/s Ratio Prot	c0.09	0.23			0.19							
v/s Ratio Perm	c0.21							0.37				
v/c Ratio	0.68	0.52			0.71			0.84				
Uniform Delay, d1	20.2	20.3			32.9			25.0				
Progression Factor	1.21	0.54			1.00			1.00				
Incremental Delay, d2	3.3	1.7			8.7			3.2				
Delay (s)	27.6	12.6			41.5			28.2				
Level of Service	C	B			D			C				
Approach Delay (s)		18.6			41.5			28.2			0.0	
Approach LOS		B			D			C			A	

Intersection Summary

HCM Average Control Delay	27.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

13: GEIGER RD & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	120	70	225	185	50	85	700	55	290	2120	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95	1.00	0.91	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1752	1845	1568	3400	1845	1568	1752	3466	1752	5036	1568	1568
Flt Permitted	0.52	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	956	1845	1568	3400	1845	1568	1752	3466	1752	5036	1568	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	130	76	245	201	54	92	761	60	315	2304	114
RTOR Reduction (vph)	0	0	68	0	0	45	0	5	0	0	0	50
Lane Group Flow (vph)	114	130	8	245	201	9	92	816	0	315	2304	64
Turn Type	pm+pt		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			8						6
Actuated Green, G (s)	18.8	13.3	13.3	11.3	19.1	19.1	9.9	51.4		26.0	67.5	67.5
Effective Green, g (s)	18.8	13.3	13.3	11.3	19.1	19.1	9.9	51.4		26.0	67.5	67.5
Actuated g/C Ratio	0.16	0.11	0.11	0.09	0.16	0.16	0.08	0.43		0.22	0.56	0.56
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0		3.0	4.0	4.0
Lane Grp Cap (vph)	186	204	174	320	294	250	145	1485		380	2833	882
v/s Ratio Prot	0.03	0.07		c0.07	c0.11		0.05	0.24		c0.18	c0.46	
v/s Ratio Perm	0.07		0.01			0.01						0.04
v/c Ratio	0.61	0.64	0.05	0.77	0.68	0.03	0.63	0.55		0.83	0.81	0.07
Uniform Delay, d1	46.2	51.0	47.7	53.1	47.6	42.7	53.3	25.6		44.9	21.2	12.0
Progression Factor	1.00	1.00	1.00	0.96	1.08	1.57	1.00	1.00		0.79	1.69	4.51
Incremental Delay, d2	5.9	6.4	0.1	8.2	5.0	0.0	9.8	1.5		7.1	1.3	0.1
Delay (s)	52.1	57.4	47.8	59.1	56.5	67.1	63.1	27.1		42.4	37.0	54.0
Level of Service	D	E	D	E	E	E	E	C		D	D	D
Approach Delay (s)		53.2			58.9			30.7			38.4	
Approach LOS		D			E			C			D	

Intersection Summary

HCM Average Control Delay	40.2	HCM Level of Service	D
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	77.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			






















Appendix K2

**Design Year (2035) Refinement of Build Alternative 6th Street and US 301/Gall Blvd One-Way
Pair Alternative Synchro Intersection Analysis Sheets**

HCM Signalized Intersection Capacity Analysis

1: SR 39 & US 301

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	15	30	25	5	825	5	1170	15	1020	1515	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.4			5.4	5.4	5.7	5.7	5.7	5.4	5.7	
Lane Util. Factor		1.00			1.00	0.88	1.00	0.95	1.00	0.97	0.95	
Frt		0.95			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.98			0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1631			1688	2632	1671	3343	1495	3242	3338	
Flt Permitted		0.85			0.69	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1422			1212	2632	1671	3343	1495	3242	3338	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	16	33	27	5	897	5	1272	16	1109	1647	16
RTOR Reduction (vph)	0	22	0	0	0	7	0	0	5	0	0	0
Lane Group Flow (vph)	0	60	0	0	32	890	5	1272	11	1109	1663	0
Turn Type	Perm			Perm		pm+ov	Prot		Perm		Prot	
Protected Phases		4			8	1	5	2			1	6
Permitted Phases	4			8		8			2			
Actuated Green, G (s)		9.0			9.0	49.8	1.3	47.1	47.1	40.8	86.3	
Effective Green, g (s)		9.0			9.0	49.8	1.3	47.1	47.1	40.8	86.3	
Actuated g/C Ratio		0.08			0.08	0.44	0.01	0.42	0.42	0.36	0.76	
Clearance Time (s)		5.4			5.4	5.4	5.7	5.7	5.7	5.4	5.7	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		113			96	1281	19	1388	621	1166	2540	
v/s Ratio Prot						c0.25	0.00	c0.38		c0.34	0.50	
v/s Ratio Perm		0.04			0.03	0.09			0.01			
v/c Ratio		0.53			0.33	0.69	0.26	0.92	0.02	0.95	0.65	
Uniform Delay, d1		50.2			49.4	25.7	55.6	31.3	19.5	35.3	6.5	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		4.7			2.0	1.7	7.3	9.7	0.0	16.0	0.6	
Delay (s)		54.9			51.4	27.3	62.9	41.0	19.5	51.3	7.1	
Level of Service		D			D	C	E	D	B	D	A	
Approach Delay (s)		54.9			28.1			40.8			24.8	
Approach LOS		D			C			D			C	
Intersection Summary												
HCM Average Control Delay			30.0				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.89									
Actuated Cycle Length (s)			113.4				Sum of lost time (s)			11.1		
Intersection Capacity Utilization			86.1%				ICU Level of Service				E	
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

4: SOUTH AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↖						↑↑↑	
Volume (vph)	0	20	155	240	50	0	0	0	0	320	2175	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2	5.2	5.2	5.2						7.0	
Lane Util. Factor		1.00	1.00	0.95	0.95						0.91	
Frt		1.00	0.85	1.00	1.00						1.00	
Flt Protected		1.00	1.00	0.95	0.97						0.99	
Satd. Flow (prot)		1845	1568	1665	1697						4993	
Flt Permitted		1.00	1.00	0.95	0.97						0.99	
Satd. Flow (perm)		1845	1568	1665	1697						4993	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	22	168	261	54	0	0	0	0	348	2364	43
RTOR Reduction (vph)	0	0	86	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	22	82	157	158	0	0	0	0	0	2754	0
Turn Type			Perm	Split							Perm	
Protected Phases		4		8	8							6
Permitted Phases			4								6	
Actuated Green, G (s)		10.7	10.7	15.1	15.1						46.8	
Effective Green, g (s)		10.7	10.7	15.1	15.1						46.8	
Actuated g/C Ratio		0.12	0.12	0.17	0.17						0.52	
Clearance Time (s)		5.2	5.2	5.2	5.2						7.0	
Vehicle Extension (s)		4.0	4.0	4.0	4.0						5.0	
Lane Grp Cap (vph)		219	186	279	285						2596	
v/s Ratio Prot		0.01		c0.09	0.09							
v/s Ratio Perm			c0.05								0.55	
v/c Ratio		0.10	0.44	0.56	0.55						1.06	
Uniform Delay, d1		35.4	36.9	34.4	34.4						21.6	
Progression Factor		1.00	1.00	1.11	1.11						0.83	
Incremental Delay, d2		0.9	7.4	2.9	2.6						31.0	
Delay (s)		36.3	44.2	41.0	40.7						48.9	
Level of Service		D	D	D	D						D	
Approach Delay (s)		43.3		40.9				0.0			48.9	
Approach LOS		D		D				A			D	

Intersection Summary

HCM Average Control Delay	47.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	17.4
Intersection Capacity Utilization	81.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

6: SOUTH AVE & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	30	220	0	0	390	55	5	295	65	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	239	0	0	424	60	5	321	71	0	0	0

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total (vph)	272	484	166	231
Volume Left (vph)	33	0	5	0
Volume Right (vph)	0	60	0	71
Hadj (s)	0.07	-0.02	0.07	-0.16
Departure Headway (s)	5.9	5.5	6.6	6.4
Degree Utilization, x	0.45	0.74	0.31	0.41
Capacity (veh/h)	578	641	504	532
Control Delay (s)	13.6	22.3	11.3	12.6
Approach Delay (s)	13.6	22.3	12.0	
Approach LOS	B	C	B	

Intersection Summary			
Delay		16.7	
HCM Level of Service		C	
Intersection Capacity Utilization	53.9%		ICU Level of Service A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis

7: 5TH AVE(SR 54) & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑						↑↑↑	
Volume (vph)	0	515	255	100	385	0	0	0	0	190	2205	435
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	
Lane Util. Factor		0.95	1.00	1.00	1.00						0.91	
Frt		1.00	0.85	1.00	1.00						0.98	
Flt Protected		1.00	1.00	0.95	1.00						1.00	
Satd. Flow (prot)		3505	1568	1752	1660						4903	
Flt Permitted		1.00	1.00	0.32	1.00						1.00	
Satd. Flow (perm)		3505	1568	584	1660						4903	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	560	277	109	418	0	0	0	0	207	2397	473
RTOR Reduction (vph)	0	0	2	0	0	0	0	0	0	0	27	0
Lane Group Flow (vph)	0	560	275	109	418	0	0	0	0	0	3050	0
Parking (#/hr)					0							
Turn Type			Perm	Perm							Perm	
Protected Phases		6			2							8
Permitted Phases			6	2							8	
Actuated Green, G (s)		26.3	26.3	26.3	26.3						53.7	
Effective Green, g (s)		26.3	26.3	26.3	26.3						53.7	
Actuated g/C Ratio		0.29	0.29	0.29	0.29						0.60	
Clearance Time (s)		5.0	5.0	5.0	5.0						5.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	
Lane Grp Cap (vph)		1024	458	171	485						2925	
v/s Ratio Prot		0.16			c0.25							
v/s Ratio Perm			0.18	0.19							0.62	
v/c Ratio		0.55	0.60	0.64	0.86						1.04	
Uniform Delay, d1		26.8	27.3	27.7	30.1						18.1	
Progression Factor		1.00	1.00	0.89	0.83						1.00	
Incremental Delay, d2		2.1	5.7	12.0	13.3						29.1	
Delay (s)		28.9	33.1	36.8	38.5						47.3	
Level of Service		C	C	D	D						D	
Approach Delay (s)		30.3			38.1			0.0			47.3	
Approach LOS		C			D			A			D	

Intersection Summary

















HCM Average Control Delay	43.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	102.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

9: 5TH AVE(SR 54) & 7TH ST

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	85	370	0	0	315	30	95	200	60	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	92	402	0	0	342	33	103	217	65	0	0	0
Direction, Lane #	EB 1	WB 1	NB 1	NB 2								
Volume Total (vph)	495	375	103	283								
Volume Left (vph)	92	0	103	0								
Volume Right (vph)	0	33	0	65								
Hadj (s)	0.09	0.00	0.55	-0.11								
Departure Headway (s)	5.9	6.0	7.5	6.8								
Degree Utilization, x	0.81	0.63	0.21	0.53								
Capacity (veh/h)	600	569	455	493								
Control Delay (s)	29.1	18.5	11.3	16.2								
Approach Delay (s)	29.1	18.5	14.9									
Approach LOS	D	C	B									
Intersection Summary												
Delay			21.6									
HCM Level of Service			C									
Intersection Capacity Utilization			66.7%	ICU Level of Service			C					
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

13: GEIGER RD & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	120	90	285	160	115	85	1505	95	85	2700	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95		1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	1845	1568	3400	1845	1568	1752	3474		1752	5036	1568
Flt Permitted	0.61	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1127	1845	1568	3400	1845	1568	1752	3474		1752	5036	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	130	98	310	174	125	92	1636	103	92	2935	147
RTOR Reduction (vph)	0	0	90	0	0	108	0	4	0	0	0	53
Lane Group Flow (vph)	92	130	8	310	174	17	92	1735	0	92	2935	94
Turn Type	pm+pt		Perm	Prot		Perm	Prot			Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4			8						6
Actuated Green, G (s)	15.9	10.4	10.4	11.5	16.4	16.4	7.6	70.9		9.2	72.5	72.5
Effective Green, g (s)	15.9	10.4	10.4	11.5	16.4	16.4	7.6	70.9		9.2	72.5	72.5
Actuated g/C Ratio	0.13	0.09	0.09	0.10	0.14	0.14	0.06	0.59		0.08	0.60	0.60
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	4.0	4.0		3.0	4.0	4.0
Lane Grp Cap (vph)	178	160	136	326	252	214	111	2053		134	3043	947
v/s Ratio Prot	0.02	0.07		c0.09	c0.09		c0.05	0.50		0.05	c0.58	
v/s Ratio Perm	0.04		0.01			0.01						0.06
v/c Ratio	0.52	0.81	0.06	0.95	0.69	0.08	0.83	0.85		0.69	0.96	0.10
Uniform Delay, d1	47.7	53.8	50.3	54.0	49.4	45.2	55.6	20.1		54.0	22.5	10.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.18	0.47	0.31
Incremental Delay, d2	2.5	25.9	0.2	36.9	7.9	0.2	39.0	4.5		6.4	5.4	0.1
Delay (s)	50.2	79.8	50.5	90.8	57.3	45.4	94.6	24.6		69.9	16.0	3.2
Level of Service	D	E	D	F	E	D	F	C		E	B	A
Approach Delay (s)		62.3			71.9			28.1			17.0	
Approach LOS		E			E			C			B	





















Intersection Summary

HCM Average Control Delay	28.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	89.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

14: NORTH AVE & 7TH ST





















9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	35	280	0	0	395	65	85	100	40	170	0	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	304	0	0	429	71	92	109	43	185	0	71
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1					
Volume Total (vph)	38	304	286	214	92	152	255					
Volume Left (vph)	38	0	0	0	92	0	185					
Volume Right (vph)	0	0	0	71	0	43	71					
Hadj (s)	0.55	0.05	0.05	-0.18	0.55	-0.15	0.03					
Departure Headway (s)	7.8	7.3	7.1	6.9	8.2	7.5	7.5					
Degree Utilization, x	0.08	0.62	0.57	0.41	0.21	0.32	0.53					
Capacity (veh/h)	434	466	487	502	396	430	453					
Control Delay (s)	10.3	20.3	17.9	13.4	12.3	12.8	18.7					
Approach Delay (s)	19.2		16.0		12.6		18.7					
Approach LOS	C		C		B		C					
Intersection Summary												
Delay			16.7									
HCM Level of Service			C									
Intersection Capacity Utilization			50.7%					ICU Level of Service			A	
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

1: SR 39 & US 301

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	15	25	20	5	1050	5	1490	20	800	1190	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.4			5.4	5.4	5.7	5.7	5.7	5.4	5.7	
Lane Util. Factor		1.00			1.00	0.88	1.00	0.95	1.00	0.97	0.95	
Frt		0.95			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.98			0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1642			1690	2632	1671	3343	1495	3242	3338	
Flt Permitted		0.84			0.69	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1406			1205	2632	1671	3343	1495	3242	3338	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	16	27	22	5	1141	5	1620	22	870	1293	11
RTOR Reduction (vph)	0	13	0	0	0	9	0	0	4	0	0	0
Lane Group Flow (vph)	0	68	0	0	27	1132	5	1620	18	870	1304	0
Turn Type	Perm			Perm		pm+ov	Prot		Perm	Prot		
Protected Phases		4			8	1	5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)		12.8			12.8	55.4	1.4	73.0	73.0	42.6	113.9	
Effective Green, g (s)		12.8			12.8	55.4	1.4	73.0	73.0	42.6	113.9	
Actuated g/C Ratio		0.09			0.09	0.38	0.01	0.50	0.50	0.29	0.79	
Clearance Time (s)		5.4			5.4	5.4	5.7	5.7	5.7	5.4	5.7	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		124			106	1104	16	1684	753	953	2624	
v/s Ratio Prot						c0.30	0.00	c0.48		0.27	0.39	
v/s Ratio Perm		0.05			0.02	0.13			0.01			
v/c Ratio		0.55			0.25	1.03	0.31	0.96	0.02	0.91	0.50	
Uniform Delay, d1		63.3			61.6	44.8	71.3	34.6	18.1	49.4	5.4	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		5.2			1.3	33.8	10.9	13.9	0.0	12.8	0.1	
Delay (s)		68.5			62.9	78.6	82.1	48.6	18.1	62.1	5.6	
Level of Service		E			E	E	F	D	B	E	A	
Approach Delay (s)		68.5			78.2			48.3			28.2	
Approach LOS		E			E			D			C	
Intersection Summary												
HCM Average Control Delay			46.9				HCM Level of Service			D		
HCM Volume to Capacity ratio			0.99									
Actuated Cycle Length (s)			144.9				Sum of lost time (s)		11.1			
Intersection Capacity Utilization			100.0%				ICU Level of Service			G		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

4: SOUTH AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↘	↖						↑↑↑	
Volume (vph)	0	55	120	190	60	0	0	0	0	250	1710	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2	5.2	5.2	5.2						7.0	
Lane Util. Factor		1.00	1.00	0.95	0.95						0.91	
Frt		1.00	0.85	1.00	1.00						1.00	
Flt Protected		1.00	1.00	0.95	0.97						0.99	
Satd. Flow (prot)		1845	1568	1665	1708						4993	
Flt Permitted		1.00	1.00	0.95	0.97						0.99	
Satd. Flow (perm)		1845	1568	1665	1708						4993	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	60	130	207	65	0	0	0	0	272	1859	33
RTOR Reduction (vph)	0	0	115	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	60	15	135	137	0	0	0	0	0	2163	0
Turn Type			Perm	Split							Perm	
Protected Phases		4		8	8							6
Permitted Phases			4							6		
Actuated Green, G (s)		10.4	10.4	13.9	13.9						48.3	
Effective Green, g (s)		10.4	10.4	13.9	13.9						48.3	
Actuated g/C Ratio		0.12	0.12	0.15	0.15						0.54	
Clearance Time (s)		5.2	5.2	5.2	5.2						7.0	
Vehicle Extension (s)		4.0	4.0	4.0	4.0						5.0	
Lane Grp Cap (vph)		213	181	257	264						2680	
v/s Ratio Prot		c0.03		c0.08	0.08							
v/s Ratio Perm			0.01								0.43	
v/c Ratio		0.28	0.08	0.53	0.52						0.81	
Uniform Delay, d1		36.4	35.5	35.0	35.0						17.0	
Progression Factor		1.00	1.00	1.16	1.16						0.63	
Incremental Delay, d2		3.3	0.9	2.2	2.0						1.3	
Delay (s)		39.7	36.4	42.8	42.6						12.0	
Level of Service		D	D	D	D						B	
Approach Delay (s)		37.5		42.7			0.0				12.0	
Approach LOS		D		D			A				B	

Intersection Summary

HCM Average Control Delay	17.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	17.4
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

6: SOUTH AVE & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	35	205	0	0	375	70	5	375	80	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	223	0	0	408	76	5	408	87	0	0	0

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total (vph)	261	484	209	291
Volume Left (vph)	38	0	5	0
Volume Right (vph)	0	76	0	87
Hadj (s)	0.08	-0.04	0.06	-0.16
Departure Headway (s)	6.2	5.7	6.7	6.5
Degree Utilization, x	0.45	0.77	0.39	0.52
Capacity (veh/h)	549	617	518	527
Control Delay (s)	14.2	25.1	12.7	15.1
Approach Delay (s)	14.2	25.1	14.1	
Approach LOS	B	D	B	

Intersection Summary			
Delay		18.4	
HCM Level of Service		C	
Intersection Capacity Utilization	59.8%		ICU Level of Service B
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis

7: 5TH AVE(SR 54) & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑						↑↑↑	
Volume (vph)	0	610	200	80	440	0	0	0	0	150	1730	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0						5.0	
Lane Util. Factor		0.95	1.00	1.00	1.00						0.91	
Frt		1.00	0.85	1.00	1.00						0.98	
Flt Protected		1.00	1.00	0.95	1.00						1.00	
Satd. Flow (prot)		3505	1568	1752	1660						4904	
Flt Permitted		1.00	1.00	0.28	1.00						1.00	
Satd. Flow (perm)		3505	1568	518	1660						4904	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	663	217	87	478	0	0	0	0	163	1880	370
RTOR Reduction (vph)	0	0	5	0	0	0	0	0	0	0	27	0
Lane Group Flow (vph)	0	663	212	87	478	0	0	0	0	0	2386	0
Parking (#/hr)					0							
Turn Type			Perm	Perm							Perm	
Protected Phases		6			2							8
Permitted Phases			6	2						8		
Actuated Green, G (s)		30.9	30.9	30.9	30.9						49.1	
Effective Green, g (s)		30.9	30.9	30.9	30.9						49.1	
Actuated g/C Ratio		0.34	0.34	0.34	0.34						0.55	
Clearance Time (s)		5.0	5.0	5.0	5.0						5.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0						3.0	
Lane Grp Cap (vph)		1203	538	178	570						2675	
v/s Ratio Prot		0.19			c0.29							
v/s Ratio Perm			0.14	0.17							0.49	
v/c Ratio		0.55	0.39	0.49	0.84						0.89	
Uniform Delay, d1		23.9	22.4	23.3	27.3						18.1	
Progression Factor		1.00	1.00	0.97	0.97						0.37	
Incremental Delay, d2		1.8	2.2	4.4	6.9						2.9	
Delay (s)		25.8	24.6	27.1	33.4						9.6	
Level of Service		C	C	C	C						A	
Approach Delay (s)		25.5			32.4			0.0			9.6	
Approach LOS		C			C			A			A	

Intersection Summary

HCM Average Control Delay	16.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	90.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

9: 5TH AVE(SR 54) & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔				
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	105	355	0	0	305	40	120	255	75	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	114	386	0	0	332	43	130	277	82	0	0	0

























Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total (vph)	500	375	130	359
Volume Left (vph)	114	0	130	0
Volume Right (vph)	0	43	0	82
Hadj (s)	0.10	-0.02	0.55	-0.11
Departure Headway (s)	6.3	6.4	7.7	7.0
Degree Utilization, x	0.87	0.67	0.28	0.70
Capacity (veh/h)	558	538	453	494
Control Delay (s)	38.1	21.4	12.4	23.3
Approach Delay (s)	38.1	21.4	20.4	
Approach LOS	E	C	C	

Intersection Summary			
Delay		27.2	
HCM Level of Service		D	
Intersection Capacity Utilization	71.0%		ICU Level of Service C
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis





















13: GEIGER RD & US 301

9/21/2010

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	105	120	70	225	160	150	110	1915	120	110	2120	105	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	0.95		1.00	0.91	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	
Satd. Flow (prot)	1752	1845	1568	3400	1845	1568	1752	3474		1752	5036	1568	
Flt Permitted	0.40	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	
Satd. Flow (perm)	745	1845	1568	3400	1845	1568	1752	3474		1752	5036	1568	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	114	130	76	245	174	163	120	2082	130	120	2304	114	
RTOR Reduction (vph)	0	0	69	0	0	116	0	4	0	0	0	47	
Lane Group Flow (vph)	114	130	7	245	174	47	120	2208	0	120	2304	67	
Turn Type	pm+pt		Perm	Prot		Perm	Prot			Prot		Perm	
Protected Phases	7	4		3	8		5	2		1	6		
Permitted Phases	4		4			8						6	
Actuated Green, G (s)	15.9	10.4	10.4	8.5	13.4	13.4	13.0	74.5		8.6	70.1	70.1	
Effective Green, g (s)	15.9	10.4	10.4	8.5	13.4	13.4	13.0	74.5		8.6	70.1	70.1	
Actuated g/C Ratio	0.13	0.09	0.09	0.07	0.11	0.11	0.11	0.62		0.07	0.58	0.58	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	4.0		3.0	4.0	4.0	
Lane Grp Cap (vph)	145	160	136	241	206	175	190	2157		126	2942	916	
v/s Ratio Prot	0.04	0.07		c0.07	c0.09		0.07	c0.64		c0.07	0.46		
v/s Ratio Perm	0.07		0.00			0.03						0.04	
v/c Ratio	0.79	0.81	0.05	1.02	0.84	0.27	0.63	1.02		0.95	0.78	0.07	
Uniform Delay, d1	49.4	53.8	50.3	55.8	52.3	48.8	51.2	22.8		55.5	19.1	10.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.84	0.77	2.06	
Incremental Delay, d2	23.9	25.9	0.1	62.3	25.8	0.8	7.5	25.7		49.9	1.4	0.1	
Delay (s)	73.2	79.8	50.4	118.1	78.1	49.6	58.7	48.4		96.5	16.0	22.4	
Level of Service	E	E	D	F	E	D	E	D		F	B	C	
Approach Delay (s)		70.5			86.9			48.9			20.1		
Approach LOS		E			F			D			C		
Intersection Summary													
HCM Average Control Delay			41.3									HCM Level of Service	D
HCM Volume to Capacity ratio			1.01										
Actuated Cycle Length (s)			120.0									Sum of lost time (s)	18.0
Intersection Capacity Utilization			92.6%									ICU Level of Service	F
Analysis Period (min)			15										
c	Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 14: NORTH AVE & 7TH ST

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop				Stop			Stop			Stop	
Volume (vph)	45	305	0	0	380	80	105	130	50	135	0	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	332	0	0	413	87	114	141	54	147	0	54
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1					
Volume Total (vph)	49	332	275	225	114	196	201					
Volume Left (vph)	49	0	0	0	114	0	147					
Volume Right (vph)	0	0	0	87	0	54	54					
Hadj (s)	0.55	0.05	0.05	-0.22	0.55	-0.14	0.03					
Departure Headway (s)	7.9	7.4	7.2	7.0	8.2	7.5	7.8					
Degree Utilization, x	0.11	0.68	0.55	0.43	0.26	0.41	0.43					
Capacity (veh/h)	434	468	480	498	402	440	430					
Control Delay (s)	10.6	23.3	17.6	14.0	12.9	14.4	16.6					
Approach Delay (s)	21.7		16.0		13.8		16.6					
Approach LOS	C		C		B		C					
Intersection Summary												
Delay			17.2									
HCM Level of Service			C									
Intersection Capacity Utilization			50.1%		ICU Level of Service			A				
Analysis Period (min)			15									

Appendix L

Design Year (2035) 6th Street and 7th Street One-Way Pair Alternative Simulation Output

6th Street and 7th Street One-Way Pair Alternative
Design Year (2035) AM Peak

9/21/2010

Total Network Performance By Run

Run Number	1	2	3	4	5	Avg
Total Delay (hr)	695.6	809.4	663.3	741.9	629.2	707.9
Delay / Veh (s)	328.8	376.2	305.6	342.7	295.2	329.6
Total Stops	28438	29055	28804	28276	27710	28458
Travel Dist (mi)	9715.9	9777.9	9933.5	9909.7	9748.4	9817.1
Travel Time (hr)	1016.3	1132.8	990.5	1069.3	951.1	1032.0
Avg Speed (mph)	14	13	14	14	14	14
Fuel Used (gal)	495.6	525.6	496.0	516.3	483.0	503.3

6th Street and 7th Street One-Way Pair Alternative
Design Year (2035) PM Peak

9/21/2010

Total Network Performance By Run

Run Number	1	2	3	4	5	Avg
Total Delay (hr)	431.6	358.9	590.9	438.0	431.6	450.2
Delay / Veh (s)	187.3	161.4	266.5	194.5	192.0	200.0
Total Stops	29073	26177	32316	28914	26994	28687
Travel Dist (mi)	10819.0	10398.5	10351.9	10635.0	10502.8	10541.4
Travel Time (hr)	789.2	702.8	933.6	789.4	778.6	798.7
Avg Speed (mph)	14	15	12	14	14	14
Fuel Used (gal)	476.5	442.3	495.3	469.3	463.7	469.4

6th Street and US 301/Gall Blvd One-Way Pair Alternative
Design Year (2035) AM Peak

9/21/2010

Total Network Performance By Run

Run Number	1	2	3	4	5	Avg
Total Delay (hr)	551.9	556.1	477.9	482.8	497.8	513.3
Delay / Veh (s)	236.3	239.5	205.0	208.8	214.4	220.7
Total Stops	27038	27883	27135	27995	26643	27340
Travel Dist (mi)	10228.8	10158.1	10199.4	10056.3	10122.8	10153.1
Travel Time (hr)	877.2	879.3	803.0	803.4	820.6	836.7
Avg Speed (mph)	15	15	15	15	15	15
Fuel Used (gal)	484.6	482.1	465.1	463.6	468.5	472.8

6th Street and US 301/Gall Blvd One-Way Pair Alternative
Design Year (2035) PM Peak

9/21/2010

Total Network Performance By Run

Run Number	1	2	3	4	5	Avg
Total Delay (hr)	397.0	357.8	356.6	789.5	1072.4	594.7
Delay / Veh (s)	175.8	157.3	156.3	389.0	622.2	281.4
Total Stops	27381	25732	25638	26716	19850	25067
Travel Dist (mi)	10632.6	10627.8	10573.3	9234.7	7281.0	9669.9
Travel Time (hr)	735.8	695.9	693.4	1083.0	1304.7	902.5
Avg Speed (mph)	15	15	15	11	7	12
Fuel Used (gal)	459.8	452.0	448.7	499.8	492.7	470.6

Appendix M

**Design Year (2035) 6th Street and US 301/Gall Blvd One-Way Pair Alternative Simulation
Output**

Appendix N1

Design Year (2035) Queue Lengths 6th Street and 7th Street One-Way Pair Alternative

QUEUE ANALYSIS FOR US 301 AND SR 39
6th Street and 7th Street One-Way Pair Alternative
Red Time Formula Method
Design Year (2035)

AM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left-Thru-Right	120	1.03	75	1	75	2.40	0.08	0.92	150
Westbound	Left-Thru	120	1.03	30	1	30	2.40	0.08	0.92	50
	Right	120	1.03	825	2	413	1.54	0.44	0.56	300
Northbound	Left	120	1.03	5	1	5	2.40	0.01	0.99	50
	Thru	120	1.03	1170	2	585	1.44	0.42	0.58	425
	Right	120	1.03	15	1	15	2.40	0.42	0.58	50
Southbound	Left	120	1.03	1020	2	510	1.48	0.36	0.64	425
	Thru-Right	120	1.03	1530	2	765	1.37	0.76	0.24	225

PM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left-Thru-Right	150	1.03	75	1	75	2.13	0.09	0.91	150
Westbound	Left-Thru	150	1.03	25	1	25	2.13	0.09	0.91	50
	Right	150	1.03	1050	2	525	1.42	0.38	0.62	500
Northbound	Left	150	1.03	5	1	5	2.13	0.01	0.99	50
	Thru	150	1.03	1490	2	745	1.33	0.50	0.50	525
	Right	150	1.03	20	1	20	2.13	0.50	0.50	50
Southbound	Left	150	1.03	800	2	400	1.48	0.30	0.70	450
	Thru-Right	150	1.03	1200	2	600	1.37	0.79	0.21	175

(1) Queue length: $(DHV) \cdot (1 + \text{truck}\%) \cdot (\text{Arrival Factor}) \cdot (1 - g/C) \cdot (\text{Cycle Length}) \cdot (25') / 3600 \cdot (\# \text{ of Lanes})$.

(2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

QUEUE ANALYSIS FOR US 301 AND C AVENUE
6th Street and 7th Street One-Way Pair Alternative
HCM TWSC Queuing Formula
Design Year (2035)

AM Peak Hour

Approach/Movement		Volume (vph)	Peak Hour Factor	Flow Rate (vph)	Capacity (vph)	Flow Rate-to-Capacity (v/c)	Analysis Time Period	Queue Length ¹ (ft)
Eastbound	Left-Thru	90	0.92	98	37	2.65	0.25	275
Westbound	Thru-Right	100	0.92	109	99	1.10	0.25	175
Northbound								
Southbound								

PM Peak Hour

Approach/Movement		Volume (vph)	Peak Hour Factor	Flow Rate (vph)	Capacity (vph)	Flow Rate-to-Capacity (v/c)	Analysis Time Period	Queue Length ¹ (ft)
Eastbound	Left-Thru	100	0.92	109	1	109.00	0.25	400
Westbound	Thru-Right	110	0.92	120	51	2.35	0.25	300
Northbound								
Southbound								

Notes:

- (1) Queue length is calculated using Equation 17-37 of the HCM 2000.

QUEUE ANALYSIS FOR US 301 AND SOUTH AVENUE
6th Street and 7th Street One-Way Pair Alternative
Red Time Formula Method
Design Year (2035)

AM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left-Thru-Right	90	1.03	260	1	260	1.94	0.43	0.57	175
Westbound	Left-Thru-Right	90	1.03	320	1	320	1.84	0.43	0.57	225
Northbound	Left	90	1.03	15	1	15	2.93	0.44	0.56	50
	Thru-Right	90	1.03	555	1	555	1.59	0.44	0.56	325
Southbound	Left	90	1.03	115	1	115	2.53	0.44	0.56	100
	Thru-Right	90	1.03	615	1	615	1.55	0.44	0.56	350

PM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left-Thru-Right	80	1.03	260	1	260	2.10	0.35	0.65	200
Westbound	Left-Thru-Right	80	1.03	320	1	320	1.95	0.35	0.65	225
Northbound	Left	80	1.03	20	1	20	3.29	0.50	0.50	50
	Thru-Right	80	1.03	705	1	705	1.55	0.50	0.50	325
Southbound	Left	80	1.03	90	1	90	3.04	0.50	0.50	75
	Thru-Right	80	1.03	485	1	485	1.73	0.50	0.50	250

(1) Queue length: $(DHV) \cdot (1 + \text{truck}\%) \cdot (\text{Arrival Factor}) \cdot (1 - g/C) \cdot (\text{Cycle Length}) \cdot (25') / 3600 \cdot (\# \text{ of Lanes})$.

(2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

QUEUE ANALYSIS FOR US 301 AND SR 54
6th Street and 7th Street One-Way Pair Alternative
Red Time Formula Method
Design Year (2035)

AM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left	90	1.03	165	1	165	2.24	0.39	0.61	150
	Thru-Right	90	1.03	515	1	515	1.61	0.39	0.61	325
Westbound	Left	90	1.03	30	1	30	2.93	0.22	0.78	50
	Thru	90	1.03	330	1	330	1.83	0.22	0.78	300
	Right	90	1.03	35	1	35	2.93	0.22	0.78	50
Northbound	Left	90	1.03	120	1	120	2.47	0.50	0.50	100
	Thru	90	1.03	450	1	450	1.69	0.48	0.52	250
	Right	90	1.03	20	1	20	2.93	0.48	0.52	50
Southbound	Left	90	1.03	90	1	90	2.73	0.34	0.66	100
	Thru-Right	90	1.03	735	1	735	1.49	0.34	0.66	475

PM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left	100	1.03	210	1	210	1.99	0.40	0.60	175
	Thru-Right	100	1.03	535	1	535	1.55	0.40	0.60	350
Westbound	Left	100	1.03	25	1	25	2.75	0.25	0.75	50
	Thru	100	1.03	345	1	345	1.75	0.25	0.75	325
	Right	100	1.03	45	1	45	2.75	0.25	0.75	75
Northbound	Left	100	1.03	150	1	150	2.20	0.50	0.50	125
	Thru	100	1.03	570	1	570	1.53	0.48	0.52	325
	Right	100	1.03	30	1	30	2.75	0.48	0.52	50
Southbound	Left	100	1.03	75	1	75	2.75	0.36	0.64	100
	Thru-Right	100	1.03	575	1	575	1.53	0.36	0.64	400

(1) Queue length: $(DHV) \cdot (1 + \text{truck}\%) \cdot (\text{Arrival Factor}) \cdot (1 - g/C) \cdot (\text{Cycle Length}) \cdot (25') / 3600 \cdot (\# \text{ of Lanes})$.

(2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

QUEUE ANALYSIS FOR US 301 AND 12TH AVENUE
6th Street and 7th Street One-Way Pair Alternative
Red Time Formula Method
Design Year (2035)

AM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left-Thru-Right	90	1.03	160	1	160	2.24	0.32	0.68	150
Westbound	Left-Thru-Right	90	1.03	195	1	195	2.13	0.32	0.68	175
Northbound	Left	90	1.03	20	1	20	2.93	0.54	0.46	50
	Thru-Right	90	1.03	615	1	615	1.55	0.54	0.46	275
Southbound	Left	90	1.03	75	1	75	2.93	0.54	0.46	75
	Thru-Right	90	1.03	745	1	745	1.48	0.54	0.46	325

PM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left-Thru-Right	105	1.03	165	1	165	2.12	0.31	0.69	175
Westbound	Left-Thru-Right	105	1.03	185	1	185	2.05	0.31	0.69	200
Northbound	Left	105	1.03	25	1	25	2.67	0.57	0.43	50
	Thru-Right	105	1.03	780	1	780	1.41	0.57	0.43	350
Southbound	Left	105	1.03	60	1	60	2.67	0.57	0.43	50
	Thru-Right	105	1.03	585	1	585	1.50	0.57	0.43	275

(1) Queue length: $(DHV) \cdot (1 + \text{truck}\%) \cdot (\text{Arrival Factor}) \cdot (1 - g/C) \cdot (\text{Cycle Length}) \cdot (25') / 3600 \cdot (\# \text{ of Lanes})$.

(2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

QUEUE ANALYSIS FOR US 301 AND GEIGER ROAD
6th Street and 7th Street One-Way Pair Alternative
Red Time Formula Method
Design Year (2035)

AM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left	120	1.03	85	1	85	2.34	0.18	0.82	150
	Thru	120	1.03	120	1	120	2.17	0.10	0.90	200
	Right	120	1.03	90	1	90	2.31	0.10	0.90	150
Westbound	Left	120	1.03	285	2	143	2.09	0.13	0.87	225
	Thru	120	1.03	185	1	185	1.95	0.14	0.86	275
	Right	120	1.03	35	1	35	2.40	0.14	0.86	50
Northbound	Left	120	1.03	65	1	65	2.40	0.06	0.94	125
	Thru-Right	120	1.03	595	2	298	1.72	0.44	0.56	250
Southbound	Left	120	1.03	230	1	230	1.83	0.18	0.82	300
	Thru	120	1.03	2700	3	900	1.32	0.56	0.44	450
	Right	120	1.03	135	1	135	2.13	0.56	0.44	100

PM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left	120	1.03	105	1	105	2.25	0.16	0.84	175
	Thru	120	1.03	120	1	120	2.17	0.11	0.89	200
	Right	120	1.03	70	1	70	2.40	0.11	0.89	125
Westbound	Left	120	1.03	225	2	113	2.21	0.09	0.91	200
	Thru	120	1.03	185	1	185	1.95	0.16	0.84	250
	Right	120	1.03	50	1	50	2.40	0.16	0.84	75
Northbound	Left	120	1.03	85	1	85	2.34	0.08	0.92	150
	Thru-Right	120	1.03	755	2	378	1.59	0.43	0.57	300
Southbound	Left	120	1.03	290	1	290	1.72	0.22	0.78	325
	Thru	120	1.03	2120	3	707	1.41	0.56	0.44	375
	Right	120	1.03	105	1	105	2.25	0.56	0.44	100

(1) Queue length: $(DHV) \cdot (1 + \text{truck}\%) \cdot (\text{Arrival Factor}) \cdot (1 - g/C) \cdot (\text{Cycle Length}) \cdot (25') / 3600 \cdot (\# \text{ of Lanes})$.

(2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

QUEUE ANALYSIS FOR US 301 AND FORT KING ROAD

6th Street and 7th Street One-Way Pair Alternative

Red Time Formula Method

Design Year (2035)

AM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left	120	1.03	5	1	5	2.40	0.20	0.80	50
	Right	120	1.03	450	2	225	1.85	0.32	0.68	250
Westbound	Left	120	1.03	15	1	15	2.40	0.02	0.98	50
	Thru	120	1.03	290	1	290	1.72	0.18	0.82	350
	Right	120	1.03	890	1	890	1.32	1.00	0.00	50
Northbound	Left	120	1.03	140	2	70	2.40	0.10	0.90	125
	Thru	120	1.03	530	2	265	1.78	0.66	0.34	150
Southbound	Thru-Right	120	1.03	2615	3	872	1.33	0.53	0.47	475

PM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left	120	1.03	5	1	5	2.40	0.28	0.72	50
	Right	120	1.03	300	2	150	2.05	0.36	0.64	175
Westbound	Left	120	1.03	10	1	10	2.40	0.01	0.99	50
	Thru	120	1.03	395	1	395	1.56	0.24	0.76	400
	Right	120	1.03	1135	1	1135	1.29	1.00	0.00	50
Northbound	Left	120	1.03	180	2	90	2.31	0.10	0.90	150
	Thru	120	1.03	675	2	338	1.66	0.60	0.40	200
Southbound	Thru-Right	120	1.03	2225	3	742	1.39	0.46	0.54	475

(1) Queue length: $(DHV) \cdot (1 + \text{truck}\%) \cdot (\text{Arrival Factor}) \cdot (1 - g/C) \cdot (\text{Cycle Length}) \cdot (25') / 3600 \cdot (\# \text{ of Lanes})$.

(2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

QUEUE ANALYSIS FOR 6TH STREETS AND C AVENUE
6th Street and 7th Street One-Way Pair Alternative
HCM TWSC Queuing Formula
Design Year (2035)

AM Peak Hour

Approach/Movement		Volume (vph)	Peak Hour Factor	Flow Rate (vph)	Capacity (vph)	Flow Rate-to-Capacity (v/c)	Analysis Time Period	Queue Length ¹ (ft)
Eastbound	Thru-Right	120	0.92	130	27	4.81	0.25	400
Westbound	Left-Thru	110	0.92	120	1	120.00	0.25	425
Northbound								
Southbound								

PM Peak Hour

Approach/Movement		Volume (vph)	Peak Hour Factor	Flow Rate (vph)	Capacity (vph)	Flow Rate-to-Capacity (v/c)	Analysis Time Period	Queue Length ¹ (ft)
Eastbound	Thru-Right	120	0.92	130	59	2.20	0.25	325
Westbound	Left-Thru	120	0.92	130	1	130.00	0.25	475
Northbound								
Southbound								

Notes:

- (1) Queue length is calculated using Equation 17-37 of the HCM 2000.

QUEUE ANALYSIS FOR 6TH STREET AND SOUTH AVENUE
6th Street and 7th Street One-Way Pair Alternative
Red Time Formula Method
Design Year (2035)

AM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Thru	90	1.03	20	1	20	2.93	0.12	0.88	50
	Right	90	1.03	155	1	155	2.27	0.12	0.88	200
Westbound	Left	90	1.03	350	1	350	1.80	0.27	0.73	300
	Left-Thru	90	1.03	350	1	350	1.80	0.27	0.73	300
Northbound										
Southbound	Left-Thru-Right	90	1.03	1815	3	605	1.55	0.42	0.58	350

PM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Thru	80	1.03	55	1	55	3.29	0.15	0.85	100
	Right	80	1.03	120	1	120	2.71	0.15	0.85	150
Westbound	Left	80	1.03	285	1	285	2.05	0.25	0.75	250
	Left-Thru	80	1.03	285	1	285	2.05	0.25	0.75	250
Northbound										
Southbound	Left-Thru-Right	80	1.03	1425	3	475	1.74	0.38	0.62	300

(1) Queue length: $(D_{HV}) \cdot (1 + \text{truck}\%) \cdot (\text{Arrival Factor}) \cdot (1 - g/C) \cdot (\text{Cycle Length}) \cdot (25') / 3600 \cdot (\# \text{ of Lanes})$.

(2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

QUEUE ANALYSIS FOR 6TH STREET AND SR 54
6th Street and 7th Street One-Way Pair Alternative
Red Time Formula Method
Design Year (2035)

AM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Thru-Right	90	1.03	770	2	385	1.76	0.38	0.62	275
Westbound	Left	90	1.03	70	1	70	2.93	0.38	0.62	75
	Thru	90	1.03	470	1	470	1.66	0.38	0.62	300
Northbound										
Southbound	Left-Thru-Right	90	1.03	2025	3	675	1.52	0.51	0.49	325

PM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Thru-Right	100	1.03	810	2	405	1.66	0.47	0.53	250
Westbound	Left	100	1.03	55	1	55	2.75	0.47	0.53	50
	Thru	100	1.03	510	1	510	1.56	0.47	0.53	300
Northbound										
Southbound	Left-Thru-Right	100	1.03	1590	3	530	1.55	0.43	0.57	325

(1) Queue length: $(DHV) \cdot (1 + \text{truck}\%) \cdot (\text{Arrival Factor}) \cdot (1 - g/C) \cdot (\text{Cycle Length}) \cdot (25') / 3600 \cdot (\# \text{ of Lanes})$.

(2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

QUEUE ANALYSIS FOR 6TH STREET AND 12TH AVENUE
6th Street and 7th Street One-Way Pair Alternative
Red Time Formula Method
Design Year (2035)

AM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Thru-Right	90	1.03	145	1	145	2.34	0.20	0.80	175
Westbound	Left-Thru	90	1.03	180	1	180	2.17	0.20	0.80	200
Northbound										
Southbound	Left-Thru-Right	90	1.03	2025	3	675	1.52	0.66	0.34	225

PM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Thru-Right	105	1.03	145	1	145	2.21	0.27	0.73	175
Westbound	Left-Thru	105	1.03	175	1	175	2.09	0.27	0.73	200
Northbound										
Southbound	Left-Thru-Right	105	1.03	1590	3	530	1.53	0.61	0.39	225

(1) Queue length: $(DHV) \cdot (1 + \text{truck}\%) \cdot (\text{Arrival Factor}) \cdot (1 - g/C) \cdot (\text{Cycle Length}) \cdot (25') / 3600 \cdot (\# \text{ of Lanes})$.

(2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

QUEUE ANALYSIS FOR 7TH STREET AND SOUTH AVENUE
6th Street and 7th Street One-Way Pair Alternative
Red Time Formula Method
Design Year (2035)

AM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound										
	Left-Thru	90	1.03	320	1	320	1.84	0.48	0.52	200
Westbound										
	Thru-Right	90	1.03	450	1	450	1.69	0.48	0.52	250
Northbound										
	Left-Thru-Right	90	1.03	1210	3	403	1.73	0.39	0.61	275
Southbound										

PM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound										
	Left-Thru	80	1.03	335	1	335	1.94	0.45	0.55	200
Westbound										
	Thru-Right	80	1.03	445	1	445	1.79	0.45	0.55	250
Northbound										
	Left-Thru-Right	80	1.03	1540	3	513	1.68	0.39	0.61	300
Southbound										

(1) Queue length: $(DHV) \cdot (1 + \text{truck}\%) \cdot (\text{Arrival Factor}) \cdot (1 - g/C) \cdot (\text{Cycle Length}) \cdot (25') / 3600 \cdot (\# \text{ of Lanes})$.

(2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

QUEUE ANALYSIS FOR 7TH STREET AND SR 54
6th Street and 7th Street One-Way Pair Alternative
Red Time Formula Method
Design Year (2035)

AM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%/truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left	90	1.03	180	1	180	2.17	0.49	0.51	125
	Thru	90	1.03	365	1	365	1.79	0.49	0.51	225
Westbound	Thru-Right	90	1.03	330	1	330	1.83	0.33	0.67	250
Northbound	Left-Thru-Right	90	1.03	1340	3	447	1.70	0.38	0.62	300
Southbound										

PM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%/truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left	100	1.03	230	1	230	1.95	0.44	0.56	175
	Thru	100	1.03	350	1	350	1.74	0.44	0.56	250
Westbound	Thru-Right	100	1.03	330	1	330	1.76	0.27	0.73	300
Northbound	Left-Thru-Right	100	1.03	1700	3	567	1.53	0.44	0.56	350
Southbound										

(1) Queue length: $(DHV) * (1 + \text{truck}\%) * (\text{Arrival Factor}) * (1 - g/C) * (\text{Cycle Length}) * (25') / 3600 * (\# \text{ of Lanes})$.

(2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

QUEUE ANALYSIS FOR 7TH STREET AND 12TH AVENUE
6th Street and 7th Street One-Way Pair Alternative
Red Time Formula Method
Design Year (2035)

AM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%/truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound										
	Left-Thru	90	1.03	225	1	225	2.04	0.34	0.66	200
Westbound										
	Thru-Right	90	1.03	150	1	150	2.27	0.34	0.66	150
Northbound										
	Left-Thru-Right	90	1.03	1365	3	455	1.69	0.52	0.48	250
Southbound										

PM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%/truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound										
	Left-Thru	105	1.03	230	1	230	1.92	0.27	0.73	250
Westbound										
	Thru-Right	105	1.03	150	1	150	2.16	0.27	0.73	175
Northbound										
	Left-Thru-Right	105	1.03	1735	3	578	1.51	0.61	0.39	250
Southbound										

(1) Queue length: $(DHV) \cdot (1 + \text{truck}\%) \cdot (\text{Arrival Factor}) \cdot (1 - g/C) \cdot (\text{Cycle Length}) \cdot (25') / 3600 \cdot (\# \text{ of Lanes})$.

(2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

QUEUE ANALYSIS FOR 7TH STREET AND NORTH AVENUE
6th Street and 7th Street One-Way Pair Alternative
Red Time Formula Method
Design Year (2035)

AM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left	120	1.03	105	1	105	2.25	0.34	0.66	125
	Thru	120	1.03	365	1	365	1.61	0.34	0.66	325
Westbound	Thru-Right	120	1.03	460	1	460	1.51	0.34	0.66	400
Northbound	Left-Thru-Right	120	1.03	1350	3	450	1.52	0.59	0.41	250
Southbound										

PM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left	120	1.03	135	1	135	2.13	0.35	0.65	150
	Thru	120	1.03	330	1	330	1.66	0.35	0.65	300
Westbound	Thru-Right	120	1.03	460	1	460	1.51	0.35	0.65	400
Northbound	Left-Thru-Right	120	1.03	1720	3	573	1.45	0.58	0.42	300
Southbound										

Notes:

- (1) Queue length: $(DHV) * (1 + \text{truck}\%) * (\text{Arrival Factor}) * (1 - g/C) * (\text{Cycle Length}) * (25') / 3600 * (\# \text{ of Lanes})$.
- (2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

Appendix N2

Design Year (2035) Queue Lengths 6th Street and US 301/Gall Blvd One-Way Pair Alternative

QUEUE ANALYSIS FOR US 301 AND SR 39
6th Street and US 301/Gall Blvd One-Way Pair Alternative
Red Time Formula Method
Design Year (2035)

AM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left-Thru-Right	120	1.03	75	1	75	2.40	0.08	0.92	150
Westbound	Left-Thru	120	1.03	30	1	30	2.40	0.08	0.92	50
	Right	120	1.03	825	2	413	1.54	0.44	0.56	300
Northbound	Left	120	1.03	5	1	5	2.40	0.01	0.99	50
	Thru	120	1.03	1170	2	585	1.44	0.42	0.58	425
	Right	120	1.03	15	1	15	2.40	0.42	0.58	50
Southbound	Left	120	1.03	1020	2	510	1.48	0.36	0.64	425
	Thru-Right	120	1.03	1530	2	765	1.37	0.76	0.24	225

PM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left-Thru-Right	150	1.03	75	1	75	2.13	0.09	0.91	150
Westbound	Left-Thru	150	1.03	25	1	25	2.13	0.09	0.91	50
	Right	150	1.03	1050	2	525	1.42	0.38	0.62	500
Northbound	Left	150	1.03	5	1	5	2.13	0.01	0.99	50
	Thru	150	1.03	1490	2	745	1.33	0.50	0.50	525
	Right	150	1.03	20	1	20	2.13	0.50	0.50	50
Southbound	Left	150	1.03	800	2	400	1.48	0.29	0.71	450
	Thru-Right	150	1.03	1200	2	600	1.37	0.79	0.21	175

(1) Queue length: $(DHV) \cdot (1 + \text{truck}\%) \cdot (\text{Arrival Factor}) \cdot (1 - g/C) \cdot (\text{Cycle Length}) \cdot (25') / 3600 \cdot (\# \text{ of Lanes})$.

(2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

QUEUE ANALYSIS FOR US 301 AND C AVENUE
6th Street and US 301/Gall Blvd One-Way Pair Alternative
HCM TWSC Queuing Formula
Design Year (2035)

AM Peak Hour

Approach/Movement		Volume (vph)	Peak Hour Factor	Flow Rate (vph)	Capacity (vph)	Flow Rate-to-Capacity (v/c)	Analysis Time Period	Queue Length ¹ (ft)
Eastbound	Left-Thru	105	0.92	114	40	2.85	0.25	325
Westbound	Thru-Right	95	0.92	103	95	1.08	0.25	175
Northbound								
Southbound								

PM Peak Hour

Approach/Movement		Volume (vph)	Peak Hour Factor	Flow Rate (vph)	Capacity (vph)	Flow Rate-to-Capacity (v/c)	Analysis Time Period	Queue Length ¹ (ft)
Eastbound	Left-Thru	100	0.92	109	1	109.00	0.25	400
Westbound	Thru-Right	105	0.92	114	49	2.33	0.25	300
Northbound								
Southbound								

Notes:

- (1) Queue length is calculated using Equation 17-37 of the HCM 2000.

QUEUE ANALYSIS FOR US 301 AND SOUTH AVENUE
6th Street and US 301/Gall Blvd One-Way Pair Alternative
Red Time Formula Method
Design Year (2035)

AM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left-Thru	90	1.03	305	1	305	1.87	0.36	0.64	225
Westbound	Thru-Right	90	1.03	335	1	335	1.83	0.36	0.64	250
Northbound	Left-Thru-Right	90	1.03	1505	3	502	1.62	0.50	0.50	250
Southbound										

PM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left-Thru	90	1.03	330	1	330	1.83	0.37	0.63	250
Westbound	Thru-Right	90	1.03	355	1	355	1.80	0.37	0.63	250
Northbound	Left-Thru-Right	90	1.03	1910	3	637	1.54	0.49	0.51	325
Southbound										

(1) Queue length: $(DHV) \cdot (1 + \text{truck}\%) \cdot (\text{Arrival Factor}) \cdot (1 - g/C) \cdot (\text{Cycle Length}) \cdot (25') / 3600 \cdot (\# \text{ of Lanes})$.

(2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

QUEUE ANALYSIS FOR US 301 AND SR 54
6th Street and US 301/Gall Blvd One-Way Pair Alternative
Red Time Formula Method
Design Year (2035)

AM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left	90	1.03	295	1	295	1.89	0.44	0.56	200
	Thru-Right	90	1.03	410	1	410	1.72	0.44	0.56	250
Westbound	Thru	90	1.03	315	1	315	1.86	0.25	0.75	275
	Right	90	1.03	95	1	95	2.67	0.25	0.75	125
Northbound	Left-Thru-Right	90	1.03	1595	3	532	1.60	0.43	0.57	300
Southbound										

PM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left	90	1.03	370	1	370	1.77	0.43	0.57	250
	Thru-Right	90	1.03	390	1	390	1.74	0.43	0.57	250
Westbound	Thru	90	1.03	305	1	305	1.87	0.21	0.79	300
	Right	90	1.03	120	1	120	2.47	0.21	0.79	150
Northbound	Left-Thru-Right	90	1.03	2050	3	683	1.51	0.44	0.56	375
Southbound										

(1) Queue length: $(DHV) \cdot (1 + \text{truck}\%) \cdot (\text{Arrival Factor}) \cdot (1 - g/C) \cdot (\text{Cycle Length}) \cdot (25') / 3600 \cdot (\# \text{ of Lanes})$.

(2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

QUEUE ANALYSIS FOR US 301 AND 12TH AVENUE
6th Street and US 301/Gall Blvd One-Way Pair Alternative
Red Time Formula Method
Design Year (2035)

AM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left-Thru	100	1.03	185	1	185	2.09	0.27	0.73	200
Westbound	Thru-Right	100	1.03	220	1	220	1.97	0.27	0.73	225
Northbound	Left-Thru-Right	100	1.03	1720	3	573	1.53	0.61	0.39	250
Southbound										

PM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left-Thru	90	1.03	205	1	205	2.10	0.29	0.71	200
Westbound	Thru-Right	90	1.03	235	1	235	2.02	0.29	0.71	225
Northbound	Left-Thru-Right	90	1.03	2185	3	728	1.49	0.58	0.42	300
Southbound										

(1) Queue length: $(DHV) \cdot (1 + \text{truck}\%) \cdot (\text{Arrival Factor}) \cdot (1 - g/C) \cdot (\text{Cycle Length}) \cdot (25') / 3600 \cdot (\# \text{ of Lanes})$.

(2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

QUEUE ANALYSIS FOR US 301 AND GEIGER ROAD
6th Street and US 301/Gall Blvd One-Way Pair Alternative
Red Time Formula Method
Design Year (2035)

AM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left	120	1.03	85	1	85	2.34	0.13	0.87	150
	Thru	120	1.03	120	1	120	2.17	0.09	0.91	200
	Right	120	1.03	90	1	90	2.31	0.09	0.91	150
Westbound	Left	120	1.03	285	2	143	2.09	0.10	0.90	225
	Thru	120	1.03	160	1	160	2.02	0.14	0.86	250
	Right	120	1.03	115	1	115	2.21	0.14	0.86	200
Northbound	Left	120	1.03	85	1	85	2.34	0.06	0.94	150
	Thru-Right	120	1.03	1600	2	800	1.35	0.59	0.41	375
Southbound	Left	120	1.03	85	1	85	2.34	0.08	0.92	150
	Thru	120	1.03	2700	3	900	1.32	0.60	0.40	400
	Right	120	1.03	135	1	135	2.13	0.60	0.40	100

PM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left	120	1.03	105	1	105	2.25	0.13	0.87	175
	Thru	120	1.03	120	1	120	2.17	0.09	0.91	200
	Right	120	1.03	70	1	70	2.40	0.09	0.91	125
Westbound	Left	120	1.03	225	2	113	2.21	0.07	0.93	200
	Thru	120	1.03	160	1	160	2.02	0.11	0.89	250
	Right	120	1.03	150	1	150	2.05	0.11	0.89	225
Northbound	Left	120	1.03	110	1	110	2.21	0.11	0.89	175
	Thru-Right	120	1.03	2035	2	1018	1.29	0.62	0.38	425
Southbound	Left	120	1.03	110	1	110	2.21	0.07	0.93	200
	Thru	120	1.03	2120	3	707	1.41	0.58	0.42	350
	Right	120	1.03	105	1	105	2.25	0.58	0.42	75

(1) Queue length: $(DHV) \cdot (1 + \text{truck}\%) \cdot (\text{Arrival Factor}) \cdot (1 - g/C) \cdot (\text{Cycle Length}) \cdot (25') / 3600 \cdot (\# \text{ of Lanes})$.

(2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

QUEUE ANALYSIS FOR US 301 AND FORT KING ROAD
6th Street and US 301/Gall Blvd One-Way Pair Alternative
Red Time Formula Method
Design Year (2035)

AM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left	120	1.03	5	1	5	2.40	0.09	0.91	50
	Thru	120	1.03	55	1	55	2.40	0.09	0.91	100
	Right	120	1.03	395	2	198	1.91	0.21	0.79	250
Westbound	Left	120	1.03	15	1	15	2.40	0.02	0.98	50
	Thru	120	1.03	40	1	40	2.40	0.15	0.85	75
	Right	120	1.03	110	1	110	2.21	1.00	0.00	50
Northbound	Left	120	1.03	390	2	195	1.91	0.12	0.88	275
	Thru-Right	120	1.03	1315	2	658	1.42	0.60	0.40	325
Southbound	Left	120	1.03	90	1	90	2.31	0.09	0.91	150
	Thru-Right	120	1.03	2525	3	842	1.34	0.57	0.43	425

PM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Left	120	1.03	5	1	5	2.40	0.09	0.91	50
	Thru	120	1.03	65	1	65	2.40	0.09	0.91	125
	Right	120	1.03	235	2	118	2.21	0.26	0.74	175
Westbound	Left	120	1.03	10	1	10	2.40	0.01	0.99	50
	Thru	120	1.03	80	1	80	2.37	0.14	0.86	150
	Right	120	1.03	140	1	140	2.09	1.00	0.00	50
Northbound	Left	120	1.03	495	2	248	1.82	0.17	0.83	325
	Thru-Right	120	1.03	1675	2	838	1.34	0.59	0.41	400
Southbound	Left	120	1.03	115	1	115	2.21	0.11	0.89	200
	Thru-Right	120	1.03	2110	3	703	1.41	0.54	0.46	400

(1) Queue length: $(DHV) \cdot (1 + \text{truck}\%) \cdot (\text{Arrival Factor}) \cdot (1 - g/C) \cdot (\text{Cycle Length}) \cdot (25') / 3600 \cdot (\# \text{ of Lanes})$.

(2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

QUEUE ANALYSIS FOR 6TH STREET AND C AVENUE
6th Street and US 301/Gall Blvd One-Way Pair Alternative
HCM TWSC Queuing Formula
Design Year (2035)

AM Peak Hour

Approach/Movement		Volume (vph)	Peak Hour Factor	Flow Rate (vph)	Capacity (vph)	Flow Rate-to-Capacity (v/c)	Analysis Time Period	Queue Length ¹ (ft)
Eastbound	Thru-Right	120	0.92	130	25	5.20	0.25	400
Westbound	Left-Thru	110	0.92	120	1	120.00	0.25	425
Northbound								
Southbound								

PM Peak Hour

Approach/Movement		Volume (vph)	Peak Hour Factor	Flow Rate (vph)	Capacity (vph)	Flow Rate-to-Capacity (v/c)	Analysis Time Period	Queue Length ¹ (ft)
Eastbound	Thru-Right	120	0.92	130	55	2.36	0.25	325
Westbound	Left-Thru	120	0.92	130	1	130.00	0.25	475
Northbound								
Southbound								

Notes:

- (1) Queue length is calculated using Equation 17-37 of the HCM 2000.

QUEUE ANALYSIS FOR 6TH STREET AND SOUTH AVENUE
6th Street and US 301/Gall Blvd One-Way Pair Alternative
Red Time Formula Method
Design Year (2035)

AM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Thru	90	1.03	20	1	20	2.93	0.12	0.88	50
	Right	90	1.03	155	1	155	2.27	0.12	0.88	200
Westbound	Left	90	1.03	145	1	145	2.34	0.17	0.83	175
	Left-Thru	90	1.03	145	1	145	2.34	0.17	0.83	175
Northbound										
Southbound	Left-Thru-Right	90	1.03	2535	3	845	1.44	0.52	0.48	375

PM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Thru	90	1.03	55	1	55	2.93	0.12	0.88	100
	Right	90	1.03	120	1	120	2.47	0.12	0.88	175
Westbound	Left	90	1.03	125	1	125	2.47	0.15	0.85	175
	Left-Thru	90	1.03	125	1	125	2.47	0.15	0.85	175
Northbound										
Southbound	Left-Thru-Right	90	1.03	1990	3	663	1.52	0.54	0.46	300

(1) Queue length: $(D_{HV}) \cdot (1 + \text{truck\%}) \cdot (\text{Arrival Factor}) \cdot (1 - g/C) \cdot (\text{Cycle Length}) \cdot (25') / 3600 \cdot (\# \text{ of Lanes})$.

(2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

QUEUE ANALYSIS FOR 6TH STREET AND SR 54
6th Street and US 301/Gall Blvd One-Way Pair Alternative
Red Time Formula Method
Design Year (2035)

AM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Thru	90	1.03	515	2	258	1.96	0.29	0.71	225
	Right	90	1.03	255	1	255	1.96	0.29	0.71	225
Westbound	Left	90	1.03	100	1	100	2.60	0.29	0.71	125
	Thru	90	1.03	385	1	385	1.76	0.29	0.71	300
Northbound										
Southbound	Left-Thru-Right	90	1.03	2830	3	943	1.42	0.60	0.40	350

PM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Thru	90	1.03	610	2	305	1.87	0.34	0.66	250
	Right	90	1.03	200	1	200	2.10	0.34	0.66	175
Westbound	Left	90	1.03	80	1	80	2.86	0.34	0.66	100
	Thru	90	1.03	440	1	440	1.70	0.34	0.66	325
Northbound										
Southbound	Left-Thru-Right	90	1.03	2220	3	740	1.48	0.55	0.45	325

(1) Queue length: $(D_{HV}) \cdot (1 + \text{truck\%}) \cdot (\text{Arrival Factor}) \cdot (1 - g/C) \cdot (\text{Cycle Length}) \cdot (25') / 3600 \cdot (\# \text{ of Lanes})$.

(2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

QUEUE ANALYSIS FOR 6TH STREET AND 12TH AVENUE
6th Street and US 301/Gall Blvd One-Way Pair Alternative
Red Time Formula Method
Design Year (2035)

AM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Thru-Right	100	1.03	145	1	145	2.25	0.25	0.75	175
Westbound	Left-Thru	100	1.03	255	1	255	1.91	0.25	0.75	250
Northbound										
Southbound	Left-Thru-Right	100	1.03	2800	3	933	1.39	0.63	0.37	350

PM Peak Hour

Approach/Movement		Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors (2)	g/C	1-g/C	Queue Length (ft)
Eastbound	Thru-Right	90	1.03	145	1	145	2.21	0.25	0.75	150
Westbound	Left-Thru	90	1.03	235	1	235	2.09	0.25	0.75	225
Northbound										
Southbound	Left-Thru-Right	90	1.03	2200	3	733	1.53	0.62	0.38	275

(1) Queue length: $(DHV) \cdot (1 + \text{truck}\%) \cdot (\text{Arrival Factor}) \cdot (1 - g/C) \cdot (\text{Cycle Length}) \cdot (25') / 3600 \cdot (\# \text{ of Lanes})$.

(2) Source: Martin Wohl & Brian, Traffic Systems Analyses for Engineers & Planners, (New York: McGraw Hill, 1967)

QUEUE ANALYSIS FOR 7TH STREET AND SOUTH
6th Street and US 301/Gall Blvd One-Way Pair Alternative
HCM TWSC Queuing Formula
Design Year (2035)

AM Peak Hour

Approach/Movement		Volume (vph)	Peak Hour Factor	Flow Rate (vph)	Capacity (vph)	Flow Rate-to-Capacity (v/c)	Analysis Time Period	Queue Length ¹ (ft)
Eastbound	Left-Thru	250	0.92	272	578	0.47	0.25	75
Westbound	Thru-Right	445	0.92	484	641	0.76	0.25	175
Northbound	Left-Thru	155	0.92	168	504	0.33	0.25	50
	Thru-Right	210	0.92	228	532	0.43	0.25	50
Southbound								

PM Peak Hour

Approach/Movement		Volume (vph)	Peak Hour Factor	Flow Rate (vph)	Capacity (vph)	Flow Rate-to-Capacity (v/c)	Analysis Time Period	Queue Length ¹ (ft)
Eastbound	Left-Thru	240	0.92	261	549	0.48	0.25	75
Westbound	Thru-Right	445	0.92	484	617	0.78	0.25	200
Northbound	Left-Thru	190	0.92	207	518	0.40	0.25	50
	Thru-Right	270	0.92	293	527	0.56	0.25	75
Southbound								

Notes:

- (1) Queue length is calculated using Equation 17-37 of the HCM 2000.

QUEUE ANALYSIS FOR 7TH STREET AND SR 54
6th Street and US 301/Gall Blvd One-Way Pair Alternative
HCM TWSC Queuing Formula
Design Year (2035)

AM Peak Hour

Approach/Movement		Volume (vph)	Peak Hour Factor	Flow Rate (vph)	Capacity (vph)	Flow Rate-to-Capacity (v/c)	Analysis Time Period	Queue Length ¹ (ft)
Eastbound	Left-Thru	455	0.92	495	600	0.83	0.25	225
Westbound	Thru-Right	345	0.92	375	569	0.66	0.25	125
Northbound	Left	95	0.92	103	455	0.23	0.25	50
	Thru-Right	260	0.92	283	493	0.57	0.25	100
Southbound								

PM Peak Hour

Approach/Movement		Volume (vph)	Peak Hour Factor	Flow Rate (vph)	Capacity (vph)	Flow Rate-to-Capacity (v/c)	Analysis Time Period	Queue Length ¹ (ft)
Eastbound	Left-Thru	460	0.92	500	558	0.90	0.25	275
Westbound	Thru-Right	345	0.92	375	538	0.70	0.25	125
Northbound	Left	120	0.92	130	453	0.29	0.25	50
	Thru-Right	330	0.92	359	494	0.73	0.25	150
Southbound								

Notes:

- (1) Queue length is calculated using Equation 17-37 of the HCM 2000.

QUEUE ANALYSIS FOR 7TH STREET AND 12TH AVENUE
6th Street and US 301/Gall Blvd One-Way Pair Alternative
HCM TWSC Queuing Formula
Design Year (2035)

AM Peak Hour

Approach/Movement		Volume (vph)	Peak Hour Factor	Flow Rate (vph)	Capacity (vph)	Flow Rate-to-Capacity (v/c)	Analysis Time Period	Queue Length ¹ (ft)
Eastbound	Left-Thru	185	0.92	201	462	0.44	0.25	50
Westbound	Thru-Right	150	0.92	163	536	0.30	0.25	50
Northbound								
Southbound								

PM Peak Hour

Approach/Movement		Volume (vph)	Peak Hour Factor	Flow Rate (vph)	Capacity (vph)	Flow Rate-to-Capacity (v/c)	Analysis Time Period	Queue Length ¹ (ft)
Eastbound	Left-Thru	180	0.92	196	382	0.51	0.25	75
Westbound	Thru-Right	150	0.92	163	468	0.35	0.25	50
Northbound								
Southbound								

Notes:

- (1) Queue length is calculated using Equation 17-37 of the HCM 2000.

QUEUE ANALYSIS FOR 7TH STREET AND NORTH AVENUE
6th Street and US 301/Gall Blvd One-Way Pair Alternative
HCM TWSC Queuing Formula
Design Year (2035)

AM Peak Hour

Approach/Movement		Volume (vph)	Peak Hour Factor	Flow Rate (vph)	Capacity (vph)	Flow Rate-to-Capacity (v/c)	Analysis Time Period	Queue Length ¹ (ft)
Eastbound	Left	35	0.92	38	434	0.09	0.25	50
	Thru	280	0.92	304	466	0.65	0.25	125
Westbound	Thru	265	0.92	288	487	0.59	0.25	100
	Thru-Right	195	0.92	212	502	0.42	0.25	50
Northbound	Left	85	0.92	92	396	0.23	0.25	50
	Thru-Right	140	0.92	152	430	0.35	0.25	50
Southbound	Left-Thru-Right	235	0.92	255	453	0.56	0.25	75

PM Peak Hour

Approach/Movement		Volume (vph)	Peak Hour Factor	Flow Rate (vph)	Capacity (vph)	Flow Rate-to-Capacity (v/c)	Analysis Time Period	Queue Length ¹ (ft)
Eastbound	Left	45	0.92	49	434	0.11	0.25	50
	Thru	305	0.92	332	468	0.71	0.25	150
Westbound	Thru	255	0.92	277	480	0.58	0.25	100
	Thru-Right	205	0.92	223	498	0.45	0.25	50
Northbound	Left	105	0.92	114	402	0.28	0.25	50
	Thru-Right	180	0.92	196	440	0.45	0.25	50
Southbound	Left-Thru-Right	185	0.92	201	430	0.47	0.25	50

Notes:

- (1) Queue length is calculated using Equation 17-37 of the HCM 2000.

Appendix O1

Opening Year (2015) No-Build Alternative Synchro Intersection Analysis Sheets

HCM Unsignalized Intersection Capacity Analysis

1: US 301 & SR 39

9/8/2010

	↑	↖	↙	↓	↘	↗
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑		↖	↑		↗
Volume (veh/h)	585	0	475	745	0	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	636	0	516	810	0	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						
vC, conflicting volume			636		2478	636
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			636		2478	636
tC, single (s)			4.2		6.5	6.3
tC, 2 stage (s)						
tF (s)			2.3		3.6	3.4
p0 queue free %			44		100	100
cM capacity (veh/h)			919		14	467
Direction, Lane #	NB 1	SB 1	SB 2	NW 1		
Volume Total	636	516	810	0		
Volume Left	0	516	0	0		
Volume Right	0	0	0	0		
cSH	1700	919	1700	1700		
Volume to Capacity	0.37	0.56	0.48	0.00		
Queue Length 95th (ft)	0	90	0	0		
Control Delay (s)	0.0	13.8	0.0	0.0		
Lane LOS		B		A		
Approach Delay (s)	0.0	5.4		0.0		
Approach LOS				A		
Intersection Summary						
Average Delay			3.6			
Intersection Capacity Utilization			63.8%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: C AVE & 6TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	5	60	5	5	45	5	10	5	5	40	5	65
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	65	5	5	49	5	11	5	5	43	5	71
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	54			71			215	144	68	149	144	52
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	54			71			215	144	68	149	144	52
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			98	99	99	95	99	93
cM capacity (veh/h)	1544			1523			681	740	993	803	740	1013

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	76	60	22	120
Volume Left	5	5	11	43
Volume Right	5	5	5	71
cSH	1544	1523	755	911
Volume to Capacity	0.00	0.00	0.03	0.13
Queue Length 95th (ft)	0	0	2	11
Control Delay (s)	0.5	0.7	9.9	9.5
Lane LOS	A	A	A	A
Approach Delay (s)	0.5	0.7	9.9	9.5
Approach LOS			A	A

Intersection Summary			
Average Delay		5.2	
Intersection Capacity Utilization	18.7%		ICU Level of Service
Analysis Period (min)		15	A

HCM Unsignalized Intersection Capacity Analysis

3: C AVE & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	20	15	65	20	25	20	30	870	30	30	1100	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	16	71	22	27	22	33	946	33	33	1196	27
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2337	2318	1209	2380	2315	962	1223			978		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2337	2318	1209	2380	2315	962	1223			978		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	51	68	0	19	93	94			95		
cM capacity (veh/h)	7	34	222	9	34	309	567			701		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	109	71	1011	1255
Volume Left	22	22	33	33
Volume Right	71	22	33	27
cSH	29	22	567	701
Volume to Capacity	3.78	3.22	0.06	0.05
Queue Length 95th (ft)	Err	Err	5	4
Control Delay (s)	Err	Err	1.9	1.9
Lane LOS	F	F	A	A
Approach Delay (s)	Err	Err	1.9	1.9
Approach LOS	F	F		

Intersection Summary			
Average Delay		735.1	
Intersection Capacity Utilization		85.5%	ICU Level of Service E
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

4: SOUTH AVE & 6TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Volume (veh/h)	0	110	20	15	65	0	0	0	0	240	185	20
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	120	22	16	71	0	0	0	0	261	201	22
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											1195	
pX, platoon unblocked												
vC, conflicting volume	769	734	111	704	745	0	223			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	769	734	111	704	745	0	223			0		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	59	98	91	75	100	100			84		
cM capacity (veh/h)	206	288	917	188	284	1081	1336			1614		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	141	87	361	122
Volume Left	0	16	261	0
Volume Right	22	0	0	22
cSH	322	259	1614	1700
Volume to Capacity	0.44	0.34	0.16	0.07
Queue Length 95th (ft)	53	35	14	0
Control Delay (s)	24.6	25.7	5.9	0.0
Lane LOS	C	D	A	
Approach Delay (s)	24.6	25.7	4.4	
Approach LOS	C	D		

Intersection Summary			
Average Delay		11.0	
Intersection Capacity Utilization	34.6%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis

5: SOUTH AVE & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	65	135	195	190	40	55	10	540	10	85	730	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.93			0.97		1.00	1.00		1.00	1.00	
Flt Protected		0.99			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1708			1738		1752	1840		1752	1837	
Flt Permitted		0.90			0.48		0.11	1.00		0.28	1.00	
Satd. Flow (perm)		1549			864		203	1840		508	1837	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	71	147	212	207	43	60	11	587	11	92	793	22
RTOR Reduction (vph)	0	44	0	0	11	0	0	1	0	0	1	0
Lane Group Flow (vph)	0	386	0	0	299	0	11	597	0	92	814	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		29.1			29.1		36.4	36.4		36.4	36.4	
Effective Green, g (s)		29.1			29.1		36.4	36.4		36.4	36.4	
Actuated g/C Ratio		0.37			0.37		0.47	0.47		0.47	0.47	
Clearance Time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		4.0			4.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		580			324		95	862		238	861	
v/s Ratio Prot								0.32			c0.44	
v/s Ratio Perm		0.25			c0.35		0.05			0.18		
v/c Ratio		0.66			0.92		0.12	0.69		0.39	0.95	
Uniform Delay, d1		20.2			23.2		11.6	16.2		13.4	19.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.2			31.0		1.1	3.1		2.2	19.1	
Delay (s)		23.4			54.2		12.7	19.3		15.6	38.8	
Level of Service		C			D		B	B		B	D	
Approach Delay (s)		23.4			54.2			19.2			36.5	
Approach LOS		C			D			B			D	

Intersection Summary

HCM Average Control Delay	31.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	77.7	Sum of lost time (s)	12.2
Intersection Capacity Utilization	115.3%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

6: SOUTH AVE & 7TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖↗				
Volume (veh/h)	50	130	0	0	250	65	0	285	85	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	54	141	0	0	272	71	0	310	92	0	0	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												
vC, conflicting volume	361	402	0	427	356	201	0			402		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	361	402	0	427	356	201	0			402		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	83	73	100	100	52	91	100			100		
cM capacity (veh/h)	322	533	1081	405	566	803	1614			1146		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	196	342	155	247
Volume Left	54	0	0	0
Volume Right	0	71	0	92
cSH	451	603	1614	1700
Volume to Capacity	0.43	0.57	0.00	0.15
Queue Length 95th (ft)	54	89	0	0
Control Delay (s)	19.0	18.5	0.0	0.0
Lane LOS	C	C		
Approach Delay (s)	19.0	18.5	0.0	
Approach LOS	C	C		

Intersection Summary			
Average Delay		10.7	
Intersection Capacity Utilization	47.3%		ICU Level of Service A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis

7: 5TH AVE(SR 54) & 6TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑						↑↑	
Volume (vph)	0	510	50	20	395	0	0	0	0	60	370	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	
Lane Util. Factor		0.95		1.00	1.00						0.95	
Frt		0.99		1.00	1.00						0.95	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3458		1752	1660						3327	
Flt Permitted		1.00		0.40	1.00						1.00	
Satd. Flow (perm)		3458		745	1660						3327	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	554	54	22	429	0	0	0	0	65	402	207
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	54	0
Lane Group Flow (vph)	0	603	0	22	429	0	0	0	0	0	620	0
Parking (#/hr)					0							
Turn Type				Perm							Perm	
Protected Phases		6			2							8
Permitted Phases				2						8		
Actuated Green, G (s)		72.7		72.7	72.7						27.3	
Effective Green, g (s)		72.7		72.7	72.7						27.3	
Actuated g/C Ratio		0.66		0.66	0.66						0.25	
Clearance Time (s)		5.0		5.0	5.0						5.0	
Vehicle Extension (s)		3.0		3.0	3.0						3.0	
Lane Grp Cap (vph)		2285		492	1097						826	
v/s Ratio Prot		0.17			c0.26							
v/s Ratio Perm				0.03							0.19	
v/c Ratio		0.26		0.04	0.39						0.75	
Uniform Delay, d1		7.7		6.5	8.5						38.2	
Progression Factor		1.00		0.87	0.85						1.00	
Incremental Delay, d2		0.3		0.1	0.7						3.9	
Delay (s)		7.9		5.8	8.0						42.1	
Level of Service		A		A	A						D	
Approach Delay (s)		7.9			7.9			0.0			42.1	
Approach LOS		A			A			A			D	

Intersection Summary
























HCM Average Control Delay	21.2	HCM Level of Service	C
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	47.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: 5TH AVE(SR 54) & US 301

9/8/2010

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Volume (vph)	170	275	110	40	140	30	135	525	20	65	705	140	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0		
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Frt	1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	1752	1765		1752	1845	1568	1752	1845	1568	1752	1799		
Flt Permitted	0.38	1.00		0.38	1.00	1.00	0.07	1.00	1.00	0.45	1.00		
Satd. Flow (perm)	703	1765		704	1845	1568	130	1845	1568	829	1799		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	185	299	120	43	152	33	147	571	22	71	766	152	
RTOR Reduction (vph)	0	14	0	0	0	28	0	0	8	0	6	0	
Lane Group Flow (vph)	185	405	0	43	152	5	147	571	14	71	912	0	
Turn Type	pm+pt			Perm		Perm	pm+pt		Perm	Perm			
Protected Phases	7	4			8		5	2				6	
Permitted Phases	4			8		8	2		2	6			
Actuated Green, G (s)	30.6	30.6		15.6	15.6	15.6	67.4	67.4	67.4	51.9	51.9		
Effective Green, g (s)	30.6	30.6		15.6	15.6	15.6	67.4	67.4	67.4	51.9	51.9		
Actuated g/C Ratio	0.28	0.28		0.14	0.14	0.14	0.61	0.61	0.61	0.47	0.47		
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0		
Lane Grp Cap (vph)	291	491		100	262	222	234	1130	961	391	849		
v/s Ratio Prot	0.06	c0.23			0.08		c0.06	0.31			c0.51		
v/s Ratio Perm	0.12			0.06		0.00	0.33		0.01	0.09			
v/c Ratio	0.64	0.82		0.43	0.58	0.02	0.63	0.51	0.01	0.18	1.07		
Uniform Delay, d1	32.4	37.2		43.1	44.1	40.6	25.7	11.9	8.3	16.8	29.1		
Progression Factor	0.78	0.81		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Incremental Delay, d2	4.4	14.1		12.9	9.1	0.2	5.9	0.5	0.0	0.3	52.7		
Delay (s)	29.5	44.2		56.1	53.2	40.8	31.5	12.4	8.3	17.1	81.7		
Level of Service	C	D		E	D	D	C	B	A	B	F		
Approach Delay (s)		39.7			51.9			16.1			77.1		
Approach LOS		D			D			B			E		
Intersection Summary													
HCM Average Control Delay			48.4									HCM Level of Service	D
HCM Volume to Capacity ratio			0.94										
Actuated Cycle Length (s)			110.0									Sum of lost time (s)	17.0
Intersection Capacity Utilization			100.9%									ICU Level of Service	G
Analysis Period (min)			15										
c	Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

9: 5TH AVE(SR 54) & 7TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	65	295	0	0	185	40	25	315	60	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	71	321	0	0	201	43	27	342	65	0	0	0

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	391	245	435
Volume Left (vph)	71	0	27
Volume Right (vph)	0	43	65
Hadj (s)	0.09	-0.06	-0.03
Departure Headway (s)	5.8	5.9	5.7
Degree Utilization, x	0.63	0.40	0.68
Capacity (veh/h)	598	570	607
Control Delay (s)	18.0	12.7	20.1
Approach Delay (s)	18.0	12.7	20.1
Approach LOS	C	B	C

Intersection Summary		
Delay		17.6
HCM Level of Service		C
Intersection Capacity Utilization	62.9%	ICU Level of Service
Analysis Period (min)		15

HCM Unsignalized Intersection Capacity Analysis

10: 12TH AVE & 6TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	100	5	25	65	0	0	0	0	20	600	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	109	5	27	71	0	0	0	0	22	652	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	734	698	329	429	701	0	658			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	734	698	329	429	701	0	658			0		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	69	99	93	80	100	100			99		
cM capacity (veh/h)	257	356	664	380	355	1081	919			1614		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	114	98	348	332
Volume Left	0	27	22	0
Volume Right	5	0	0	5
cSH	364	361	1614	1700
Volume to Capacity	0.31	0.27	0.01	0.20
Queue Length 95th (ft)	33	27	1	0
Control Delay (s)	19.4	18.6	0.6	0.0
Lane LOS	C	C	A	
Approach Delay (s)	19.4	18.6	0.3	
Approach LOS	C	C		

Intersection Summary			
Average Delay		4.7	
Intersection Capacity Utilization	35.5%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis

11: 12TH AVE & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	60	35	20	75	55	25	20	655	30	85	795	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.98			0.98		1.00	0.99		1.00	0.99	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1755			1762		1752	1832		1752	1822	
Flt Permitted		0.80			0.81		0.09	1.00		0.22	1.00	
Satd. Flow (perm)		1444			1471		170	1832		415	1822	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	38	22	82	60	27	22	712	33	92	864	76
RTOR Reduction (vph)	0	10	0	0	8	0	0	2	0	0	4	0
Lane Group Flow (vph)	0	115	0	0	161	0	22	743	0	92	936	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		23.0			23.0		43.3	43.3		43.3	43.3	
Effective Green, g (s)		23.0			23.0		43.3	43.3		43.3	43.3	
Actuated g/C Ratio		0.29			0.29		0.55	0.55		0.55	0.55	
Clearance Time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		423			431		94	1011		229	1005	
v/s Ratio Prot								0.41			c0.51	
v/s Ratio Perm		0.08			c0.11		0.13			0.22		
v/c Ratio		0.27			0.37		0.23	0.73		0.40	0.93	
Uniform Delay, d1		21.3			22.0		9.1	13.3		10.1	16.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.7			1.1		2.7	3.4		2.4	15.2	
Delay (s)		22.0			23.2		11.7	16.7		12.5	31.4	
Level of Service		C			C		B	B		B	C	
Approach Delay (s)		22.0			23.2			16.5			29.7	
Approach LOS		C			C			B			C	

Intersection Summary

HCM Average Control Delay	23.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	78.5	Sum of lost time (s)	12.2
Intersection Capacity Utilization	89.1%	ICU Level of Service	E
Analysis Period (min)	15		
c	Critical Lane Group		

HCM Unsignalized Intersection Capacity Analysis

12: 12TH AVE & 7TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Volume (veh/h)	25	115	0	0	95	30	40	365	40	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	125	0	0	103	33	43	397	43	0	0	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												
vC, conflicting volume	370	527	0	568	505	220	0			440		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	370	527	0	568	505	220	0			440		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	72	100	100	77	96	97			100		
cM capacity (veh/h)	433	440	1081	309	453	781	1614			1109		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	152	136	242	242
Volume Left	27	0	43	0
Volume Right	0	33	0	43
cSH	439	504	1614	1700
Volume to Capacity	0.35	0.27	0.03	0.14
Queue Length 95th (ft)	38	27	2	0
Control Delay (s)	17.5	14.8	1.5	0.0
Lane LOS	C	B	A	
Approach Delay (s)	17.5	14.8	0.7	
Approach LOS	C	B		

Intersection Summary			
Average Delay		6.5	
Intersection Capacity Utilization	36.8%		ICU Level of Service A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis

13: GEIGER RD & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	65	90	65	205	120	20	45	675	35	55	1445	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.94		1.00	0.98		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	1728		1752	1805		1752	3479		1752	3505	1568
Flt Permitted	0.66	1.00		0.33	1.00		0.09	1.00		0.32	1.00	1.00
Satd. Flow (perm)	1218	1728		614	1805		169	3479		595	3505	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	71	98	71	223	130	22	49	734	38	60	1571	103
RTOR Reduction (vph)	0	28	0	0	6	0	0	3	0	0	0	38
Lane Group Flow (vph)	71	141	0	223	146	0	49	769	0	60	1571	65
Turn Type	Perm		pm+pt			Perm			Perm		Perm	
Protected Phases		4		3	8		2			6		6
Permitted Phases	4			8		2			6			6
Actuated Green, G (s)	13.8	13.8		28.3	28.3		62.7	62.7		62.7	62.7	62.7
Effective Green, g (s)	13.8	13.8		28.3	28.3		62.7	62.7		62.7	62.7	62.7
Actuated g/C Ratio	0.14	0.14		0.28	0.28		0.63	0.63		0.63	0.63	0.63
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	4.0
Lane Grp Cap (vph)	168	238		288	511		106	2181		373	2198	983
v/s Ratio Prot		0.08		c0.08	0.08			0.22			c0.45	
v/s Ratio Perm	0.06			c0.14			0.29			0.10		0.04
v/c Ratio	0.42	0.59		0.77	0.28		0.46	0.35		0.16	0.71	0.07
Uniform Delay, d1	39.5	40.4		30.3	28.0		9.8	8.9		7.7	12.6	7.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		0.82	0.68	0.58
Incremental Delay, d2	1.7	3.9		12.2	0.3		13.8	0.4		0.7	1.5	0.1
Delay (s)	41.2	44.3		42.5	28.3		23.6	9.4		7.0	10.1	4.3
Level of Service	D	D		D	C		C	A		A	B	A
Approach Delay (s)		43.4			36.7			10.2			9.7	
Approach LOS		D			D			B			A	




















Intersection Summary

HCM Average Control Delay	15.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	77.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

14: NORTH AVE & 7TH ST
























9/8/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	45	180	0	0	245	120	70	285	65	160	0	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	49	196	0	0	266	130	76	310	71	174	0	54
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1						
Volume Total (vph)	49	196	397	76	380	228						
Volume Left (vph)	49	0	0	76	0	174						
Volume Right (vph)	0	0	130	0	71	54						
Hadj (s)	0.55	0.05	-0.15	0.55	-0.08	0.06						
Departure Headway (s)	8.8	8.2	7.6	8.2	7.6	8.3						
Degree Utilization, x	0.12	0.45	0.83	0.17	0.80	0.53						
Capacity (veh/h)	371	392	397	422	461	393						
Control Delay (s)	11.7	16.6	38.3	11.7	33.2	20.3						
Approach Delay (s)	15.6		38.3	29.6		20.3						
Approach LOS	C		E	D		C						
Intersection Summary												
Delay			28.0									
HCM Level of Service			D									
Intersection Capacity Utilization			67.7%		ICU Level of Service		C					
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301

9/8/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	75	200	15	140	210	160	590	10	100	1380	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.89		1.00	1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1644		1752	1845	1568	1752	3496		1752	3499	
Flt Permitted	0.63	1.00		0.25	1.00	1.00	0.13	1.00		0.40	1.00	
Satd. Flow (perm)	1161	1644		461	1845	1568	239	3496		745	3499	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	82	217	16	152	228	174	641	11	109	1500	16
RTOR Reduction (vph)	0	52	0	0	0	192	0	1	0	0	1	0
Lane Group Flow (vph)	5	247	0	16	152	36	174	651	0	109	1515	0
Turn Type	Perm			Perm			Perm	Perm		Perm		
Protected Phases	4			8			2			6		
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	16.0	16.0		16.0	16.0	16.0	70.0	70.0		70.0	70.0	
Effective Green, g (s)	16.0	16.0		16.0	16.0	16.0	70.0	70.0		70.0	70.0	
Actuated g/C Ratio	0.16	0.16		0.16	0.16	0.16	0.70	0.70		0.70	0.70	
Clearance Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	186	263		74	295	251	167	2447		522	2449	
v/s Ratio Prot	c0.15			0.08			0.19			0.43		
v/s Ratio Perm	0.00			0.03			c0.73			0.15		
v/c Ratio	0.03	0.94		0.22	0.52	0.15	1.04	0.27		0.21	0.62	
Uniform Delay, d1	35.4	41.5		36.5	38.4	36.1	15.0	5.5		5.3	7.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.20	0.67		1.00	1.00	
Incremental Delay, d2	0.1	38.7		1.5	1.5	0.3	79.6	0.3		0.9	1.2	
Delay (s)	35.5	80.3		38.0	40.0	36.4	97.6	4.0		6.2	9.1	
Level of Service	D	F		D	D	D	F	A		A	A	
Approach Delay (s)	79.5			37.8			23.7			8.9		
Approach LOS	E			D			C			A		
Intersection Summary												
HCM Average Control Delay	23.2			HCM Level of Service		C						
HCM Volume to Capacity ratio	1.02											
Actuated Cycle Length (s)	100.0			Sum of lost time (s)		14.0						
Intersection Capacity Utilization	89.0%			ICU Level of Service		E						
Analysis Period (min)	15											
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

1: US 301 & SR 39

9/8/2010

	↑	↖	↙	↓	↘	↗
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑		↖	↑		↗
Volume (veh/h)	745	0	385	585	0	0
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	810	0	418	636	0	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						
vC, conflicting volume			810	2283	810	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			810	2283	810	
tC, single (s)			4.2	6.5	6.3	
tC, 2 stage (s)						
tF (s)			2.3	3.6	3.4	
p0 queue free %			47	100	100	
cM capacity (veh/h)			790	20	371	
Direction, Lane #	NB 1	SB 1	SB 2	NW 1		
Volume Total	810	418	636	0		
Volume Left	0	418	0	0		
Volume Right	0	0	0	0		
cSH	1700	790	1700	1700		
Volume to Capacity	0.48	0.53	0.37	0.00		
Queue Length 95th (ft)	0	79	0	0		
Control Delay (s)	0.0	14.6	0.0	0.0		
Lane LOS		B		A		
Approach Delay (s)	0.0	5.8		0.0		
Approach LOS				A		
Intersection Summary						
Average Delay			3.3			
Intersection Capacity Utilization			67.2%		ICU Level of Service	C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

2: C AVE & 6TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	5	60	5	5	65	5	10	5	5	30	5	50
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	65	5	5	71	5	11	5	5	33	5	54
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	76			71			220	166	68	171	166	73
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	76			71			220	166	68	171	166	73
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			98	99	99	96	99	94
cM capacity (veh/h)	1517			1523			686	720	993	777	720	986

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	76	82	22	92
Volume Left	5	5	11	33
Volume Right	5	5	5	54
cSH	1517	1523	753	883
Volume to Capacity	0.00	0.00	0.03	0.10
Queue Length 95th (ft)	0	0	2	9
Control Delay (s)	0.6	0.5	9.9	9.6
Lane LOS	A	A	A	A
Approach Delay (s)	0.6	0.5	9.9	9.6
Approach LOS			A	A

















Intersection Summary

Average Delay	4.4
Intersection Capacity Utilization	17.4%
ICU Level of Service	A
Analysis Period (min)	15

HCM Unsignalized Intersection Capacity Analysis

3: C AVE & US 301

9/8/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	25	15	50	15	25	25	40	1105	40	25	865	20
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	16	54	16	27	27	43	1201	43	27	940	22
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2356	2337	951	2378	2326	1223	962			1245		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2356	2337	951	2378	2326	1223	962			1245		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	50	83	0	18	88	94			95		
cM capacity (veh/h)	6	32	314	11	33	218	711			556		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	98	71	1288	989								
Volume Left	27	16	43	27								
Volume Right	54	27	43	22								
cSH	20	29	711	556								
Volume to Capacity	5.01	2.43	0.06	0.05								
Queue Length 95th (ft)	Err	209	5	4								
Control Delay (s)	Err	940.3	2.6	1.6								
Lane LOS	F	F	A	A								
Approach Delay (s)	Err	940.3	2.6	1.6								
Approach LOS	F	F										
Intersection Summary												
Average Delay			429.2									
Intersection Capacity Utilization			92.9%		ICU Level of Service					F		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

4: SOUTH AVE & 6TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		↔			↔						↔↔		
Volume (veh/h)	0	115	15	10	50	0	0	0	0	190	145	15	
Sign Control		Stop			Stop			Free			Free		
Grade		0%			0%			0%			0%		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Hourly flow rate (vph)	0	125	16	11	54	0	0	0	0	207	158	16	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type						None			None				
Median storage (veh)													
Upstream signal (ft)												1195	
pX, platoon unblocked													
vC, conflicting volume	606	579	87	571	587	0	174						0
vC1, stage 1 conf vol													
vC2, stage 2 conf vol													
vCu, unblocked vol	606	579	87	571	587	0	174						0
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2						4.2
tC, 2 stage (s)													
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2						2.2
p0 queue free %	100	66	98	96	85	100	100						87
cM capacity (veh/h)	303	369	951	264	365	1081	1393						1614
Direction, Lane #	EB 1	WB 1	SB 1	SB 2									
Volume Total	141	65	285	95									
Volume Left	0	11	207	0									
Volume Right	16	0	0	16									
cSH	397	343	1614	1700									
Volume to Capacity	0.36	0.19	0.13	0.06									
Queue Length 95th (ft)	40	17	11	0									
Control Delay (s)	19.0	17.9	5.7	0.0									
Lane LOS	C	C	A										
Approach Delay (s)	19.0	17.9	4.3										
Approach LOS	C	C											
Intersection Summary													
Average Delay			9.4										
Intersection Capacity Utilization			28.4%	ICU Level of Service	A								
Analysis Period (min)			15										

HCM Signalized Intersection Capacity Analysis

5: SOUTH AVE & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	80	105	155	150	40	70	10	685	10	65	575	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.96		1.00	1.00		1.00	1.00	
Flt Protected		0.99			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1711			1728		1752	1841		1752	1838	
Flt Permitted		0.86			0.57		0.27	1.00		0.17	1.00	
Satd. Flow (perm)		1490			1021		493	1841		311	1838	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	114	168	163	43	76	11	745	11	71	625	16
RTOR Reduction (vph)	0	48	0	0	21	0	0	1	0	0	2	0
Lane Group Flow (vph)	0	321	0	0	261	0	11	755	0	71	639	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		19.3			19.3		28.5	28.5		28.5	28.5	
Effective Green, g (s)		19.3			19.3		28.5	28.5		28.5	28.5	
Actuated g/C Ratio		0.32			0.32		0.48	0.48		0.48	0.48	
Clearance Time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		4.0			4.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		479			328		234	874		148	873	
v/s Ratio Prot							c0.41				0.35	
v/s Ratio Perm		0.22			c0.26		0.02			0.23		
v/c Ratio		0.67			0.80		0.05	0.86		0.48	0.73	
Uniform Delay, d1		17.6			18.6		8.5	14.0		10.7	12.7	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		3.9			13.2		0.2	9.6		5.0	3.9	
Delay (s)		21.5			31.7		8.6	23.6		15.8	16.6	
Level of Service		C			C		A	C		B	B	
Approach Delay (s)		21.5			31.7			23.4			16.5	
Approach LOS		C			C			C			B	

















Intersection Summary

HCM Average Control Delay	21.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	95.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

6: SOUTH AVE & 7TH ST

9/8/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	65	100	0	0	230	85	0	360	110	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	71	109	0	0	250	92	0	391	120	0	0	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												
vC, conflicting volume	413	511	0	505	451	255	0			511		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	413	511	0	505	451	255	0			511		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	74	76	100	100	50	88	100			100		
cM capacity (veh/h)	277	462	1081	366	500	741	1614			1044		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2								
Volume Total	179	342	196	315								
Volume Left	71	0	0	0								
Volume Right	0	92	0	120								
cSH	366	548	1614	1700								
Volume to Capacity	0.49	0.62	0.00	0.19								
Queue Length 95th (ft)	65	107	0	0								
Control Delay (s)	24.0	21.9	0.0	0.0								
Lane LOS	C	C										
Approach Delay (s)	24.0	21.9	0.0									
Approach LOS	C	C										
Intersection Summary												
Average Delay			11.4									
Intersection Capacity Utilization			49.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

7: 5TH AVE(SR 54) & 6TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑						↑↑	
Volume (vph)	0	550	40	15	410	0	0	0	0	45	290	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	
Lane Util. Factor		0.95		1.00	1.00						0.95	
Frt		0.99		1.00	1.00						0.95	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3470		1752	1660						3327	
Flt Permitted		1.00		0.40	1.00						1.00	
Satd. Flow (perm)		3470		732	1660						3327	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	598	43	16	446	0	0	0	0	49	315	163
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	58	0
Lane Group Flow (vph)	0	637	0	16	446	0	0	0	0	0	469	0
Parking (#/hr)					0							
Turn Type				Perm							Perm	
Protected Phases		6			2							8
Permitted Phases				2						8		
Actuated Green, G (s)		74.3		74.3	74.3						20.7	
Effective Green, g (s)		74.3		74.3	74.3						20.7	
Actuated g/C Ratio		0.71		0.71	0.71						0.20	
Clearance Time (s)		5.0		5.0	5.0						5.0	
Vehicle Extension (s)		3.0		3.0	3.0						3.0	
Lane Grp Cap (vph)		2455		518	1175						656	
v/s Ratio Prot		0.18			c0.27							
v/s Ratio Perm				0.02							0.14	
v/c Ratio		0.26		0.03	0.38						0.72	
Uniform Delay, d1		5.5		4.6	6.1						39.4	
Progression Factor		1.00		0.84	0.86						1.00	
Incremental Delay, d2		0.3		0.1	0.7						3.7	
Delay (s)		5.8		4.0	6.0						43.1	
Level of Service		A		A	A						D	
Approach Delay (s)		5.8			5.9			0.0			43.1	
Approach LOS		A			A			A			D	

Intersection Summary
























HCM Average Control Delay	17.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	44.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: 5TH AVE(SR 54) & US 301

9/8/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	215	295	85	30	155	40	170	665	25	50	555	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1783		1752	1845	1568	1752	1845	1568	1752	1799	
Flt Permitted	0.38	1.00		0.47	1.00	1.00	0.08	1.00	1.00	0.35	1.00	
Satd. Flow (perm)	701	1783		864	1845	1568	152	1845	1568	641	1799	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	234	321	92	33	168	43	185	723	27	54	603	120
RTOR Reduction (vph)	0	10	0	0	0	36	0	0	8	0	7	0
Lane Group Flow (vph)	234	403	0	33	168	7	185	723	19	54	716	0
Turn Type	pm+pt			Perm		Perm	pm+pt		Perm	Perm		
Protected Phases	7	4			8		5	2				6
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	31.9	31.9		16.8	16.8	16.8	61.1	61.1	61.1	43.4	43.4	
Effective Green, g (s)	31.9	31.9		16.8	16.8	16.8	61.1	61.1	61.1	43.4	43.4	
Actuated g/C Ratio	0.30	0.30		0.16	0.16	0.16	0.58	0.58	0.58	0.41	0.41	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	314	542		138	295	251	282	1074	912	265	744	
v/s Ratio Prot	0.07	c0.23			0.09		0.08	c0.39			c0.40	
v/s Ratio Perm	c0.15			0.04		0.00	0.30		0.01	0.08		
v/c Ratio	0.75	0.74		0.24	0.57	0.03	0.66	0.67	0.02	0.20	0.96	
Uniform Delay, d1	30.7	32.9		38.5	40.8	37.2	23.7	15.1	9.3	19.7	30.0	
Progression Factor	0.81	0.83		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.0	8.7		4.1	7.8	0.2	6.0	1.8	0.0	0.5	24.1	
Delay (s)	34.0	35.9		42.6	48.5	37.4	29.7	16.9	9.3	20.3	54.1	
Level of Service	C	D		D	D	D	C	B	A	C	D	
Approach Delay (s)		35.2			45.8			19.2			51.7	
Approach LOS		D			D			B			D	
Intersection Summary												
HCM Average Control Delay			35.4				HCM Level of Service				D	
HCM Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			105.0				Sum of lost time (s)			19.0		
Intersection Capacity Utilization			96.5%				ICU Level of Service			F		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Unsignalized Intersection Capacity Analysis

9: 5TH AVE(SR 54) & 7TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	85	255	0	0	200	50	30	405	75	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	92	277	0	0	217	54	33	440	82	0	0	0

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	370	272	554
Volume Left (vph)	92	0	33
Volume Right (vph)	0	54	82
Hadj (s)	0.10	-0.07	-0.03
Departure Headway (s)	6.4	6.4	5.8
Degree Utilization, x	0.65	0.48	0.90
Capacity (veh/h)	538	539	600
Control Delay (s)	20.5	15.2	40.0
Approach Delay (s)	20.5	15.2	40.0
Approach LOS	C	C	E

Intersection Summary		
Delay		28.3
HCM Level of Service		D
Intersection Capacity Utilization	69.2%	ICU Level of Service C
Analysis Period (min)		15

HCM Unsignalized Intersection Capacity Analysis

10: 12TH AVE & 6TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	
Volume (veh/h)	0	95	5	20	65	0	0	0	0	15	470	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	103	5	22	71	0	0	0	0	16	511	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	582	546	258	345	549	0	516			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	582	546	258	345	549	0	516			0		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	76	99	95	84	100	100			99		
cM capacity (veh/h)	343	437	738	469	435	1081	1039			1614		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	109	92	272	261
Volume Left	0	22	16	0
Volume Right	5	0	0	5
cSH	446	443	1614	1700
Volume to Capacity	0.24	0.21	0.01	0.15
Queue Length 95th (ft)	24	19	1	0
Control Delay (s)	15.7	15.3	0.5	0.0
Lane LOS	C	C	A	
Approach Delay (s)	15.7	15.3	0.3	
Approach LOS	C	C		

Intersection Summary			
Average Delay		4.4	
Intersection Capacity Utilization	31.4%		ICU Level of Service
Analysis Period (min)		15	A

HCM Signalized Intersection Capacity Analysis

11: 12TH AVE & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	75	35	15	60	55	30	25	835	35	65	625	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.98			0.97		1.00	0.99		1.00	0.99	
Flt Protected		0.97			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1762			1757		1752	1834		1752	1822	
Flt Permitted		0.77			0.83		0.23	1.00		0.09	1.00	
Satd. Flow (perm)		1392			1484		421	1834		171	1822	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	38	16	65	60	33	27	908	38	71	679	60
RTOR Reduction (vph)	0	6	0	0	12	0	0	2	0	0	4	0
Lane Group Flow (vph)	0	130	0	0	146	0	27	944	0	71	735	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		23.0			23.0		43.1	43.1		43.1	43.1	
Effective Green, g (s)		23.0			23.0		43.1	43.1		43.1	43.1	
Actuated g/C Ratio		0.29			0.29		0.55	0.55		0.55	0.55	
Clearance Time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		409			436		232	1010		94	1003	
v/s Ratio Prot								c0.51				0.40
v/s Ratio Perm		0.09			c0.10		0.06			0.41		
v/c Ratio		0.32			0.33		0.12	0.93		0.76	0.73	
Uniform Delay, d1		21.5			21.7		8.5	16.3		13.5	13.3	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.9			1.0		0.5	15.5		33.2	3.4	
Delay (s)		22.5			22.6		8.9	31.8		46.7	16.7	
Level of Service		C			C		A	C		D	B	
Approach Delay (s)		22.5			22.6			31.2			19.3	
Approach LOS		C			C			C			B	

Intersection Summary

HCM Average Control Delay	25.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	78.3	Sum of lost time (s)	12.2
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

12: 12TH AVE & 7TH ST

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Volume (veh/h)	30	105	0	0	90	35	50	470	50	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	114	0	0	98	38	54	511	54	0	0	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												
vC, conflicting volume	451	674	0	704	647	283	0			565		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	451	674	0	704	647	283	0			565		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	91	68	100	100	74	95	97			100		
cM capacity (veh/h)	360	360	1081	237	373	711	1614			996		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	147	136	310	310
Volume Left	33	0	54	0
Volume Right	0	38	0	54
cSH	360	431	1614	1700
Volume to Capacity	0.41	0.32	0.03	0.18
Queue Length 95th (ft)	48	33	3	0
Control Delay (s)	21.7	17.2	1.5	0.0
Lane LOS	C	C	A	
Approach Delay (s)	21.7	17.2	0.8	
Approach LOS	C	C		

Intersection Summary			
Average Delay		6.6	
Intersection Capacity Utilization	40.1%		ICU Level of Service A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis

13: GEIGER RD & US 301

9/8/2010






















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	90	50	160	120	25	60	860	45	55	1150	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.95		1.00	0.97		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	1746		1752	1797		1752	3479		1752	3505	1568
Flt Permitted	0.54	1.00		0.55	1.00		0.17	1.00		0.25	1.00	1.00
Satd. Flow (perm)	1001	1746		1010	1797		318	3479		463	3505	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	98	54	174	130	27	65	935	49	60	1250	82
RTOR Reduction (vph)	0	23	0	0	9	0	0	3	0	0	0	28
Lane Group Flow (vph)	87	129	0	174	148	0	65	981	0	60	1250	54
Turn Type	Perm		pm+pt			Perm			Perm		Perm	
Protected Phases	4		3			2			6		6	
Permitted Phases	4		8			2			6		6	
Actuated Green, G (s)	13.3	13.3		23.6	23.6		62.4	62.4		62.4	62.4	62.4
Effective Green, g (s)	13.3	13.3		23.6	23.6		62.4	62.4		62.4	62.4	62.4
Actuated g/C Ratio	0.14	0.14		0.25	0.25		0.66	0.66		0.66	0.66	0.66
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	4.0
Lane Grp Cap (vph)	140	244		296	446		209	2285		304	2302	1030
v/s Ratio Prot		0.07		c0.04	0.08			0.28			c0.36	
v/s Ratio Perm	0.09			c0.11			0.20			0.13		0.03
v/c Ratio	0.62	0.53		0.59	0.33		0.31	0.43		0.20	0.54	0.05
Uniform Delay, d1	38.5	37.9		34.0	29.2		7.0	7.8		6.4	8.7	5.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		0.73	0.70	0.38
Incremental Delay, d2	8.3	2.1		3.0	0.4		3.8	0.6		1.3	0.8	0.1
Delay (s)	46.8	40.0		37.0	29.7		10.9	8.4		5.9	6.9	2.3
Level of Service	D	D		D	C		B	A		A	A	A
Approach Delay (s)		42.5			33.5			8.5			6.6	
Approach LOS		D			C			A			A	

Intersection Summary

HCM Average Control Delay	13.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
 14: NORTH AVE & 7TH ST

9/8/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop				Stop			Stop			Stop	
Volume (vph)	55	165	0	0	215	150	90	365	80	160	0	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	60	179	0	0	234	163	98	397	87	174	0	54
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1						
Volume Total (vph)	60	179	397	98	484	228						
Volume Left (vph)	60	0	0	98	0	174						
Volume Right (vph)	0	0	163	0	87	54						
Hadj (s)	0.55	0.05	-0.20	0.55	-0.07	0.06						
Departure Headway (s)	9.0	8.5	7.7	8.3	7.7	8.6						
Degree Utilization, x	0.15	0.43	0.85	0.23	1.03	0.54						
Capacity (veh/h)	377	393	397	427	472	397						
Control Delay (s)	12.4	16.5	41.6	12.5	75.8	21.3						
Approach Delay (s)	15.5		41.6	65.2		21.3						
Approach LOS	C		E	F		C						
Intersection Summary												
Delay			43.6									
HCM Level of Service			E									
Intersection Capacity Utilization			73.1%		ICU Level of Service		D					
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301

9/8/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	65	120	10	180	265	205	750	10	100	1160	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.90		1.00	1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1666		1752	1845	1568	1752	3498		1752	3496	
Flt Permitted	0.51	1.00		0.49	1.00	1.00	0.18	1.00		0.33	1.00	
Satd. Flow (perm)	934	1666		906	1845	1568	339	3498		610	3496	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	71	130	11	196	288	223	815	11	109	1261	22
RTOR Reduction (vph)	0	71	0	0	0	196	0	1	0	0	1	0
Lane Group Flow (vph)	5	130	0	11	196	92	223	825	0	109	1282	0
Turn Type	Perm			Perm			Perm	Perm		Perm		
Protected Phases	4			8			2			6		
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	14.2	14.2		14.2	14.2	14.2	66.8	66.8		66.8	66.8	
Effective Green, g (s)	14.2	14.2		14.2	14.2	14.2	66.8	66.8		66.8	66.8	
Actuated g/C Ratio	0.15	0.15		0.15	0.15	0.15	0.70	0.70		0.70	0.70	
Clearance Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	140	249		135	276	234	238	2460		429	2458	
v/s Ratio Prot		0.08			c0.11			0.24			0.37	
v/s Ratio Perm	0.01			0.01		0.06	c0.66			0.18		
v/c Ratio	0.04	0.52		0.08	0.71	0.39	0.94	0.34		0.25	0.52	
Uniform Delay, d1	34.5	37.3		34.8	38.4	36.5	12.3	5.5		5.1	6.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.31	0.82		1.00	1.00	
Incremental Delay, d2	0.1	2.0		0.3	8.3	1.1	41.9	0.3		1.4	0.8	
Delay (s)	34.7	39.3		35.0	46.8	37.6	57.9	4.8		6.5	7.4	
Level of Service	C	D		D	D	D	E	A		A	A	
Approach Delay (s)		39.2			41.2			16.1			7.3	
Approach LOS		D			D			B			A	

Intersection Summary

HCM Average Control Delay	17.7	HCM Level of Service	B
HCM Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	77.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Appendix O2

**Opening Year (2015) 6th Street and 7th Street One-Way Pair Alternative Synchro Intersection
Analysis Sheets**

HCM Signalized Intersection Capacity Analysis

1: SR 39 & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕↕	↕	↕↕	↕	↕	↕↕	
Volume (vph)	30	15	30	25	5	365	5	575	15	445	695	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.4			5.4	5.4	5.7	5.7	5.7	5.4	5.7	
Lane Util. Factor		1.00			1.00	0.88	1.00	0.95	1.00	1.00	0.95	
Frt		0.95			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.98			0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1631			1688	2632	1671	3343	1495	1671	3332	
Flt Permitted		0.85			0.81	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1422			1429	2632	1671	3343	1495	1671	3332	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	16	33	27	5	397	5	625	16	484	755	16
RTOR Reduction (vph)	0	30	0	0	0	41	0	0	10	0	1	0
Lane Group Flow (vph)	0	52	0	0	32	356	5	625	6	484	770	0
Turn Type	Perm			Perm		pm+ov	Prot		Perm		Prot	
Protected Phases		4			8	1	5	2			1	6
Permitted Phases	4			8		8			2			
Actuated Green, G (s)		7.8			7.8	31.6	1.3	25.8	25.8	23.8	48.0	
Effective Green, g (s)		7.8			7.8	31.6	1.3	25.8	25.8	23.8	48.0	
Actuated g/C Ratio		0.11			0.11	0.43	0.02	0.35	0.35	0.32	0.65	
Clearance Time (s)		5.4			5.4	5.4	5.7	5.7	5.7	5.4	5.7	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		150			151	1318	29	1167	522	538	2164	
v/s Ratio Prot						c0.09	0.00	c0.19		c0.29	0.23	
v/s Ratio Perm		0.04			0.02	0.05			0.00			
v/c Ratio		0.35			0.21	0.27	0.17	0.54	0.01	0.90	0.36	
Uniform Delay, d1		30.7			30.2	13.7	35.8	19.3	15.7	23.9	5.9	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.4			0.7	0.1	2.8	0.5	0.0	17.7	0.1	
Delay (s)		32.1			30.9	13.8	38.6	19.7	15.7	41.7	6.0	
Level of Service		C			C	B	D	B	B	D	A	
Approach Delay (s)		32.1			15.1			19.8			19.8	
Approach LOS		C			B			B			B	

Intersection Summary

HCM Average Control Delay	19.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	73.9	Sum of lost time (s)	16.5
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

2: C AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	55	15	30	55	0	0	0	0	45	1195	65
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	60	16	33	60	0	0	0	0	49	1299	71
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1462	1432	468	577	1467	0	1370			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1462	1432	468	577	1467	0	1370			0		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	53	97	86	51	100	100			97		
cM capacity (veh/h)	54	128	539	239	122	1081	492			1614		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	76	92	374	649	395
Volume Left	0	33	49	0	0
Volume Right	16	0	0	0	71
cSH	153	147	1614	1700	1700
Volume to Capacity	0.50	0.63	0.03	0.38	0.23
Queue Length 95th (ft)	60	85	2	0	0
Control Delay (s)	49.9	63.7	1.2	0.0	0.0
Lane LOS	E	F	A		
Approach Delay (s)	49.9	63.7	0.3		
Approach LOS	E	F			

Intersection Summary		
Average Delay		6.4
Intersection Capacity Utilization	43.3%	ICU Level of Service
Analysis Period (min)		15
		A

HCM Unsignalized Intersection Capacity Analysis

3: C AVE & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔↔				
Volume (veh/h)	30	40	0	0	40	25	30	880	30	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	43	0	0	43	27	33	957	33	0	0	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												
vC, conflicting volume	433	1054	0	1060	1038	335	0			989		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	433	1054	0	1060	1038	335	0			989		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	80	100	100	81	96	98			100		
cM capacity (veh/h)	405	218	1081	148	223	658	1614			688		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	76	71	272	478	272
Volume Left	33	0	33	0	0
Volume Right	0	27	0	0	33
cSH	272	299	1614	1700	1700
Volume to Capacity	0.28	0.24	0.02	0.28	0.16
Queue Length 95th (ft)	28	22	2	0	0
Control Delay (s)	23.3	20.7	1.0	0.0	0.0
Lane LOS	C	C	A		
Approach Delay (s)	23.3	20.7	0.3		
Approach LOS	C	C			

Intersection Summary		
Average Delay		3.0
Intersection Capacity Utilization	35.4%	ICU Level of Service
Analysis Period (min)		15
		A

HCM Signalized Intersection Capacity Analysis

4: SOUTH AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↯			↯						↯↯↯	
Volume (vph)	0	15	115	355	45	0	0	0	0	155	675	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2						7.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.88			1.00						1.00	
Flt Protected		1.00			0.96						0.99	
Satd. Flow (prot)		1624			1766						4973	
Flt Permitted		1.00			0.65						0.99	
Satd. Flow (perm)		1624			1206						4973	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	16	125	386	49	0	0	0	0	168	734	22
RTOR Reduction (vph)	0	16	0	0	0	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	125	0	0	435	0	0	0	0	0	921	0
Turn Type				Perm							Perm	
Protected Phases		4			8							6
Permitted Phases				8							6	
Actuated Green, G (s)		36.2			36.2						21.6	
Effective Green, g (s)		36.2			36.2						21.6	
Actuated g/C Ratio		0.52			0.52						0.31	
Clearance Time (s)		5.2			5.2						7.0	
Vehicle Extension (s)		4.0			4.0						5.0	
Lane Grp Cap (vph)		840			624						1535	
v/s Ratio Prot		0.08										
v/s Ratio Perm					0.36						0.19	
v/c Ratio		0.15			0.70						0.60	
Uniform Delay, d1		8.8			12.8						20.5	
Progression Factor		1.00			0.81						1.00	
Incremental Delay, d2		0.4			6.0						1.0	
Delay (s)		9.2			16.3						21.5	
Level of Service		A			B						C	
Approach Delay (s)		9.2			16.3			0.0			21.5	
Approach LOS		A			B			A			C	

Intersection Summary

HCM Average Control Delay	18.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

5: SOUTH AVE & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↘		↗	↘	
Volume (vph)	30	125	25	25	165	35	10	285	15	95	110	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.98			0.98		1.00	0.99		1.00	0.90	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1795			1796		1752	1831		1752	1655	
Flt Permitted		0.93			0.96		0.39	1.00		0.47	1.00	
Satd. Flow (perm)		1680			1731		726	1831		870	1655	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	136	27	27	179	38	11	310	16	103	120	261
RTOR Reduction (vph)	0	7	0	0	8	0	0	3	0	0	131	0
Lane Group Flow (vph)	0	189	0	0	236	0	11	323	0	103	250	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		35.7			35.7		22.1	22.1		22.1	22.1	
Effective Green, g (s)		35.7			35.7		22.1	22.1		22.1	22.1	
Actuated g/C Ratio		0.51			0.51		0.32	0.32		0.32	0.32	
Clearance Time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		4.0			4.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		857			883		229	578		275	523	
v/s Ratio Prot							c0.18				0.15	
v/s Ratio Perm		0.11			c0.14		0.02			0.12		
v/c Ratio		0.22			0.27		0.05	0.56		0.37	0.48	
Uniform Delay, d1		9.5			9.7		16.6	19.9		18.6	19.3	
Progression Factor		0.16			0.09		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.5			0.7		0.2	2.0		1.8	1.4	
Delay (s)		2.1			1.6		16.8	21.9		20.4	20.7	
Level of Service		A			A		B	C		C	C	
Approach Delay (s)		2.1			1.6			21.7			20.7	
Approach LOS		A			A			C			C	

Intersection Summary

HCM Average Control Delay	14.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	68.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

6: SOUTH AVE & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖↗↘				
Volume (vph)	75	130	0	0	230	80	0	525	85	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.97			0.98				
Flt Protected		0.98			1.00			1.00				
Satd. Flow (prot)		1811			1780			4931				
Flt Permitted		0.79			1.00			1.00				
Satd. Flow (perm)		1449			1780			4931				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	141	0	0	250	87	0	571	92	0	0	0
RTOR Reduction (vph)	0	0	0	0	16	0	0	34	0	0	0	0
Lane Group Flow (vph)	0	223	0	0	321	0	0	629	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		36.6			36.6			21.2				
Effective Green, g (s)		36.6			36.6			21.2				
Actuated g/C Ratio		0.52			0.52			0.30				
Clearance Time (s)		5.2			5.2			7.0				
Vehicle Extension (s)		4.0			4.0			5.0				
Lane Grp Cap (vph)		758			931			1493				
v/s Ratio Prot					c0.18			c0.13				
v/s Ratio Perm		0.15										
v/c Ratio		0.29			0.34			0.42				
Uniform Delay, d1		9.4			9.7			19.5				
Progression Factor		0.65			1.00			1.00				
Incremental Delay, d2		1.0			1.0			0.4				
Delay (s)		7.1			10.7			19.9				
Level of Service		A			B			B				
Approach Delay (s)		7.1			10.7			19.9			0.0	
Approach LOS		A			B			B			A	

Intersection Summary

HCM Average Control Delay	15.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	59.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

7: 5TH AVE(SR 54) & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑						↑↑↑	
Volume (vph)	0	460	100	25	310	0	0	0	0	55	715	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	
Lane Util. Factor		0.95		1.00	1.00						0.91	
Frt		0.97		1.00	1.00						0.96	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3411		1752	1660						4824	
Flt Permitted		1.00		0.39	1.00						1.00	
Satd. Flow (perm)		3411		726	1660						4824	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	500	109	27	337	0	0	0	0	60	777	299
RTOR Reduction (vph)	0	17	0	0	0	0	0	0	0	0	83	0
Lane Group Flow (vph)	0	592	0	27	337	0	0	0	0	0	1053	0
Parking (#/hr)					0							
Turn Type				Perm							Perm	
Protected Phases		6			2							8
Permitted Phases				2							8	
Actuated Green, G (s)		51.2		51.2	51.2						28.8	
Effective Green, g (s)		51.2		51.2	51.2						28.8	
Actuated g/C Ratio		0.57		0.57	0.57						0.32	
Clearance Time (s)		5.0		5.0	5.0						5.0	
Vehicle Extension (s)		3.0		3.0	3.0						3.0	
Lane Grp Cap (vph)		1940		413	944						1544	
v/s Ratio Prot		0.17			c0.20							
v/s Ratio Perm				0.04							0.22	
v/c Ratio		0.31		0.07	0.36						0.68	
Uniform Delay, d1		10.1		8.7	10.5						26.6	
Progression Factor		1.00		0.65	0.63						1.00	
Incremental Delay, d2		0.4		0.3	1.0						1.3	
Delay (s)		10.5		5.9	7.6						27.9	
Level of Service		B		A	A						C	
Approach Delay (s)		10.5			7.5			0.0			27.9	
Approach LOS		B			A			A			C	

Intersection Summary
























HCM Average Control Delay	19.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: 5TH AVE(SR 54) & US 301

9/21/2010

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Volume (vph)	100	385	55	30	195	30	85	265	15	55	375	50		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0			
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98			
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			
Satd. Flow (prot)	1752	1810		1752	1845	1568	1752	1845	1568	1752	1812			
Flt Permitted	0.45	1.00		0.48	1.00	1.00	0.19	1.00	1.00	0.58	1.00			
Satd. Flow (perm)	828	1810		882	1845	1568	357	1845	1568	1076	1812			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Adj. Flow (vph)	109	418	60	33	212	33	92	288	16	60	408	54		
RTOR Reduction (vph)	0	6	0	0	0	24	0	0	9	0	6	0		
Lane Group Flow (vph)	109	472	0	33	212	9	92	288	7	60	456	0		
Turn Type	pm+pt			Perm		Perm	pm+pt		Perm	Perm				
Protected Phases	7	4			8		5	2				6		
Permitted Phases	4			8		8	2		2	6				
Actuated Green, G (s)	38.5	38.5		25.5	25.5	25.5	39.5	39.5	39.5	27.2	27.2			
Effective Green, g (s)	38.5	38.5		25.5	25.5	25.5	39.5	39.5	39.5	27.2	27.2			
Actuated g/C Ratio	0.43	0.43		0.28	0.28	0.28	0.44	0.44	0.44	0.30	0.30			
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0			
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0			
Lane Grp Cap (vph)	436	774		250	523	444	270	810	688	325	548			
v/s Ratio Prot	0.02	c0.26			0.11		0.03	c0.16			c0.25			
v/s Ratio Perm	0.08			0.04		0.01	0.12		0.00	0.06				
v/c Ratio	0.25	0.61		0.13	0.41	0.02	0.34	0.36	0.01	0.18	0.83			
Uniform Delay, d1	16.2	19.9		24.0	26.1	23.3	17.3	16.8	14.2	23.2	29.3			
Progression Factor	0.70	0.66		0.93	0.98	0.91	1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	0.3	3.4		1.1	2.3	0.1	1.0	0.4	0.0	0.4	10.9			
Delay (s)	11.7	16.7		23.5	27.9	21.3	18.4	17.2	14.2	23.6	40.2			
Level of Service	B	B		C	C	C	B	B	B	C	D			
Approach Delay (s)		15.8			26.6			17.3			38.3			
Approach LOS		B			C			B			D			
Intersection Summary														
HCM Average Control Delay			24.4									HCM Level of Service	C	
HCM Volume to Capacity ratio			0.70											
Actuated Cycle Length (s)			90.0								19.0		Sum of lost time (s)	
Intersection Capacity Utilization			78.9%										ICU Level of Service	D
Analysis Period (min)			15											
c	Critical Lane Group													

HCM Signalized Intersection Capacity Analysis

9: 5TH AVE(SR 54) & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖↗				
Volume (vph)	135	290	0	0	185	45	70	555	60	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.97			0.99				
Flt Protected		0.98			1.00			0.99				
Satd. Flow (prot)		1634			1796			4945				
Flt Permitted		0.81			1.00			0.99				
Satd. Flow (perm)		1346			1796			4945				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	147	315	0	0	201	49	76	603	65	0	0	0
RTOR Reduction (vph)	0	0	0	0	8	0	0	14	0	0	0	0
Lane Group Flow (vph)	0	462	0	0	242	0	0	730	0	0	0	0
Parking (#/hr)		0										
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		58.1			58.1			19.9				
Effective Green, g (s)		58.1			58.1			19.9				
Actuated g/C Ratio		0.65			0.65			0.22				
Clearance Time (s)		5.0			5.0			7.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		869			1159			1093				
v/s Ratio Prot					0.13							
v/s Ratio Perm		c0.34						0.15				
v/c Ratio		0.53			0.21			0.67				
Uniform Delay, d1		8.6			6.5			32.0				
Progression Factor		0.32			1.00			1.00				
Incremental Delay, d2		2.0			0.4			1.6				
Delay (s)		4.8			6.9			33.6				
Level of Service		A			A			C				
Approach Delay (s)		4.8			6.9			33.6			0.0	
Approach LOS		A			A			C			A	

Intersection Summary

HCM Average Control Delay	19.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

10: 12TH AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻↻↻	
Volume (vph)	0	95	5	30	60	0	0	0	0	45	1010	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2						7.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.99			1.00						1.00	
Flt Protected		1.00			0.98						1.00	
Satd. Flow (prot)		1833			1814						5015	
Flt Permitted		1.00			0.90						1.00	
Satd. Flow (perm)		1833			1652						5015	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	103	5	33	65	0	0	0	0	49	1098	16
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	106	0	0	98	0	0	0	0	0	1161	0
Turn Type				Perm							Perm	
Protected Phases		4			8							6
Permitted Phases				8							6	
Actuated Green, G (s)		28.7			28.7							34.1
Effective Green, g (s)		28.7			28.7							34.1
Actuated g/C Ratio		0.38			0.38							0.45
Clearance Time (s)		5.2			5.2							7.0
Vehicle Extension (s)		5.0			5.0							5.0
Lane Grp Cap (vph)		701			632							2280
v/s Ratio Prot		0.06										
v/s Ratio Perm					c0.06							0.23
v/c Ratio		0.15			0.16							0.51
Uniform Delay, d1		15.2			15.2							14.5
Progression Factor		1.00			0.96							0.52
Incremental Delay, d2		0.5			0.5							0.2
Delay (s)		15.6			15.1							7.9
Level of Service		B			B							A
Approach Delay (s)		15.6			15.1			0.0				7.9
Approach LOS		B			B			A				A
Intersection Summary												
HCM Average Control Delay			9.0		HCM Level of Service					A		
HCM Volume to Capacity ratio			0.35									
Actuated Cycle Length (s)			75.0		Sum of lost time (s)			12.2				
Intersection Capacity Utilization			42.4%		ICU Level of Service					A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

11: 12TH AVE & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	30	95	15	75	55	25	10	330	30	50	380	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.99			0.98		1.00	0.99		1.00	0.98	
Flt Protected		0.99			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1799			1762		1752	1821		1752	1813	
Flt Permitted		0.92			0.80		0.32	1.00		0.41	1.00	
Satd. Flow (perm)		1675			1453		598	1821		760	1813	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	103	16	82	60	27	11	359	33	54	413	54
RTOR Reduction (vph)	0	5	0	0	8	0	0	5	0	0	8	0
Lane Group Flow (vph)	0	147	0	0	161	0	11	387	0	54	459	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		35.1			35.1		27.7	27.7		27.7	27.7	
Effective Green, g (s)		35.1			35.1		27.7	27.7		27.7	27.7	
Actuated g/C Ratio		0.47			0.47		0.37	0.37		0.37	0.37	
Clearance Time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		784			680		221	673		281	670	
v/s Ratio Prot								0.21			c0.25	
v/s Ratio Perm		0.09			c0.11		0.02			0.07		
v/c Ratio		0.19			0.24		0.05	0.57		0.19	0.69	
Uniform Delay, d1		11.6			11.9		15.2	18.9		16.1	20.0	
Progression Factor		0.67			0.95		1.00	1.00		0.49	0.52	
Incremental Delay, d2		0.5			0.8		0.2	1.9		0.5	2.5	
Delay (s)		8.3			12.2		15.4	20.8		8.3	12.8	
Level of Service		A			B		B	C		A	B	
Approach Delay (s)		8.3			12.2			20.7			12.3	
Approach LOS		A			B			C			B	

Intersection Summary

HCM Average Control Delay	14.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

12: 12TH AVE & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Volume (vph)	55	110	0	0	95	30	45	690	45	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.97			0.99				
Flt Protected		0.98			1.00			1.00				
Satd. Flow (prot)		1814			1784			4978				
Flt Permitted		0.87			1.00			1.00				
Satd. Flow (perm)		1613			1784			4978				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	120	0	0	103	33	49	750	49	0	0	0
RTOR Reduction (vph)	0	0	0	0	13	0	0	10	0	0	0	0
Lane Group Flow (vph)	0	180	0	0	123	0	0	838	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		37.9			37.9			24.9				
Effective Green, g (s)		37.9			37.9			24.9				
Actuated g/C Ratio		0.51			0.51			0.33				
Clearance Time (s)		5.2			5.2			7.0				
Vehicle Extension (s)		5.0			5.0			5.0				
Lane Grp Cap (vph)		815			902			1653				
v/s Ratio Prot					0.07							
v/s Ratio Perm		c0.11						0.17				
v/c Ratio		0.22			0.14			0.51				
Uniform Delay, d1		10.3			9.9			20.1				
Progression Factor		1.09			1.00			1.00				
Incremental Delay, d2		0.6			0.3			0.5				
Delay (s)		11.9			10.2			20.6				
Level of Service		B			B			C				
Approach Delay (s)		11.9			10.2			20.6			0.0	
Approach LOS		B			B			C			A	

Intersection Summary

HCM Average Control Delay	18.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	48.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

13: GEIGER RD & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	90	65	125	95	40	45	330	35	275	1485	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.94		1.00	0.96		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	1728		1752	1763		1752	3455		1752	3505	1568
Flt Permitted	0.65	1.00		0.57	1.00		0.09	1.00		0.52	1.00	1.00
Satd. Flow (perm)	1194	1728		1049	1763		174	3455		955	3505	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	60	98	71	136	103	43	49	359	38	299	1614	103
RTOR Reduction (vph)	0	40	0	0	25	0	0	8	0	0	0	51
Lane Group Flow (vph)	60	129	0	136	121	0	49	389	0	299	1614	52
Turn Type	Perm			pm+pt			pm+pt			Perm		Perm
Protected Phases		4		3	8		5	2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	11.8	11.8		20.7	20.7		45.3	45.3		37.8	37.8	37.8
Effective Green, g (s)	11.8	11.8		20.7	20.7		45.3	45.3		37.8	37.8	37.8
Actuated g/C Ratio	0.16	0.16		0.28	0.28		0.60	0.60		0.50	0.50	0.50
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	4.0
Lane Grp Cap (vph)	188	272		331	487		168	2087		481	1767	790
v/s Ratio Prot		0.07		c0.02	0.07		0.01	c0.11			c0.46	
v/s Ratio Perm	0.05			c0.09			0.16			0.31		0.03
v/c Ratio	0.32	0.47		0.41	0.25		0.29	0.19		0.62	0.91	0.07
Uniform Delay, d1	28.0	28.8		23.9	21.1		25.0	6.6		13.4	17.1	9.5
Progression Factor	1.00	1.00		0.78	0.73		0.51	0.59		0.54	0.56	0.24
Incremental Delay, d2	1.0	1.3		0.8	0.3		1.2	0.2		3.2	5.0	0.1
Delay (s)	29.0	30.1		19.4	15.7		14.0	4.1		10.4	14.6	2.4
Level of Service	C	C		B	B		B	A		B	B	A
Approach Delay (s)		29.8			17.5			5.2			13.4	
Approach LOS		C			B			A			B	

Intersection Summary

HCM Average Control Delay	13.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	76.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

14: NORTH AVE & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	85	295	0	0	245	120	125	540	105	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5			4.5				
Lane Util. Factor	1.00	1.00			1.00			0.91				
Frt	1.00	1.00			0.96			0.98				
Flt Protected	0.95	1.00			1.00			0.99				
Satd. Flow (prot)	1752	1845			1763			4893				
Flt Permitted	0.26	1.00			1.00			0.99				
Satd. Flow (perm)	488	1845			1763			4893				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	321	0	0	266	130	136	587	114	0	0	0
RTOR Reduction (vph)	0	0	0	0	34	0	0	19	0	0	0	0
Lane Group Flow (vph)	92	321	0	0	362	0	0	818	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases	4				8				2			
Permitted Phases	4						2					
Actuated Green, G (s)	21.3	21.3			21.3			44.7				
Effective Green, g (s)	21.3	21.3			21.3			44.7				
Actuated g/C Ratio	0.28	0.28			0.28			0.60				
Clearance Time (s)	4.5	4.5			4.5			4.5				
Vehicle Extension (s)	3.0	3.0			3.0			4.0				
Lane Grp Cap (vph)	139	524			501			2916				
v/s Ratio Prot	0.17				c0.21							
v/s Ratio Perm	0.19						0.17					
v/c Ratio	0.66	0.61			0.72			0.28				
Uniform Delay, d1	23.7	23.3			24.2			7.4				
Progression Factor	0.59	0.65			1.00			0.17				
Incremental Delay, d2	10.0	1.9			5.1			0.2				
Delay (s)	24.1	16.9			29.3			1.5				
Level of Service	C		B		C		A					
Approach Delay (s)	18.5				29.3		1.5				0.0	
Approach LOS	B				C		A				A	
























Intersection Summary

HCM Average Control Delay	12.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301






















9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	0	275	10	205	460	85	340	0	0	1605	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0				7.0
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95				0.95
Frt	1.00	0.85		1.00	1.00	0.85	1.00	1.00				1.00
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00				1.00
Satd. Flow (prot)	1752	1568		1752	1845	1568	1752	3505				3497
Flt Permitted	0.56	1.00		0.39	1.00	1.00	0.09	1.00				1.00
Satd. Flow (perm)	1036	1568		728	1845	1568	162	3505				3497
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	0	299	11	223	500	92	370	0	0	1745	27
RTOR Reduction (vph)	0	17	0	0	0	393	0	0	0	0	2	0
Lane Group Flow (vph)	5	282	0	11	223	107	92	370	0	0	1770	0
Turn Type	Perm			Perm			Perm	Perm			Perm	
Protected Phases		4			8			2				6
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	15.4	15.4		15.4	15.4	15.4	45.6	45.6				45.6
Effective Green, g (s)	15.4	15.4		15.4	15.4	15.4	45.6	45.6				45.6
Actuated g/C Ratio	0.21	0.21		0.21	0.21	0.21	0.61	0.61				0.61
Clearance Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0				7.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0				4.0
Lane Grp Cap (vph)	213	322		149	379	322	98	2131				2126
v/s Ratio Prot		c0.18			0.12			0.11			0.51	
v/s Ratio Perm	0.00			0.02		0.07	c0.57					
v/c Ratio	0.02	0.88		0.07	0.59	0.33	0.94	0.17				0.83
Uniform Delay, d1	23.8	28.9		24.0	26.9	25.4	13.4	6.4				11.7
Progression Factor	1.00	1.00		0.57	0.59	0.83	0.52	0.49				1.00
Incremental Delay, d2	0.0	22.4		0.2	2.2	0.6	75.0	0.2				4.0
Delay (s)	23.8	51.3		13.9	18.1	21.6	81.9	3.3				15.7
Level of Service	C	D		B	B	C	F	A				B
Approach Delay (s)		50.9			20.4			19.0			15.7	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM Average Control Delay			20.5				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.92									
Actuated Cycle Length (s)			75.0				Sum of lost time (s)			14.0		
Intersection Capacity Utilization			96.4%				ICU Level of Service			F		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

1: SR 39 & US 301

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	15	25	20	5	465	5	730	20	350	545	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.4			5.4	5.4	5.7	5.7	5.7	5.4	5.7	
Lane Util. Factor		1.00			1.00	0.88	1.00	0.95	1.00	1.00	0.95	
Frt		0.95			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.98			0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1642			1690	2632	1671	3343	1495	1671	3333	
Flt Permitted		0.84			0.82	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1406			1438	2632	1671	3343	1495	1671	3333	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	16	27	22	5	505	5	793	22	380	592	11
RTOR Reduction (vph)	0	24	0	0	0	28	0	0	14	0	1	0
Lane Group Flow (vph)	0	57	0	0	27	477	5	793	8	380	602	0
Turn Type	Perm			Perm		pm+ov	Prot		Perm		Prot	
Protected Phases		4			8	1	5	2			1	6
Permitted Phases	4			8		8			2			
Actuated Green, G (s)		7.7			7.7	26.2	1.3	26.5	26.5	18.5	43.4	
Effective Green, g (s)		7.7			7.7	26.2	1.3	26.5	26.5	18.5	43.4	
Actuated g/C Ratio		0.11			0.11	0.38	0.02	0.38	0.38	0.27	0.63	
Clearance Time (s)		5.4			5.4	5.4	5.7	5.7	5.7	5.4	5.7	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		156			160	1202	31	1280	573	447	2090	
v/s Ratio Prot						c0.11	0.00	c0.24		c0.23	0.18	
v/s Ratio Perm		0.04			0.02	0.08			0.01			
v/c Ratio		0.37			0.17	0.40	0.16	0.62	0.01	0.85	0.29	
Uniform Delay, d1		28.5			27.9	15.7	33.4	17.3	13.2	24.0	5.9	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.5			0.5	0.2	2.4	0.9	0.0	14.3	0.1	
Delay (s)		29.9			28.4	15.9	35.9	18.2	13.3	38.4	5.9	
Level of Service		C			C	B	D	B	B	D	A	
Approach Delay (s)		29.9			16.6			18.1			18.5	
Approach LOS		C			B			B			B	
Intersection Summary												
HCM Average Control Delay			18.3				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			69.2				Sum of lost time (s)			16.5		
Intersection Capacity Utilization			64.2%				ICU Level of Service			C		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Unsignalized Intersection Capacity Analysis

2: C AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Volume (veh/h)	0	60	10	25	70	0	0	0	0	35	940	50
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	65	11	27	76	0	0	0	0	38	1022	54
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1163	1125	368	460	1152	0	1076			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1163	1125	368	460	1152	0	1076			0		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	67	98	92	60	100	100			98		
cM capacity (veh/h)	101	197	626	346	190	1081	638			1614		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	76	103	293	511	310
Volume Left	0	27	38	0	0
Volume Right	11	0	0	0	54
cSH	219	216	1614	1700	1700
Volume to Capacity	0.35	0.48	0.02	0.30	0.18
Queue Length 95th (ft)	37	59	2	0	0
Control Delay (s)	30.0	36.1	1.1	0.0	0.0
Lane LOS	D	E	A		
Approach Delay (s)	30.0	36.1	0.3		
Approach LOS	D	E			

Intersection Summary		
Average Delay		4.9
Intersection Capacity Utilization	38.4%	ICU Level of Service
Analysis Period (min)		15
		A

HCM Unsignalized Intersection Capacity Analysis

3: C AVE & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖↗↘				
Volume (veh/h)	35	40	0	0	40	30	35	1120	35	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	43	0	0	43	33	38	1217	38	0	0	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												
vC, conflicting volume	536	1332	0	1334	1312	425	0			1255		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	536	1332	0	1334	1312	425	0			1255		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	88	71	100	100	71	94	98			100		
cM capacity (veh/h)	307	148	1081	84	152	575	1614			544		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	82	76	342	609	342
Volume Left	38	0	38	0	0
Volume Right	0	33	0	0	38
cSH	195	222	1614	1700	1700
Volume to Capacity	0.42	0.34	0.02	0.36	0.20
Queue Length 95th (ft)	47	36	2	0	0
Control Delay (s)	36.0	29.4	1.0	0.0	0.0
Lane LOS	E	D	A		
Approach Delay (s)	36.0	29.4	0.3		
Approach LOS	E	D			

Intersection Summary		
Average Delay		3.8
Intersection Capacity Utilization	40.5%	ICU Level of Service
Analysis Period (min)		15
		A

HCM Signalized Intersection Capacity Analysis

4: SOUTH AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻↻↻	
Volume (vph)	0	40	90	280	50	0	0	0	0	120	530	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2						7.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.91			1.00						1.00	
Flt Protected		1.00			0.96						0.99	
Satd. Flow (prot)		1672			1770						4974	
Flt Permitted		1.00			0.66						0.99	
Satd. Flow (perm)		1672			1224						4974	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	43	98	304	54	0	0	0	0	130	576	16
RTOR Reduction (vph)	0	29	0	0	0	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	112	0	0	358	0	0	0	0	0	719	0
Turn Type				Perm							Perm	
Protected Phases		4			8							6
Permitted Phases				8						6		
Actuated Green, G (s)		45.2			45.2						22.6	
Effective Green, g (s)		45.2			45.2						22.6	
Actuated g/C Ratio		0.57			0.57						0.28	
Clearance Time (s)		5.2			5.2						7.0	
Vehicle Extension (s)		4.0			4.0						5.0	
Lane Grp Cap (vph)		945			692						1405	
v/s Ratio Prot		0.07										
v/s Ratio Perm					0.29						0.14	
v/c Ratio		0.12			0.52						0.51	
Uniform Delay, d1		8.1			10.7						24.1	
Progression Factor		1.00			0.66						0.67	
Incremental Delay, d2		0.3			2.7						0.6	
Delay (s)		8.4			9.7						16.8	
Level of Service		A			A						B	
Approach Delay (s)		8.4			9.7			0.0			16.8	
Approach LOS		A			A			A			B	
Intersection Summary												
HCM Average Control Delay			13.7		HCM Level of Service						B	
HCM Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			80.0		Sum of lost time (s)			12.2				
Intersection Capacity Utilization			57.6%		ICU Level of Service						B	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

5: SOUTH AVE & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	35	125	20	20	165	45	10	365	20	75	85	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.98			0.97		1.00	0.99		1.00	0.90	
Flt Protected		0.99			1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1799			1788		1752	1830		1752	1653	
Flt Permitted		0.91			0.97		0.50	1.00		0.34	1.00	
Satd. Flow (perm)		1657			1739		921	1830		627	1653	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	136	22	22	179	49	11	397	22	82	92	207
RTOR Reduction (vph)	0	4	0	0	9	0	0	3	0	0	125	0
Lane Group Flow (vph)	0	192	0	0	241	0	11	416	0	82	174	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		41.1			41.1		26.7	26.7		26.7	26.7	
Effective Green, g (s)		41.1			41.1		26.7	26.7		26.7	26.7	
Actuated g/C Ratio		0.51			0.51		0.33	0.33		0.33	0.33	
Clearance Time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		4.0			4.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		851			893		307	611		209	552	
v/s Ratio Prot							c0.23				0.11	
v/s Ratio Perm		0.12			c0.14		0.01			0.13		
v/c Ratio		0.23			0.27		0.04	0.68		0.39	0.31	
Uniform Delay, d1		10.7			11.0		18.0	23.0		20.4	19.8	
Progression Factor		0.53			0.24		1.00	1.00		1.64	3.02	
Incremental Delay, d2		0.6			0.7		0.1	4.0		2.2	0.6	
Delay (s)		6.3			3.4		18.1	27.0		35.7	60.5	
Level of Service		A			A		B	C		D	E	
Approach Delay (s)		6.3			3.4			26.7			55.1	
Approach LOS		A			A			C			E	

Intersection Summary

HCM Average Control Delay	27.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	70.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

6: SOUTH AVE & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖↗↘				
Volume (vph)	95	110	0	0	210	100	0	670	105	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.96			0.98				
Flt Protected		0.98			1.00			1.00				
Satd. Flow (prot)		1803			1764			4934				
Flt Permitted		0.73			1.00			1.00				
Satd. Flow (perm)		1344			1764			4934				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	120	0	0	228	109	0	728	114	0	0	0
RTOR Reduction (vph)	0	0	0	0	20	0	0	28	0	0	0	0
Lane Group Flow (vph)	0	223	0	0	317	0	0	814	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		42.5			42.5			25.3				
Effective Green, g (s)		42.5			42.5			25.3				
Actuated g/C Ratio		0.53			0.53			0.32				
Clearance Time (s)		5.2			5.2			7.0				
Vehicle Extension (s)		4.0			4.0			5.0				
Lane Grp Cap (vph)		714			937			1560				
v/s Ratio Prot					c0.18			c0.16				
v/s Ratio Perm		0.17										
v/c Ratio		0.31			0.34			0.52				
Uniform Delay, d1		10.5			10.7			22.4				
Progression Factor		0.62			1.00			1.00				
Incremental Delay, d2		1.1			1.0			0.6				
Delay (s)		7.6			11.7			23.0				
Level of Service		A			B			C				
Approach Delay (s)		7.6			11.7			23.0			0.0	
Approach LOS		A			B			C			A	

Intersection Summary

HCM Average Control Delay	17.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	59.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

7: 5TH AVE(SR 54) & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑						↑↑↑	
Volume (vph)	0	505	80	20	345	0	0	0	0	45	560	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	
Lane Util. Factor		0.95		1.00	1.00						0.91	
Frt		0.98		1.00	1.00						0.96	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3433		1752	1660						4825	
Flt Permitted		1.00		0.39	1.00						1.00	
Satd. Flow (perm)		3433		726	1660						4825	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	549	87	22	375	0	0	0	0	49	609	234
RTOR Reduction (vph)	0	13	0	0	0	0	0	0	0	0	92	0
Lane Group Flow (vph)	0	623	0	22	375	0	0	0	0	0	800	0
Parking (#/hr)					0							
Turn Type				Perm							Perm	
Protected Phases		6			2							8
Permitted Phases				2							8	
Actuated Green, G (s)		49.3		49.3	49.3						20.7	
Effective Green, g (s)		49.3		49.3	49.3						20.7	
Actuated g/C Ratio		0.62		0.62	0.62						0.26	
Clearance Time (s)		5.0		5.0	5.0						5.0	
Vehicle Extension (s)		3.0		3.0	3.0						3.0	
Lane Grp Cap (vph)		2116		447	1023						1248	
v/s Ratio Prot		0.18			c0.23							
v/s Ratio Perm				0.03							0.17	
v/c Ratio		0.29		0.05	0.37						0.64	
Uniform Delay, d1		7.2		6.1	7.6						26.3	
Progression Factor		1.00		1.81	1.62						0.11	
Incremental Delay, d2		0.4		0.2	0.9						1.1	
Delay (s)		7.6		11.2	13.3						4.0	
Level of Service		A		B	B						A	
Approach Delay (s)		7.6			13.2			0.0			4.0	
Approach LOS		A			B			A			A	

Intersection Summary

HCM Average Control Delay	7.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	43.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: 5TH AVE(SR 54) & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	125	385	45	25	220	35	110	335	20	45	295	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	1816		1752	1845	1568	1752	1845	1568	1752	1812	
Flt Permitted	0.41	1.00		0.50	1.00	1.00	0.39	1.00	1.00	0.41	1.00	
Satd. Flow (perm)	753	1816		913	1845	1568	722	1845	1568	753	1812	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	136	418	49	27	239	38	120	364	22	49	321	43
RTOR Reduction (vph)	0	5	0	0	0	28	0	0	13	0	7	0
Lane Group Flow (vph)	136	462	0	27	239	10	120	364	9	49	357	0
Turn Type	pm+pt			Perm		Perm	pm+pt		Perm	Perm		
Protected Phases	7	4			8		5	2				6
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	36.5	36.5		21.9	21.9	21.9	33.5	31.5	31.5	21.2	21.2	
Effective Green, g (s)	36.5	36.5		21.9	21.9	21.9	33.5	31.5	31.5	21.2	21.2	
Actuated g/C Ratio	0.46	0.46		0.27	0.27	0.27	0.42	0.39	0.39	0.26	0.26	
Clearance Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	
Lane Grp Cap (vph)	463	829		250	505	429	371	726	617	200	480	
v/s Ratio Prot	0.04	c0.25			0.13		0.02	c0.20			c0.20	
v/s Ratio Perm	0.10			0.03		0.01	0.11		0.01	0.07		
v/c Ratio	0.29	0.56		0.11	0.47	0.02	0.32	0.50	0.01	0.24	0.74	
Uniform Delay, d1	13.4	15.9		21.7	24.2	21.2	21.0	18.3	14.8	23.1	26.9	
Progression Factor	0.60	0.70		0.82	0.89	0.67	0.98	1.18	1.53	0.82	0.87	
Incremental Delay, d2	0.3	2.6		0.8	3.0	0.1	0.6	0.7	0.0	0.8	6.3	
Delay (s)	8.3	13.7		18.6	24.6	14.3	21.2	22.3	22.6	19.9	29.9	
Level of Service	A	B		B	C	B	C	C	C	B	C	
Approach Delay (s)		12.4			22.8			22.0			28.7	
Approach LOS		B			C			C			C	

Intersection Summary

HCM Average Control Delay	20.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

9: 5TH AVE(SR 54) & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖↗				
Volume (vph)	170	255	0	0	200	55	90	710	70	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			5.0			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.97			0.99				
Flt Protected		0.98			1.00			0.99				
Satd. Flow (prot)		1628			1791			4950				
Flt Permitted		0.74			1.00			0.99				
Satd. Flow (perm)		1234			1791			4950				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	185	277	0	0	217	60	98	772	76	0	0	0
RTOR Reduction (vph)	0	0	0	0	11	0	0	14	0	0	0	0
Lane Group Flow (vph)	0	462	0	0	266	0	0	932	0	0	0	0
Parking (#/hr)		0										
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		45.9			45.9			22.1				
Effective Green, g (s)		45.9			45.9			22.1				
Actuated g/C Ratio		0.57			0.57			0.28				
Clearance Time (s)		5.0			5.0			7.0				
Vehicle Extension (s)		3.0			3.0			3.0				
Lane Grp Cap (vph)		708			1028			1367				
v/s Ratio Prot					0.15							
v/s Ratio Perm		c0.37						0.19				
v/c Ratio		0.65			0.26			0.68				
Uniform Delay, d1		11.6			8.5			25.8				
Progression Factor		0.43			1.00			0.66				
Incremental Delay, d2		4.1			0.6			1.3				
Delay (s)		9.1			9.1			18.2				
Level of Service		A			A			B				
Approach Delay (s)		9.1			9.1			18.2			0.0	
Approach LOS		A			A			B			A	

Intersection Summary

HCM Average Control Delay	14.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

10: 12TH AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Volume (vph)	0	95	5	25	65	0	0	0	0	35	795	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2						7.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.99			1.00						1.00	
Flt Protected		1.00			0.99						1.00	
Satd. Flow (prot)		1833			1820						5016	
Flt Permitted		1.00			0.92						1.00	
Satd. Flow (perm)		1833			1702						5016	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	103	5	27	71	0	0	0	0	38	864	11
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	106	0	0	98	0	0	0	0	0	911	0
Turn Type				Perm							Perm	
Protected Phases		4			8							6
Permitted Phases				8							6	
Actuated Green, G (s)		40.5			40.5							27.3
Effective Green, g (s)		40.5			40.5							27.3
Actuated g/C Ratio		0.51			0.51							0.34
Clearance Time (s)		5.2			5.2							7.0
Vehicle Extension (s)		5.0			5.0							5.0
Lane Grp Cap (vph)		928			862							1712
v/s Ratio Prot		c0.06										
v/s Ratio Perm					0.06							0.18
v/c Ratio		0.11			0.11							0.53
Uniform Delay, d1		10.4			10.3							21.2
Progression Factor		1.00			1.11							1.05
Incremental Delay, d2		0.3			0.3							0.4
Delay (s)		10.6			11.7							22.7
Level of Service		B			B							C
Approach Delay (s)		10.6			11.7			0.0				22.7
Approach LOS		B			B			A				C
Intersection Summary												
HCM Average Control Delay			20.6		HCM Level of Service						C	
HCM Volume to Capacity ratio			0.28									
Actuated Cycle Length (s)			80.0		Sum of lost time (s)			12.2				
Intersection Capacity Utilization			38.3%		ICU Level of Service						A	
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Signalized Intersection Capacity Analysis

11: 12TH AVE & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	35	95	10	60	55	30	15	420	35	40	300	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.99			0.97		1.00	0.99		1.00	0.98	
Flt Protected		0.99			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1804			1757		1752	1823		1752	1812	
Flt Permitted		0.91			0.84		0.44	1.00		0.29	1.00	
Satd. Flow (perm)		1659			1503		804	1823		537	1812	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	103	11	65	60	33	16	457	38	43	326	43
RTOR Reduction (vph)	0	3	0	0	10	0	0	4	0	0	7	0
Lane Group Flow (vph)	0	149	0	0	148	0	16	491	0	43	362	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		37.7			37.7		30.1	30.1		30.1	30.1	
Effective Green, g (s)		37.7			37.7		30.1	30.1		30.1	30.1	
Actuated g/C Ratio		0.47			0.47		0.38	0.38		0.38	0.38	
Clearance Time (s)		5.2			5.2		7.0	7.0		7.0	7.0	
Vehicle Extension (s)		5.0			5.0		5.0	5.0		5.0	5.0	
Lane Grp Cap (vph)		782			708		303	686		202	682	
v/s Ratio Prot							c0.27				0.20	
v/s Ratio Perm		0.09			c0.10		0.02			0.08		
v/c Ratio		0.19			0.21		0.05	0.72		0.21	0.53	
Uniform Delay, d1		12.3			12.4		15.9	21.3		16.9	19.4	
Progression Factor		1.39			1.05		0.64	0.66		0.70	0.64	
Incremental Delay, d2		0.5			0.7		0.1	4.2		0.9	1.1	
Delay (s)		17.6			13.6		10.2	18.3		12.6	13.5	
Level of Service		B			B		B	B		B	B	
Approach Delay (s)		17.6			13.6			18.0			13.4	
Approach LOS		B			B			B			B	

Intersection Summary

HCM Average Control Delay	15.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

12: 12TH AVE & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Volume (vph)	70	95	0	0	90	35	55	875	60	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.96			0.99				
Flt Protected		0.98			1.00			1.00				
Satd. Flow (prot)		1806			1775			4976				
Flt Permitted		0.83			1.00			1.00				
Satd. Flow (perm)		1533			1775			4976				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	103	0	0	98	38	60	951	65	0	0	0
RTOR Reduction (vph)	0	0	0	0	17	0	0	10	0	0	0	0
Lane Group Flow (vph)	0	179	0	0	119	0	0	1066	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		35.4			35.4			32.4				
Effective Green, g (s)		35.4			35.4			32.4				
Actuated g/C Ratio		0.44			0.44			0.40				
Clearance Time (s)		5.2			5.2			7.0				
Vehicle Extension (s)		5.0			5.0			5.0				
Lane Grp Cap (vph)		678			785			2015				
v/s Ratio Prot					0.07							
v/s Ratio Perm		c0.12						0.21				
v/c Ratio		0.26			0.15			0.53				
Uniform Delay, d1		14.1			13.3			18.0				
Progression Factor		0.48			1.00			0.51				
Incremental Delay, d2		0.9			0.4			0.4				
Delay (s)		7.7			13.7			9.6				
Level of Service		A			B			A				
Approach Delay (s)		7.7			13.7			9.6			0.0	
Approach LOS		A			B			A			A	

Intersection Summary

HCM Average Control Delay	9.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

13: GEIGER RD & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	90	50	160	130	50	55	420	45	215	1165	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.95		1.00	0.96		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	1746		1752	1768		1752	3454		1752	3505	1568
Flt Permitted	0.64	1.00		0.41	1.00		0.10	1.00		0.47	1.00	1.00
Satd. Flow (perm)	1171	1746		762	1768		184	3454		859	3505	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	98	54	174	141	54	60	457	49	234	1266	82
RTOR Reduction (vph)	0	29	0	0	20	0	0	8	0	0	0	42
Lane Group Flow (vph)	87	123	0	174	175	0	60	498	0	234	1266	40
Turn Type	Perm			pm+pt			pm+pt			Perm		Perm
Protected Phases		4		3	8		5	2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	12.2	12.2		22.2	22.2		48.8	48.8		39.3	39.3	39.3
Effective Green, g (s)	12.2	12.2		22.2	22.2		48.8	48.8		39.3	39.3	39.3
Actuated g/C Ratio	0.15	0.15		0.28	0.28		0.61	0.61		0.49	0.49	0.49
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	4.0
Lane Grp Cap (vph)	179	266		280	491		210	2107		422	1722	770
v/s Ratio Prot		0.07		c0.04	0.10		0.02	c0.14			c0.36	
v/s Ratio Perm	0.07			c0.13			0.16			0.27		0.03
v/c Ratio	0.49	0.46		0.62	0.36		0.29	0.24		0.55	0.74	0.05
Uniform Delay, d1	31.0	30.9		24.2	23.2		10.5	7.1		14.2	16.2	10.6
Progression Factor	1.00	1.00		0.78	0.76		1.42	0.58		0.58	0.60	0.36
Incremental Delay, d2	2.1	1.3		3.9	0.4		0.9	0.2		4.0	2.2	0.1
Delay (s)	33.1	32.2		22.9	18.1		15.9	4.4		12.2	11.9	4.0
Level of Service	C	C		C	B		B	A		B	B	A
Approach Delay (s)		32.5			20.4			5.6			11.5	
Approach LOS		C			C			A			B	

Intersection Summary

HCM Average Control Delay	13.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

14: NORTH AVE & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	105	265	0	0	215	150	160	685	135	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5			4.5			4.5				
Lane Util. Factor	1.00	1.00			1.00			0.91				
Frt	1.00	1.00			0.94			0.98				
Flt Protected	0.95	1.00			1.00			0.99				
Satd. Flow (prot)	1752	1845			1742			4892				
Flt Permitted	0.24	1.00			1.00			0.99				
Satd. Flow (perm)	447	1845			1742			4892				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	288	0	0	234	163	174	745	147	0	0	0
RTOR Reduction (vph)	0	0	0	0	43	0	0	18	0	0	0	0
Lane Group Flow (vph)	114	288	0	0	354	0	0	1048	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases	4				8				2			
Permitted Phases	4						2					
Actuated Green, G (s)	22.0	22.0			22.0			49.0				
Effective Green, g (s)	22.0	22.0			22.0			49.0				
Actuated g/C Ratio	0.28	0.28			0.28			0.61				
Clearance Time (s)	4.5	4.5			4.5			4.5				
Vehicle Extension (s)	3.0	3.0			3.0			4.0				
Lane Grp Cap (vph)	123	507			479			2996				
v/s Ratio Prot	0.16				0.20							
v/s Ratio Perm	c0.26						0.21					
v/c Ratio	0.93	0.57			0.74			0.35				
Uniform Delay, d1	28.2	24.9			26.4			7.6				
Progression Factor	0.68	0.69			1.00			0.19				
Incremental Delay, d2	55.7	1.4			5.9			0.3				
Delay (s)	75.0	18.4			32.3			1.7				
Level of Service	E		B		C		A					
Approach Delay (s)	34.5				32.3		1.7				0.0	
Approach LOS	C				C		A				A	
























Intersection Summary

HCM Average Control Delay	15.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	0	185	10	265	590	120	430	0	0	1260	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0			7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95			0.95	
Frt	1.00	0.85		1.00	1.00	0.85	1.00	1.00			1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00			1.00	
Satd. Flow (prot)	1752	1568		1752	1845	1568	1752	3505			3497	
Flt Permitted	0.43	1.00		0.61	1.00	1.00	0.13	1.00			1.00	
Satd. Flow (perm)	799	1568		1118	1845	1568	243	3505			3497	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	0	201	11	288	641	130	467	0	0	1370	22
RTOR Reduction (vph)	0	37	0	0	0	301	0	0	0	0	1	0
Lane Group Flow (vph)	5	164	0	11	288	340	130	467	0	0	1391	0
Turn Type	Perm			Perm			Perm	Perm			Perm	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	18.4	18.4		18.4	18.4	18.4	47.6	47.6			47.6	
Effective Green, g (s)	18.4	18.4		18.4	18.4	18.4	47.6	47.6			47.6	
Actuated g/C Ratio	0.23	0.23		0.23	0.23	0.23	0.60	0.60			0.60	
Clearance Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0			7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0			4.0	
Lane Grp Cap (vph)	184	361		257	424	361	145	2085			2081	
v/s Ratio Prot		0.10			0.16			0.13			0.40	
v/s Ratio Perm	0.01			0.01		c0.22	c0.54					
v/c Ratio	0.03	0.45		0.04	0.68	0.94	0.90	0.22			0.67	
Uniform Delay, d1	23.9	26.5		24.0	28.1	30.3	14.1	7.6			10.9	
Progression Factor	1.00	1.00		0.64	0.66	0.54	1.00	0.82			1.00	
Incremental Delay, d2	0.1	0.9		0.1	4.0	31.1	50.6	0.2			1.7	
Delay (s)	23.9	27.4		15.3	22.6	47.6	64.7	6.4			12.6	
Level of Service	C	C		B	C	D	E	A			B	
Approach Delay (s)		27.3			39.6			19.1			12.6	
Approach LOS		C			D			B			B	
Intersection Summary												
HCM Average Control Delay			22.9				HCM Level of Service				C	
HCM Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			14.0		
Intersection Capacity Utilization			83.6%				ICU Level of Service			E		
Analysis Period (min)			15									
c	Critical Lane Group											

Appendix O3

**Opening Year (2015) 6th Street and US 301/Gall Blvd One-Way Pair Alternative Synchro
Intersection Analysis Sheets**

HCM Signalized Intersection Capacity Analysis

1: SR 39 & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗↘	↗	↗↘	↗	↗	↗↘	↗↘
Volume (vph)	30	15	30	25	5	365	5	575	15	445	695	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.4			5.4	5.4	5.7	5.7	5.7	5.4	5.7	
Lane Util. Factor		1.00			1.00	0.88	1.00	0.95	1.00	1.00	0.95	
Frt		0.95			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.98			0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1631			1688	2632	1671	3343	1495	1671	3332	
Flt Permitted		0.85			0.81	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1422			1429	2632	1671	3343	1495	1671	3332	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	16	33	27	5	397	5	625	16	484	755	16
RTOR Reduction (vph)	0	30	0	0	0	41	0	0	10	0	1	0
Lane Group Flow (vph)	0	52	0	0	32	356	5	625	6	484	770	0
Turn Type	Perm			Perm		pm+ov	Prot		Perm		Prot	
Protected Phases		4			8	1	5	2			1	6
Permitted Phases	4			8		8			2			
Actuated Green, G (s)		7.8			7.8	31.6	1.3	25.8	25.8	23.8	48.0	
Effective Green, g (s)		7.8			7.8	31.6	1.3	25.8	25.8	23.8	48.0	
Actuated g/C Ratio		0.11			0.11	0.43	0.02	0.35	0.35	0.32	0.65	
Clearance Time (s)		5.4			5.4	5.4	5.7	5.7	5.7	5.4	5.7	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		150			151	1318	29	1167	522	538	2164	
v/s Ratio Prot						c0.09	0.00	c0.19		c0.29	0.23	
v/s Ratio Perm		0.04			0.02	0.05			0.00			
v/c Ratio		0.35			0.21	0.27	0.17	0.54	0.01	0.90	0.36	
Uniform Delay, d1		30.7			30.2	13.7	35.8	19.3	15.7	23.9	5.9	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.4			0.7	0.1	2.8	0.5	0.0	17.7	0.1	
Delay (s)		32.1			30.9	13.8	38.6	19.7	15.7	41.7	6.0	
Level of Service		C			C	B	D	B	B	D	A	
Approach Delay (s)		32.1			15.1			19.8			19.8	
Approach LOS		C			B			B			B	

Intersection Summary

HCM Average Control Delay	19.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	73.9	Sum of lost time (s)	16.5
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

2: C AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	20	50	40	55	0	0	0	0	70	1260	65
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	22	54	43	60	0	0	0	0	76	1370	71
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1587	1557	492	674	1592	0	1440			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1587	1557	492	674	1592	0	1440			0		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	79	90	82	40	100	100			95		
cM capacity (veh/h)	36	105	520	246	100	1081	462			1614		
Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3							
Volume Total	76	103	418	685	413							
Volume Left	0	43	76	0	0							
Volume Right	54	0	0	0	71							
cSH	245	134	1614	1700	1700							
Volume to Capacity	0.31	0.77	0.05	0.40	0.24							
Queue Length 95th (ft)	32	115	4	0	0							
Control Delay (s)	26.2	90.4	1.7	0.0	0.0							
Lane LOS	D	F	A									
Approach Delay (s)	26.2	90.4	0.5									
Approach LOS	D	F										
Intersection Summary												
Average Delay			7.1									
Intersection Capacity Utilization			45.7%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: C AVE & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖↗↘				
Volume (veh/h)	20	40	0	0	35	25	30	895	30	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	43	0	0	38	27	33	973	33	0	0	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												
vC, conflicting volume	436	1071	0	1076	1054	341	0			1005		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	436	1071	0	1076	1054	341	0			1005		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	80	100	100	83	96	98			100		
cM capacity (veh/h)	410	214	1081	143	218	652	1614			679		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	65	65	276	486	276
Volume Left	22	0	33	0	0
Volume Right	0	27	0	0	33
cSH	254	302	1614	1700	1700
Volume to Capacity	0.26	0.22	0.02	0.29	0.16
Queue Length 95th (ft)	25	20	2	0	0
Control Delay (s)	24.0	20.2	1.0	0.0	0.0
Lane LOS	C	C	A		
Approach Delay (s)	24.0	20.2	0.3		
Approach LOS	C	C			

Intersection Summary		
Average Delay		2.7
Intersection Capacity Utilization	35.1%	ICU Level of Service
Analysis Period (min)		15
		A

HCM Signalized Intersection Capacity Analysis

4: SOUTH AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Volume (vph)	0	15	115	210	45	0	0	0	0	210	1055	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2						7.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.88			1.00						1.00	
Flt Protected		1.00			0.96						0.99	
Satd. Flow (prot)		1624			1772						4983	
Flt Permitted		1.00			0.67						0.99	
Satd. Flow (perm)		1624			1237						4983	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	16	125	228	49	0	0	0	0	228	1147	22
RTOR Reduction (vph)	0	15	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	126	0	0	277	0	0	0	0	0	1395	0
Turn Type				Perm							Perm	
Protected Phases		4			8							6
Permitted Phases				8							6	
Actuated Green, G (s)		36.2			36.2						41.6	
Effective Green, g (s)		36.2			36.2						41.6	
Actuated g/C Ratio		0.40			0.40						0.46	
Clearance Time (s)		5.2			5.2						7.0	
Vehicle Extension (s)		4.0			4.0						5.0	
Lane Grp Cap (vph)		653			498						2303	
v/s Ratio Prot		0.08										
v/s Ratio Perm					0.22						0.28	
v/c Ratio		0.19			0.56						0.61	
Uniform Delay, d1		17.4			20.7						18.1	
Progression Factor		1.00			1.30						0.54	
Incremental Delay, d2		0.7			4.4						0.6	
Delay (s)		18.1			31.4						10.2	
Level of Service		B			C						B	
Approach Delay (s)		18.1			31.4			0.0			10.2	
Approach LOS		B			C			A			B	

Intersection Summary

HCM Average Control Delay	14.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

5: SOUTH AVE & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↔			↕↕↕				
Volume (vph)	65	160	0	0	185	55	10	700	50	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.97			0.99				
Flt Protected		0.99			1.00			1.00				
Satd. Flow (prot)		1818			1787			4983				
Flt Permitted		0.85			1.00			1.00				
Satd. Flow (perm)		1561			1787			4983				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	71	174	0	0	201	60	11	761	54	0	0	0
RTOR Reduction (vph)	0	0	0	0	9	0	0	10	0	0	0	0
Lane Group Flow (vph)	0	245	0	0	252	0	0	816	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		51.3			51.3			26.5				
Effective Green, g (s)		51.3			51.3			26.5				
Actuated g/C Ratio		0.57			0.57			0.29				
Clearance Time (s)		5.2			5.2			7.0				
Vehicle Extension (s)		4.0			4.0			5.0				
Lane Grp Cap (vph)		890			1019			1467				
v/s Ratio Prot					0.14							
v/s Ratio Perm		c0.16						0.16				
v/c Ratio		0.28			0.25			0.56				
Uniform Delay, d1		9.9			9.7			26.8				
Progression Factor		0.64			1.00			1.00				
Incremental Delay, d2		0.6			0.6			0.8				
Delay (s)		7.0			10.3			27.6				
Level of Service		A			B			C				
Approach Delay (s)		7.0			10.3			27.6			0.0	
Approach LOS		A			B			C			A	

Intersection Summary

HCM Average Control Delay	20.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

6: SOUTH AVE & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Volume (veh/h)	25	170	0	0	265	45	0	135	45	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	185	0	0	288	49	0	147	49	0	0	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												
vC, conflicting volume	266	196	0	264	171	98	0			196		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	266	196	0	264	171	98	0			196		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	73	100	100	60	95	100			100		
cM capacity (veh/h)	432	696	1081	529	719	936	1614			1367		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	212	337	73	122
Volume Left	27	0	0	0
Volume Right	0	49	0	49
cSH	646	744	1614	1700
Volume to Capacity	0.33	0.45	0.00	0.07
Queue Length 95th (ft)	36	59	0	0
Control Delay (s)	13.3	13.8	0.0	0.0
Lane LOS	B	B		
Approach Delay (s)	13.3	13.8	0.0	
Approach LOS	B	B		

Intersection Summary			
Average Delay		10.0	
Intersection Capacity Utilization	41.9%		ICU Level of Service
Analysis Period (min)	15		A

HCM Signalized Intersection Capacity Analysis

7: 5TH AVE(SR 54) & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑						↑↑↑	
Volume (vph)	0	415	145	65	275	0	0	0	0	135	1080	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	
Lane Util. Factor		0.95		1.00	1.00						0.91	
Frt		0.96		1.00	1.00						0.97	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3368		1752	1660						4861	
Flt Permitted		1.00		0.35	1.00						1.00	
Satd. Flow (perm)		3368		642	1660						4861	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	451	158	71	299	0	0	0	0	147	1174	337
RTOR Reduction (vph)	0	29	0	0	0	0	0	0	0	0	53	0
Lane Group Flow (vph)	0	580	0	71	299	0	0	0	0	0	1605	0
Parking (#/hr)					0							
Turn Type				Perm							Perm	
Protected Phases		6			2							8
Permitted Phases				2							8	
Actuated Green, G (s)		37.1		37.1	37.1						42.9	
Effective Green, g (s)		37.1		37.1	37.1						42.9	
Actuated g/C Ratio		0.41		0.41	0.41						0.48	
Clearance Time (s)		5.0		5.0	5.0						5.0	
Vehicle Extension (s)		3.0		3.0	3.0						3.0	
Lane Grp Cap (vph)		1388		265	684						2317	
v/s Ratio Prot		0.17			c0.18							
v/s Ratio Perm				0.11							0.33	
v/c Ratio		0.42		0.27	0.44						0.69	
Uniform Delay, d1		18.8		17.5	19.0						18.4	
Progression Factor		1.00		0.81	0.81						0.47	
Incremental Delay, d2		0.9		2.4	1.9						0.8	
Delay (s)		19.7		16.5	17.3						9.5	
Level of Service		B		B	B						A	
Approach Delay (s)		19.7			17.2			0.0			9.5	
Approach LOS		B			B			A			A	

Intersection Summary




















HCM Average Control Delay	12.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	76.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: 5TH AVE(SR 54) & US 301

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	180	340	0	0	195	40	120	660	40	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		7.0				
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91				
Frt	1.00	1.00			1.00	0.85		0.99				
Flt Protected	0.95	1.00			1.00	1.00		0.99				
Satd. Flow (prot)	1752	1845			1845	1568		4963				
Flt Permitted	0.51	1.00			1.00	1.00		0.99				
Satd. Flow (perm)	948	1845			1845	1568		4963				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	370	0	0	212	43	130	717	43	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	26	0	7	0	0	0	0
Lane Group Flow (vph)	196	370	0	0	212	17	0	883	0	0	0	0
Turn Type	pm+pt				Perm		Perm					
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2					
Actuated Green, G (s)	52.1	52.1			35.7	35.7		25.9				
Effective Green, g (s)	52.1	52.1			35.7	35.7		25.9				
Actuated g/C Ratio	0.58	0.58			0.40	0.40		0.29				
Clearance Time (s)	5.0	5.0			5.0	5.0		7.0				
Vehicle Extension (s)	3.0	3.0			3.0	3.0		4.0				
Lane Grp Cap (vph)	651	1068			732	622		1428				
v/s Ratio Prot	0.04	c0.20			0.11							
v/s Ratio Perm	0.14					0.01		0.18				
v/c Ratio	0.30	0.35			0.29	0.03		0.62				
Uniform Delay, d1	9.3	10.0			18.5	16.6		27.8				
Progression Factor	0.59	0.56			1.00	1.00		0.32				
Incremental Delay, d2	0.2	0.8			1.0	0.1		0.9				
Delay (s)	5.7	6.4			19.5	16.6		9.8				
Level of Service	A	A			B	B		A				
Approach Delay (s)		6.1			19.0			9.8			0.0	
Approach LOS		A			B			A			A	
Intersection Summary												
HCM Average Control Delay			10.0				HCM Level of Service				A	
HCM Volume to Capacity ratio			0.44									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			76.4%				ICU Level of Service				D	
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Unsignalized Intersection Capacity Analysis

9: 5TH AVE(SR 54) & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔				
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	60	310	0	0	195	30	30	145	45	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	65	337	0	0	212	33	33	158	49	0	0	0

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	402	245	239
Volume Left (vph)	65	0	33
Volume Right (vph)	0	33	49
Hadj (s)	0.08	-0.03	-0.04
Departure Headway (s)	5.0	5.1	5.5
Degree Utilization, x	0.56	0.35	0.36
Capacity (veh/h)	688	664	600
Control Delay (s)	14.3	10.9	11.6
Approach Delay (s)	14.3	10.9	11.6
Approach LOS	B	B	B

Intersection Summary		
Delay		12.6
HCM Level of Service		B
Intersection Capacity Utilization	53.7%	ICU Level of Service A
Analysis Period (min)		15

HCM Signalized Intersection Capacity Analysis

10: 12TH AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻↻↻	
Volume (vph)	0	90	15	115	55	0	0	0	0	155	1385	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2						7.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.98			1.00						1.00	
Flt Protected		1.00			0.97						1.00	
Satd. Flow (prot)		1810			1784						5004	
Flt Permitted		1.00			0.73						1.00	
Satd. Flow (perm)		1810			1343						5004	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	98	16	125	60	0	0	0	0	168	1505	16
RTOR Reduction (vph)	0	7	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	107	0	0	185	0	0	0	0	0	1688	0
Turn Type				Perm							Perm	
Protected Phases		4			8							6
Permitted Phases				8							6	
Actuated Green, G (s)		25.1			25.1						52.7	
Effective Green, g (s)		25.1			25.1						52.7	
Actuated g/C Ratio		0.28			0.28						0.59	
Clearance Time (s)		5.2			5.2						7.0	
Vehicle Extension (s)		5.0			5.0						5.0	
Lane Grp Cap (vph)		505			375						2930	
v/s Ratio Prot		0.06										
v/s Ratio Perm					c0.14						0.34	
v/c Ratio		0.21			0.49						0.58	
Uniform Delay, d1		24.9			27.1						11.7	
Progression Factor		1.00			0.86						1.00	
Incremental Delay, d2		1.0			4.6						0.4	
Delay (s)		25.8			28.0						12.1	
Level of Service		C			C						B	
Approach Delay (s)		25.8			28.0			0.0			12.1	
Approach LOS		C			C			A			B	

Intersection Summary

HCM Average Control Delay	14.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

11: 12TH AVE & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↔			↕↕↕				
Volume (vph)	60	90	0	0	120	30	20	785	45	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.97			0.99				
Flt Protected		0.98			1.00			1.00				
Satd. Flow (prot)		1809			1794			4990				
Flt Permitted		0.84			1.00			1.00				
Satd. Flow (perm)		1548			1794			4990				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	98	0	0	130	33	22	853	49	0	0	0
RTOR Reduction (vph)	0	0	0	0	8	0	0	8	0	0	0	0
Lane Group Flow (vph)	0	163	0	0	155	0	0	916	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		48.1			48.1			29.7				
Effective Green, g (s)		48.1			48.1			29.7				
Actuated g/C Ratio		0.53			0.53			0.33				
Clearance Time (s)		5.2			5.2			7.0				
Vehicle Extension (s)		5.0			5.0			5.0				
Lane Grp Cap (vph)		827			959			1647				
v/s Ratio Prot					0.09							
v/s Ratio Perm		c0.11						0.18				
v/c Ratio		0.20			0.16			0.56				
Uniform Delay, d1		10.9			10.7			24.7				
Progression Factor		0.79			1.00			0.34				
Incremental Delay, d2		0.5			0.4			0.6				
Delay (s)		9.1			11.0			9.1				
Level of Service		A			B			A				
Approach Delay (s)		9.1			11.0			9.1			0.0	
Approach LOS		A			B			A			A	

Intersection Summary

HCM Average Control Delay	9.4	HCM Level of Service	A
HCM Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	47.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

12: 12TH AVE & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖↗				
Volume (veh/h)	25	110	0	0	110	15	50	195	45	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	120	0	0	120	16	54	212	49	0	0	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												
vC, conflicting volume	291	370	0	405	345	130	0			261		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	291	370	0	405	345	130	0			261		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	78	100	100	78	98	97			100		
cM capacity (veh/h)	508	538	1081	427	555	892	1614			1293		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2								
Volume Total	147	136	160	155								
Volume Left	27	0	54	0								
Volume Right	0	16	0	49								
cSH	532	581	1614	1700								
Volume to Capacity	0.28	0.23	0.03	0.09								
Queue Length 95th (ft)	28	23	3	0								
Control Delay (s)	14.3	13.1	2.7	0.0								
Lane LOS	B	B	A									
Approach Delay (s)	14.3	13.1	1.3									
Approach LOS	B	B										
Intersection Summary												
Average Delay			7.2									
Intersection Capacity Utilization			32.1%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

13: GEIGER RD & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	65	90	65	205	115	100	50	775	70	60	1450	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.94		1.00	0.93		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	1728		1752	1716		1752	3461		1752	3505	1568
Flt Permitted	0.61	1.00		0.31	1.00		0.08	1.00		0.26	1.00	1.00
Satd. Flow (perm)	1131	1728		566	1716		142	3461		486	3505	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	71	98	71	223	125	109	54	842	76	65	1576	103
RTOR Reduction (vph)	0	24	0	0	29	0	0	5	0	0	0	43
Lane Group Flow (vph)	71	145	0	223	205	0	54	913	0	65	1576	60
Turn Type	Perm			pm+pt			pm+pt			Perm		Perm
Protected Phases		4		3	8		5	2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	15.1	15.1		31.0	31.0		75.0	75.0		66.5	66.5	66.5
Effective Green, g (s)	15.1	15.1		31.0	31.0		75.0	75.0		66.5	66.5	66.5
Actuated g/C Ratio	0.13	0.13		0.27	0.27		0.65	0.65		0.58	0.58	0.58
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	4.0
Lane Grp Cap (vph)	149	227		270	463		149	2257		281	2027	907
v/s Ratio Prot		0.08		c0.08	0.12		0.01	c0.26			c0.45	
v/s Ratio Perm	0.06			c0.14			0.22			0.13		0.04
v/c Ratio	0.48	0.64		0.83	0.44		0.36	0.40		0.23	0.78	0.07
Uniform Delay, d1	46.3	47.4		36.4	34.8		31.5	9.4		11.8	18.6	10.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		0.86	0.77	0.70
Incremental Delay, d2	2.4	5.8		18.3	0.7		2.0	0.5		1.5	2.3	0.1
Delay (s)	48.7	53.1		54.6	35.5		33.5	10.0		11.6	16.7	7.6
Level of Service	D	D		D	D		C	A		B	B	A
Approach Delay (s)		51.8			44.8			11.3			16.0	
Approach LOS		D			D			B			B	




















Intersection Summary

HCM Average Control Delay	21.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	79.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

14: NORTH AVE & 7TH ST

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop				Stop			Stop			Stop	
Volume (vph)	35	190	0	0	300	65	60	140	40	170	0	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	207	0	0	326	71	65	152	43	185	0	49
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1						
Volume Total (vph)	38	207	397	65	196	234						
Volume Left (vph)	38	0	0	65	0	185						
Volume Right (vph)	0	0	71	0	43	49						
Hadj (s)	0.55	0.05	-0.06	0.55	-0.10	0.08						
Departure Headway (s)	7.7	7.2	6.8	7.9	7.2	7.4						
Degree Utilization, x	0.08	0.41	0.75	0.14	0.39	0.48						
Capacity (veh/h)	428	454	516	411	451	438						
Control Delay (s)	10.2	13.9	27.0	10.9	13.5	17.1						
Approach Delay (s)	13.4		27.0	12.9		17.1						
Approach LOS	B		D	B		C						
Intersection Summary												
Delay			18.8									
HCM Level of Service			C									
Intersection Capacity Utilization			58.4%	ICU Level of Service								B
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↗	↘		↗	↖	↗	↗	↕		↗	↖	
Volume (vph)	5	70	205	15	60	110	240	690	5	95	1385	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.89		1.00	1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1638		1752	1845	1568	1752	3501		1752	3499	
Flt Permitted	0.71	1.00		0.25	1.00	1.00	0.14	1.00		0.36	1.00	
Satd. Flow (perm)	1318	1638		461	1845	1568	250	3501		662	3499	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	76	223	16	65	120	261	750	5	103	1505	16
RTOR Reduction (vph)	0	62	0	0	0	103	0	1	0	0	1	0
Lane Group Flow (vph)	5	237	0	16	65	17	261	754	0	103	1520	0
Turn Type	Perm			Perm			Perm	Perm		Perm		
Protected Phases	4			8			2			6		
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)	16.0	16.0		16.0	16.0	16.0	85.0	85.0		85.0	85.0	
Effective Green, g (s)	16.0	16.0		16.0	16.0	16.0	85.0	85.0		85.0	85.0	
Actuated g/C Ratio	0.14	0.14		0.14	0.14	0.14	0.74	0.74		0.74	0.74	
Clearance Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	183	228		64	257	218	185	2588		489	2586	
v/s Ratio Prot	c0.14			0.04			0.22			0.43		
v/s Ratio Perm	0.00			0.03		0.01	c1.04			0.16		
v/c Ratio	0.03	1.04		0.25	0.25	0.08	1.41	0.29		0.21	0.59	
Uniform Delay, d1	42.8	49.5		44.1	44.2	43.1	15.0	5.0		4.6	6.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.72		1.00	1.00	
Incremental Delay, d2	0.1	70.3		2.1	0.5	0.2	212.0	0.3		1.0	1.0	
Delay (s)	42.8	119.8		46.2	44.7	43.2	227.0	3.8		5.6	7.9	
Level of Service	D	F		D	D	D	F	A		A	A	
Approach Delay (s)	118.6			43.9			61.2			7.8		
Approach LOS	F			D			E			A		






















Intersection Summary

HCM Average Control Delay	38.0	HCM Level of Service	D
HCM Volume to Capacity ratio	1.35		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	89.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

1: SR 39 & US 301

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	15	25	20	5	465	5	730	20	350	545	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.4			5.4	5.4	5.7	5.7	5.7	5.4	5.7	
Lane Util. Factor		1.00			1.00	0.88	1.00	0.95	1.00	1.00	0.95	
Frt		0.95			1.00	0.85	1.00	1.00	0.85	1.00	1.00	
Flt Protected		0.98			0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1642			1690	2632	1671	3343	1495	1671	3333	
Flt Permitted		0.84			0.82	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1406			1438	2632	1671	3343	1495	1671	3333	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	16	27	22	5	505	5	793	22	380	592	11
RTOR Reduction (vph)	0	24	0	0	0	28	0	0	14	0	1	0
Lane Group Flow (vph)	0	57	0	0	27	477	5	793	8	380	602	0
Turn Type	Perm			Perm		pm+ov	Prot		Perm	Prot		
Protected Phases		4			8	1	5	2			1	6
Permitted Phases	4			8		8			2			
Actuated Green, G (s)		7.7			7.7	26.2	1.3	26.5	26.5	18.5	43.4	
Effective Green, g (s)		7.7			7.7	26.2	1.3	26.5	26.5	18.5	43.4	
Actuated g/C Ratio		0.11			0.11	0.38	0.02	0.38	0.38	0.27	0.63	
Clearance Time (s)		5.4			5.4	5.4	5.7	5.7	5.7	5.4	5.7	
Vehicle Extension (s)		3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		156			160	1202	31	1280	573	447	2090	
v/s Ratio Prot						c0.11	0.00	c0.24		c0.23	0.18	
v/s Ratio Perm		0.04			0.02	0.08			0.01			
v/c Ratio		0.37			0.17	0.40	0.16	0.62	0.01	0.85	0.29	
Uniform Delay, d1		28.5			27.9	15.7	33.4	17.3	13.2	24.0	5.9	
Progression Factor		1.00			1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.5			0.5	0.2	2.4	0.9	0.0	14.3	0.1	
Delay (s)		29.9			28.4	15.9	35.9	18.2	13.3	38.4	5.9	
Level of Service		C			C	B	D	B	B	D	A	
Approach Delay (s)		29.9			16.6			18.1			18.5	
Approach LOS		C			B			B			B	
Intersection Summary												
HCM Average Control Delay			18.3				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			69.2				Sum of lost time (s)			16.5		
Intersection Capacity Utilization			64.2%				ICU Level of Service			C		
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Unsignalized Intersection Capacity Analysis

2: C AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	30	40	30	70	0	0	0	0	60	990	50
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	33	43	33	76	0	0	0	0	65	1076	54
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1272	1234	386	549	1261	0	1130			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1272	1234	386	549	1261	0	1130			0		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	80	93	90	53	100	100			96		
cM capacity (veh/h)	75	167	610	319	161	1081	608			1614		

Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3
Volume Total	76	109	334	538	323
Volume Left	0	33	65	0	0
Volume Right	43	0	0	0	54
cSH	285	189	1614	1700	1700
Volume to Capacity	0.27	0.58	0.04	0.32	0.19
Queue Length 95th (ft)	26	78	3	0	0
Control Delay (s)	22.1	47.1	1.7	0.0	0.0
Lane LOS	C	E	A		
Approach Delay (s)	22.1	47.1	0.5		
Approach LOS	C	E			

Intersection Summary		
Average Delay		5.3
Intersection Capacity Utilization	40.1%	ICU Level of Service
Analysis Period (min)		15
		A

HCM Unsignalized Intersection Capacity Analysis

3: C AVE & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖↗↘				
Volume (veh/h)	25	40	0	0	40	30	40	1140	35	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	27	43	0	0	43	33	43	1239	38	0	0	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												
vC, conflicting volume	554	1364	0	1367	1345	432	0			1277		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	554	1364	0	1367	1345	432	0			1277		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	91	69	100	100	70	94	97			100		
cM capacity (veh/h)	293	141	1081	78	145	569	1614			534		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3
Volume Total	71	76	353	620	348
Volume Left	27	0	43	0	0
Volume Right	0	33	0	0	38
cSH	176	213	1614	1700	1700
Volume to Capacity	0.40	0.36	0.03	0.36	0.20
Queue Length 95th (ft)	44	38	2	0	0
Control Delay (s)	38.4	31.0	1.1	0.0	0.0
Lane LOS	E	D	A		
Approach Delay (s)	38.4	31.0	0.3		
Approach LOS	E	D			

Intersection Summary		
Average Delay		3.7
Intersection Capacity Utilization	40.4%	ICU Level of Service
Analysis Period (min)		15
		A

HCM Signalized Intersection Capacity Analysis

4: SOUTH AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Volume (vph)	0	40	90	165	50	0	0	0	0	165	830	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2						7.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.91			1.00						1.00	
Flt Protected		1.00			0.96						0.99	
Satd. Flow (prot)		1672			1776						4984	
Flt Permitted		1.00			0.69						0.99	
Satd. Flow (perm)		1672			1265						4984	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	43	98	179	54	0	0	0	0	179	902	16
RTOR Reduction (vph)	0	28	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	113	0	0	233	0	0	0	0	0	1095	0
Turn Type				Perm							Perm	
Protected Phases		4			8							6
Permitted Phases				8							6	
Actuated Green, G (s)		42.8			42.8						35.0	
Effective Green, g (s)		42.8			42.8						35.0	
Actuated g/C Ratio		0.48			0.48						0.39	
Clearance Time (s)		5.2			5.2						7.0	
Vehicle Extension (s)		4.0			4.0						5.0	
Lane Grp Cap (vph)		795			602						1938	
v/s Ratio Prot		0.07										
v/s Ratio Perm					0.18						0.22	
v/c Ratio		0.14			0.39						0.57	
Uniform Delay, d1		13.3			15.2						21.5	
Progression Factor		1.00			1.26						0.60	
Incremental Delay, d2		0.4			1.8						0.5	
Delay (s)		13.7			20.9						13.4	
Level of Service		B			C						B	
Approach Delay (s)		13.7			20.9			0.0			13.4	
Approach LOS		B			C			A			B	

Intersection Summary

HCM Average Control Delay	14.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis

5: SOUTH AVE & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↖↗↘				
Volume (vph)	80	160	0	0	185	70	10	890	65	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.96			0.99				
Flt Protected		0.98			1.00			1.00				
Satd. Flow (prot)		1814			1776			4982				
Flt Permitted		0.81			1.00			1.00				
Satd. Flow (perm)		1494			1776			4982				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	174	0	0	201	76	11	967	71	0	0	0
RTOR Reduction (vph)	0	0	0	0	14	0	0	9	0	0	0	0
Lane Group Flow (vph)	0	261	0	0	263	0	0	1040	0	0	0	0
Turn Type	Perm						Perm					
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		44.3			44.3			33.5				
Effective Green, g (s)		44.3			44.3			33.5				
Actuated g/C Ratio		0.49			0.49			0.37				
Clearance Time (s)		5.2			5.2			7.0				
Vehicle Extension (s)		4.0			4.0			5.0				
Lane Grp Cap (vph)		735			874			1854				
v/s Ratio Prot					0.15							
v/s Ratio Perm		c0.17						0.21				
v/c Ratio		0.36			0.30			0.56				
Uniform Delay, d1		14.1			13.6			22.4				
Progression Factor		0.48			1.00			1.00				
Incremental Delay, d2		1.3			0.9			0.6				
Delay (s)		8.0			14.5			23.1				
Level of Service		A			B			C				
Approach Delay (s)		8.0			14.5			23.1			0.0	
Approach LOS		A			B			C			A	

Intersection Summary

HCM Average Control Delay	19.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	60.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

6: SOUTH AVE & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Volume (veh/h)	35	155	0	0	250	60	0	170	60	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	168	0	0	272	65	0	185	65	0	0	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												
vC, conflicting volume	293	250	0	302	217	125	0			250		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	293	250	0	302	217	125	0			250		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	91	74	100	100	60	93	100			100		
cM capacity (veh/h)	404	649	1081	500	677	899	1614			1305		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	207	337	92	158
Volume Left	38	0	0	0
Volume Right	0	65	0	65
cSH	584	711	1614	1700
Volume to Capacity	0.35	0.47	0.00	0.09
Queue Length 95th (ft)	40	64	0	0
Control Delay (s)	14.5	14.5	0.0	0.0
Lane LOS	B	B		
Approach Delay (s)	14.5	14.5	0.0	
Approach LOS	B	B		

Intersection Summary			
Average Delay		9.9	
Intersection Capacity Utilization	43.5%		ICU Level of Service
Analysis Period (min)	15		A

HCM Signalized Intersection Capacity Analysis

7: 5TH AVE(SR 54) & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑						↑↑↑	
Volume (vph)	0	470	115	50	315	0	0	0	0	105	850	245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0	5.0						5.0	
Lane Util. Factor		0.95		1.00	1.00						0.91	
Frt		0.97		1.00	1.00						0.97	
Flt Protected		1.00		0.95	1.00						1.00	
Satd. Flow (prot)		3402		1752	1660						4861	
Flt Permitted		1.00		0.37	1.00						1.00	
Satd. Flow (perm)		3402		677	1660						4861	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	511	125	54	342	0	0	0	0	114	924	266
RTOR Reduction (vph)	0	21	0	0	0	0	0	0	0	0	57	0
Lane Group Flow (vph)	0	615	0	54	342	0	0	0	0	0	1248	0
Parking (#/hr)					0							
Turn Type				Perm							Perm	
Protected Phases		6			2							8
Permitted Phases				2						8		
Actuated Green, G (s)		46.5		46.5	46.5						33.5	
Effective Green, g (s)		46.5		46.5	46.5						33.5	
Actuated g/C Ratio		0.52		0.52	0.52						0.37	
Clearance Time (s)		5.0		5.0	5.0						5.0	
Vehicle Extension (s)		3.0		3.0	3.0						3.0	
Lane Grp Cap (vph)		1758		350	858						1809	
v/s Ratio Prot		0.18			c0.21							
v/s Ratio Perm				0.08							0.26	
v/c Ratio		0.35		0.15	0.40						0.69	
Uniform Delay, d1		12.8		11.4	13.2						23.9	
Progression Factor		1.00		1.14	1.08						0.31	
Incremental Delay, d2		0.6		0.9	1.3						1.0	
Delay (s)		13.4		13.8	15.5						8.3	
Level of Service		B		B	B						A	
Approach Delay (s)		13.4			15.3			0.0			8.3	
Approach LOS		B			B			A			A	

Intersection Summary




















HCM Average Control Delay	10.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	69.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: 5TH AVE(SR 54) & US 301

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  				
Volume (vph)	230	325	0	0	200	50	155	840	50	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			5.0	5.0		7.0				
Lane Util. Factor	1.00	1.00			1.00	1.00		0.91				
Frt	1.00	1.00			1.00	0.85		0.99				
Flt Protected	0.95	1.00			1.00	1.00		0.99				
Satd. Flow (prot)	1752	1845			1845	1568		4963				
Flt Permitted	0.47	1.00			1.00	1.00		0.99				
Satd. Flow (perm)	862	1845			1845	1568		4963				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	250	353	0	0	217	54	168	913	54	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	37	0	6	0	0	0	0
Lane Group Flow (vph)	250	353	0	0	217	17	0	1129	0	0	0	0
Turn Type	pm+pt						Perm	Perm				
Protected Phases	7	4			8			2				
Permitted Phases	4					8	2					
Actuated Green, G (s)	46.5	46.5			28.7	28.7		31.5				
Effective Green, g (s)	46.5	46.5			28.7	28.7		31.5				
Actuated g/C Ratio	0.52	0.52			0.32	0.32		0.35				
Clearance Time (s)	5.0	5.0			5.0	5.0		7.0				
Vehicle Extension (s)	3.0	3.0			3.0	3.0		4.0				
Lane Grp Cap (vph)	572	953			588	500		1737				
v/s Ratio Prot	c0.06	0.19			0.12							
v/s Ratio Perm	c0.16						0.01	0.23				
v/c Ratio	0.44	0.37			0.37	0.03		0.65				
Uniform Delay, d1	12.8	13.0			23.7	21.1		24.6				
Progression Factor	0.48	0.46			1.00	1.00		0.37				
Incremental Delay, d2	0.5	1.0			1.8	0.1		0.9				
Delay (s)	6.7	7.1			25.4	21.2		9.9				
Level of Service	A	A			C	C		A				
Approach Delay (s)		6.9			24.6			9.9			0.0	
Approach LOS		A			C			A			A	
Intersection Summary												
HCM Average Control Delay			11.0				HCM Level of Service				B	
HCM Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			90.0				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			69.9%				ICU Level of Service				C	
Analysis Period (min)			15									
c	Critical Lane Group											

HCM Unsignalized Intersection Capacity Analysis
 9: 5TH AVE(SR 54) & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖			↗			↕				
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	75	270	0	0	215	40	40	185	55	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	82	293	0	0	234	43	43	201	60	0	0	0

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total (vph)	375	277	304
Volume Left (vph)	82	0	43
Volume Right (vph)	0	43	60
Hadj (s)	0.09	-0.04	-0.04
Departure Headway (s)	5.3	5.3	5.6
Degree Utilization, x	0.56	0.41	0.47
Capacity (veh/h)	647	638	599
Control Delay (s)	14.8	12.0	13.4
Approach Delay (s)	14.8	12.0	13.4
Approach LOS	B	B	B

Intersection Summary		
Delay		13.6
HCM Level of Service		B
Intersection Capacity Utilization	57.4%	ICU Level of Service B
Analysis Period (min)		15

HCM Signalized Intersection Capacity Analysis

10: 12TH AVE & 6TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↻			↻						↻↻↻	
Volume (vph)	0	95	10	90	60	0	0	0	0	120	1095	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2						7.0	
Lane Util. Factor		1.00			1.00						0.91	
Frt		0.99			1.00						1.00	
Flt Protected		1.00			0.97						1.00	
Satd. Flow (prot)		1821			1791						5005	
Flt Permitted		1.00			0.77						1.00	
Satd. Flow (perm)		1821			1416						5005	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	103	11	98	65	0	0	0	0	130	1190	11
RTOR Reduction (vph)	0	4	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	110	0	0	163	0	0	0	0	0	1330	0
Turn Type				Perm							Perm	
Protected Phases		4			8							6
Permitted Phases				8						6		
Actuated Green, G (s)		34.0			34.0						43.8	
Effective Green, g (s)		34.0			34.0						43.8	
Actuated g/C Ratio		0.38			0.38						0.49	
Clearance Time (s)		5.2			5.2						7.0	
Vehicle Extension (s)		5.0			5.0						5.0	
Lane Grp Cap (vph)		688			535						2436	
v/s Ratio Prot		0.06										
v/s Ratio Perm					c0.12						0.27	
v/c Ratio		0.16			0.30						0.55	
Uniform Delay, d1		18.5			19.7						16.1	
Progression Factor		1.00			0.56						0.52	
Incremental Delay, d2		0.5			1.4						0.3	
Delay (s)		19.0			12.4						8.8	
Level of Service		B			B						A	
Approach Delay (s)		19.0			12.4			0.0			8.8	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM Average Control Delay			9.9		HCM Level of Service					A		
HCM Volume to Capacity ratio			0.44									
Actuated Cycle Length (s)			90.0		Sum of lost time (s)			12.2				
Intersection Capacity Utilization			48.8%		ICU Level of Service			A				
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

11: 12TH AVE & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕↕↕				
Volume (vph)	75	90	0	0	120	35	25	1000	60	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2			5.2			7.0				
Lane Util. Factor		1.00			1.00			0.91				
Frt		1.00			0.97			0.99				
Flt Protected		0.98			1.00			1.00				
Satd. Flow (prot)		1804			1788			4989				
Flt Permitted		0.80			1.00			1.00				
Satd. Flow (perm)		1480			1788			4989				
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	98	0	0	130	38	27	1087	65	0	0	0
RTOR Reduction (vph)	0	0	0	0	11	0	0	7	0	0	0	0
Lane Group Flow (vph)	0	180	0	0	157	0	0	1172	0	0	0	0
Turn Type	Perm			Perm								
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)		39.7			39.7			38.1				
Effective Green, g (s)		39.7			39.7			38.1				
Actuated g/C Ratio		0.44			0.44			0.42				
Clearance Time (s)		5.2			5.2			7.0				
Vehicle Extension (s)		5.0			5.0			5.0				
Lane Grp Cap (vph)		653			789			2112				
v/s Ratio Prot					0.09							
v/s Ratio Perm		c0.12						0.23				
v/c Ratio		0.28			0.20			0.55				
Uniform Delay, d1		16.0			15.4			19.6				
Progression Factor		0.96			1.00			0.42				
Incremental Delay, d2		1.0			0.6			0.5				
Delay (s)		16.3			16.0			8.6				
Level of Service		B			B			A				
Approach Delay (s)		16.3			16.0			8.6			0.0	
Approach LOS		B			B			A			A	

Intersection Summary

HCM Average Control Delay	10.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	12.2
Intersection Capacity Utilization	53.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

12: 12TH AVE & 7TH ST

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔↔				
Volume (veh/h)	30	100	0	0	105	20	65	250	55	0	0	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	109	0	0	114	22	71	272	60	0	0	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												
vC, conflicting volume	356	473	0	497	443	166	0			332		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	356	473	0	497	443	166	0			332		
tC, single (s)	7.6	6.6	7.0	7.6	6.6	7.0	4.2			4.2		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	93	77	100	100	76	97	96			100		
cM capacity (veh/h)	441	465	1081	360	483	846	1614			1217		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total	141	136	207	196
Volume Left	33	0	71	0
Volume Right	0	22	0	60
cSH	459	519	1614	1700
Volume to Capacity	0.31	0.26	0.04	0.12
Queue Length 95th (ft)	32	26	3	0
Control Delay (s)	16.3	14.4	2.7	0.0
Lane LOS	C	B	A	
Approach Delay (s)	16.3	14.4	1.4	
Approach LOS	C	B		

Intersection Summary			
Average Delay		7.1	
Intersection Capacity Utilization	34.2%		ICU Level of Service A
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis

13: GEIGER RD & US 301

9/21/2010



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	90	50	160	115	125	65	985	90	60	1165	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frt	1.00	0.95		1.00	0.92		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1752	1746		1752	1700		1752	3461		1752	3505	1568
Flt Permitted	0.60	1.00		0.39	1.00		0.11	1.00		0.23	1.00	1.00
Satd. Flow (perm)	1103	1746		727	1700		199	3461		427	3505	1568
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	98	54	174	125	136	71	1071	98	65	1266	82
RTOR Reduction (vph)	0	25	0	0	48	0	0	6	0	0	0	40
Lane Group Flow (vph)	87	127	0	174	213	0	71	1163	0	65	1266	42
Turn Type	Perm			pm+pt			pm+pt			Perm		Perm
Protected Phases		4		3	8		5	2			6	
Permitted Phases	4			8			2			6		6
Actuated Green, G (s)	13.1	13.1		24.2	24.2		56.8	56.8		46.1	46.1	46.1
Effective Green, g (s)	13.1	13.1		24.2	24.2		56.8	56.8		46.1	46.1	46.1
Actuated g/C Ratio	0.15	0.15		0.27	0.27		0.63	0.63		0.51	0.51	0.51
Clearance Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	4.5
Vehicle Extension (s)	3.0	3.0		3.0	3.0		4.0	4.0		4.0	4.0	4.0
Lane Grp Cap (vph)	161	254		271	457		233	2184		219	1795	803
v/s Ratio Prot		0.07		c0.05	0.13		0.02	c0.34			c0.36	
v/s Ratio Perm	0.08			c0.13			0.17			0.15		0.03
v/c Ratio	0.54	0.50		0.64	0.47		0.30	0.53		0.30	0.71	0.05
Uniform Delay, d1	35.7	35.4		27.6	27.5		10.9	9.2		12.6	16.8	11.0
Progression Factor	1.00	1.00		1.00	1.00		0.80	0.27		0.78	0.73	0.62
Incremental Delay, d2	3.7	1.6		5.1	0.8		0.9	0.9		3.0	2.0	0.1
Delay (s)	39.3	37.0		32.7	28.2		9.6	3.3		12.8	14.3	6.9
Level of Service	D	D		C	C		A	A		B	B	A
Approach Delay (s)		37.8			30.0			3.7			13.8	
Approach LOS		D			C			A			B	




















Intersection Summary

HCM Average Control Delay	13.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	83.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

14: NORTH AVE & 7TH ST
























9/21/2010

															
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR			
Lane Configurations															
Sign Control	Stop				Stop			Stop			Stop				
Volume (vph)	45	215	0	0	285	80	75	175	50	135	0	35			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Hourly flow rate (vph)	49	234	0	0	310	87	82	190	54	147	0	38			
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1									
Volume Total (vph)	49	234	397	82	245	185									
Volume Left (vph)	49	0	0	82	0	147									
Volume Right (vph)	0	0	87	0	54	38									
Hadj (s)	0.55	0.05	-0.08	0.55	-0.10	0.09									
Departure Headway (s)	7.8	7.3	6.9	7.9	7.2	7.8									
Degree Utilization, x	0.11	0.47	0.76	0.18	0.49	0.40									
Capacity (veh/h)	428	455	499	426	459	412									
Control Delay (s)	10.5	15.4	28.2	11.4	15.7	15.8									
Approach Delay (s)	14.5		28.2	14.6		15.8									
Approach LOS	B		D		B		C								
Intersection Summary															
Delay			19.3												
HCM Level of Service			C												
Intersection Capacity Utilization			58.4%				ICU Level of Service				B				
Analysis Period (min)			15												

HCM Signalized Intersection Capacity Analysis

15: Ft. King & US 301

9/21/2010

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	50	135	10	80	140	305	880	5	95	1165	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frt	1.00	0.89		1.00	1.00	0.85	1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	1642		1752	1845	1568	1752	3502		1752	3496	
Flt Permitted	0.70	1.00		0.49	1.00	1.00	0.18	1.00		0.28	1.00	
Satd. Flow (perm)	1292	1642		910	1845	1568	340	3502		520	3496	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	5	54	147	11	87	152	332	957	5	103	1266	22
RTOR Reduction (vph)	0	75	0	0	0	131	0	0	0	0	1	0
Lane Group Flow (vph)	5	126	0	11	87	21	332	962	0	103	1287	0
Turn Type	Perm			Perm			Perm	Perm		Perm		
Protected Phases	4			8			2			6		
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	12.5	12.5		12.5	12.5	12.5	63.5	63.5		63.5	63.5	
Effective Green, g (s)	12.5	12.5		12.5	12.5	12.5	63.5	63.5		63.5	63.5	
Actuated g/C Ratio	0.14	0.14		0.14	0.14	0.14	0.71	0.71		0.71	0.71	
Clearance Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	4.0	4.0		4.0	4.0	
Lane Grp Cap (vph)	179	228		126	256	218	240	2471		367	2467	
v/s Ratio Prot	c0.08			0.05			0.27			0.37		
v/s Ratio Perm	0.00			0.01			c0.98			0.20		
v/c Ratio	0.03	0.55		0.09	0.34	0.10	1.38	0.39		0.28	0.52	
Uniform Delay, d1	33.5	36.1		33.8	35.0	33.8	13.2	5.4		4.9	6.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.31	0.54		1.00	1.00	
Incremental Delay, d2	0.1	2.9		0.3	0.8	0.2	193.6	0.4		1.9	0.8	
Delay (s)	33.6	39.0		34.1	35.8	34.0	210.9	3.3		6.8	7.0	
Level of Service	C			C			F			A		
Approach Delay (s)	38.9			34.6			56.6			7.0		
Approach LOS	D			C			E			A		
Intersection Summary												
HCM Average Control Delay	31.7		HCM Level of Service		C							
HCM Volume to Capacity ratio	1.25											
Actuated Cycle Length (s)	90.0		Sum of lost time (s)		14.0							
Intersection Capacity Utilization	78.2%		ICU Level of Service		D							
Analysis Period (min)	15											
c Critical Lane Group												

Appendix P1
Arterial Analysis Spreadsheet Opening Year (2015) No-Build Alternative

Opening Year 2015 No-Build AM Arterial Level of Service Summary - Northbound SR 41 (US 301)

Segment	SR 41 (US 301), One Lane Northbound							7th Street, Two Lanes Northbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
'C' Avenue to South Avenue	0.25	35	30.0	19.3	49.3	18.26	C	0.11	30	17.1	0.0	17.1	23.23	C
South Avenue to SR 54 (5th Avenue)	0.26	35	31.2	12.4	43.6	21.47	C	0.25	30	31.8	20.1	51.9	17.36	D
SR 54 (5th Avenue) to 12th Avenue	0.48	35	57.6	16.7	74.3	23.26	C	0.48	30	61.0	0.7	61.7	28.02	B
12th Avenue to North Avenue	0.42	35	50.4	9.4	59.8	25.28	B	0.33	30	41.9	33.2	75.1	15.82	D
North Avenue to Ft. King Road	0.26	35	31.2	4.0	35.2	26.59	B	0.30	30	38.1	36.4	74.5	14.50	D
'C' Avenue to Ft. King Road	1.67	35	200.4	61.8	262.2	22.93	C	1.47	30	189.8	90.4	280.2	18.89	C

Opening Year 2015 No-Build AM Arterial Level of Service Summary - Southbound SR 41 (US 301)

Segment	6th Street, Two Lanes Southbound							SR 41 (US 301), One Lane Southbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
Ft. King Road to North Avenue								0.26	35	31.2	10.1	41.3	22.66	C
North Avenue to 12th Avenue	0.32	30	40.6	0.3	40.9	28.14	B	0.42	35	50.4	31.4	81.8	18.48	C
12th Avenue to SR 54 (5th Avenue)	0.48	30	61.0	42.1	103.1	16.77	D	0.48	35	57.6	81.7	139.3	12.40	E
SR 54 (5th Avenue) to South Avenue	0.23	30	29.2	4.4	33.6	24.64	B	0.26	35	31.2	38.8	70.0	13.37	E
South Avenue to 'C' Avenue	0.25	30	31.8	9.5	41.3	21.82	C	0.25	35	30.0	1.9	31.9	28.21	B
Ft. King Road to 'C' Avenue	1.28	30.0	162.6	56.3	218.9	21.05	C	1.67	35	200.4	163.9	364.3	16.50	D

*Exhibit 15-3

Opening Year 2015 No-Build PM Arterial Level of Service Summary - Northbound SR 41 (US 301)

Segment	SR 41 (US 301), One Lane Northbound							7th Street, Two Lanes Northbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
'C' Avenue to South Avenue	0.25	35	30.0	23.6	53.6	16.79	D	0.11	30	17.1	0.0	17.1	23.23	C
South Avenue to SR 54 (5th Avenue)	0.26	35	31.2	16.9	48.1	19.46	C	0.25	30	31.8	40.0	71.8	12.54	E
SR 54 (5th Avenue) to 12th Avenue	0.48	35	57.6	31.8	89.4	19.33	C	0.48	30	61.0	0.8	61.8	27.98	B
12th Avenue to North Avenue	0.42	35	50.4	8.4	58.8	25.71	B	0.33	30	41.9	75.8	117.7	10.09	E
North Avenue to Ft. King Road	0.26	35	31.2	4.8	36.0	26.00	B	0.30	30	38.1	37.6	75.7	14.27	D
'C' Avenue to Ft. King Road	1.67	35	200.4	85.5	285.9	21.03	C	1.47	30	189.8	154.2	344.0	15.39	D

Opening Year 2015 No-Build PM Arterial Level of Service Summary - Southbound SR 41 (US 301)

Segment	6th Street, Two Lanes Southbound							SR 41 (US 301), One Lane Southbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
Ft. King Road to North Avenue								0.26	35	31.2	6.9	38.1	24.57	B
North Avenue to 12th Avenue	0.32	30	40.6	0.3	40.9	28.14	B	0.42	35	50.4	16.7	67.1	22.53	C
12th Avenue to SR 54 (5th Avenue)	0.48	30	61.0	43.1	104.1	16.61	D	0.48	35	57.6	54.1	111.7	15.47	D
SR 54 (5th Avenue) to South Avenue	0.23	30	29.2	4.3	33.5	24.71	B	0.26	35	31.2	16.6	47.8	19.58	C
South Avenue to 'C' Avenue	0.25	30	31.8	9.6	41.4	21.77	C	0.25	35	30.0	1.6	31.6	28.48	B
Ft. King Road to 'C' Avenue	1.28	30.0	162.6	57.3	219.9	20.96	C	1.67	35	200.4	95.9	296.3	20.29	C

*Exhibit 15-3

Appendix P2
Arterial Analysis Spreadsheet Opening Year (2015) 6th Street and 7th Street One-Way Pair
Alternative

Opening Year 2015 6th Street and 7th Street One-Way Pair Alternative AM Arterial Level of Service Summary - Northbound SR 41 (US 301)

Segment	SR 41 (US 301), One Lane Northbound							7th Street, Three Lanes Northbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
'C' Avenue to South Avenue	0.25	30	31.8	21.9	53.7	16.78	D	0.11	35	16.0	19.9	35.9	11.05	E
South Avenue to SR 54 (5th Avenue)	0.26	30	33.0	17.2	50.2	18.64	C	0.25	35	30.0	33.6	63.6	14.15	D
SR 54 (5th Avenue) to 12th Avenue	0.48	30	61.0	20.8	81.8	21.14	C	0.48	35	57.6	20.6	78.2	22.10	C
12th Avenue to North Avenue	0.42	30	53.3	4.1	57.4	26.32	B	0.33	35	39.6	1.5	41.1	28.91	B
North Avenue to Ft. King Road	0.26	35	31.2	3.3	34.5	27.13	B	0.30	35	38.1	21.6	59.7	18.09	C
'C' Avenue to Ft. King Road	1.67	31	210.3	67.3	277.6	21.66	C	1.47	35	181.3	97.2	278.5	19.01	C

Opening Year 2015 6th Street and 7th Street One-Way Pair Alternative AM Arterial Level of Service Summary - Southbound SR 41 (US 301)

Segment	6th Street, Three Lanes Southbound							SR 41 (US 301), One Lane Southbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
Ft. King Road to North Avenue								0.26	35	31.2	14.6	45.8	20.44	C
North Avenue to 12th Avenue	0.32	35	38.4	7.9	46.3	24.88	B	0.42	30	53.3	12.8	66.1	22.86	C
12th Avenue to SR 54 (5th Avenue)	0.48	35	57.6	27.9	85.5	20.21	C	0.48	30	61.0	40.2	101.2	17.08	D
SR 54 (5th Avenue) to South Avenue	0.23	35	27.6	21.5	49.1	16.86	D	0.26	30	33.0	20.7	53.7	17.42	D
South Avenue to 'C' Avenue	0.25	35	30.0	0.3	30.3	29.70	B							
Ft. King Road to 'C' Avenue	1.28	35.0	153.6	57.6	211.2	21.82	C	1.42	31	178.5	88.3	266.8	19.16	C

*Exhibit 15-3

**US 301 (from South Avenue to C Avenue) in the Southbound direction is not included because US 301 is one-way northbound at C Avenue

Opening Year 2015 6th Street and 7th Street One-Way Pair Alternative PM Arterial Level of Service Summary - Northbound SR 41 (US 301)

Segment	SR 41 (US 301), One Lane Northbound							7th Street, Three Lanes Northbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
'C' Avenue to South Avenue	0.25	30	31.8	27.0	58.8	15.32	D	0.11	35	16.0	23.0	39.0	10.17	E
South Avenue to SR 54 (5th Avenue)	0.26	30	33.0	22.3	55.3	16.92	D	0.25	35	30.0	18.2	48.2	18.67	C
SR 54 (5th Avenue) to 12th Avenue	0.48	30	61.0	18.3	79.3	21.80	C	0.48	35	57.6	9.6	67.2	25.71	B
12th Avenue to North Avenue	0.42	30	53.3	4.4	57.7	26.19	B	0.33	35	39.6	1.7	41.3	28.77	B
North Avenue to Ft. King Road	0.26	35	31.2	6.4	37.6	24.89	B	0.30	35	38.1	47.6	85.7	12.60	E
'C' Avenue to Ft. King Road	1.67	31	210.3	78.4	288.7	20.83	C	1.47	35	181.3	100.1	281.4	18.81	C

Opening Year 2015 6th Street and 7th Street One-Way Pair Alternative PM Arterial Level of Service Summary - Southbound SR 41 (US 301)

Segment	6th Street, Three Lanes Southbound							SR 41 (US 301), One Lane Southbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
Ft. King Road to North Avenue								0.26	35	31.2	11.9	43.1	21.72	C
North Avenue to 12th Avenue	0.32	35	38.4	22.7	61.1	18.85	C	0.42	30	53.3	13.5	66.8	22.62	C
12th Avenue to SR 54 (5th Avenue)	0.48	35	57.6	4.0	61.6	28.05	B	0.48	30	61.0	29.9	90.9	19.02	C
SR 54 (5th Avenue) to South Avenue	0.23	35	27.6	16.8	44.4	18.65	C	0.26	30	33.0	60.5	93.5	10.01	E
South Avenue to 'C' Avenue	0.25	35	30.0	0.3	30.3	29.70	B							
Ft. King Road to 'C' Avenue	1.28	35.0	153.6	43.8	197.4	23.34	C	1.42	31	178.5	115.8	294.3	17.37	D

*Exhibit 15-3

**US 301 (from South Avenue to C Avenue) in the Southbound direction is not included because US 301 is one-way northbound at C Avenue

Appendix P3

**Arterial Analysis Spreadsheet Opening Year (2015) 6th Street and US 301/Gall Blvd One-Way
Pair Alternative**

Opening Year 2015 6th Street and US 301/Gall Blvd One-Way Pair Alternative AM Arterial Level of Service Summary - Northbound SR 41 (US 301)

Segment	SR 41 (US 301), Three Lane Northbound							7th Street, Two Lanes Northbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
'C' Avenue to South Avenue	0.25	35	30.0	27.6	57.6	15.63	D	0.11	30	17.1	0.0	17.1	23.23	C
South Avenue to SR 54 (5th Avenue)	0.26	35	31.2	9.8	41.0	22.83	C	0.25	30	31.8	11.6	43.4	20.76	C
SR 54 (5th Avenue) to 12th Avenue	0.48	35	57.6	9.1	66.7	25.91	B	0.48	30	61.0	1.3	62.3	27.75	B
12th Avenue to North Avenue	0.42	35	50.4	10.0	60.4	25.03	B	0.33	30	41.9	13.5	55.4	21.44	C
North Avenue to Ft. King Road	0.26	35	31.2	3.8	35.0	26.74	B	0.30	30	38.1	43.2	81.3	13.28	E
'C' Avenue to Ft. King Road	1.67	35	200.4	60.3	260.7	23.06	C	1.47	30	189.8	69.6	259.4	20.40	C

Opening Year 2015 6th Street and US 301/Gall Blvd One-Way Pair Alternative AM Arterial Level of Service Summary - Southbound SR 41 (US 301)

Segment	6th Street, Three Lanes Southbound							SR 41 (US 301), Two Lanes Southbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
Ft. King Road to North Avenue								0.26	35	31.2	16.7	47.9	19.54	C
North Avenue to 12th Avenue	0.32	35	38.4	12.1	50.5	22.81	C							
12th Avenue to SR 54 (5th Avenue)	0.48	35	57.6	9.5	67.1	25.75	B							
SR 54 (5th Avenue) to South Avenue	0.23	35	27.6	10.2	37.8	21.90	C							
South Avenue to 'C' Avenue	0.25	35	30.0	0.5	30.5	29.51	B							
Ft. King Road to 'C' Avenue	1.28	35.0	153.6	32.3	185.9	24.79	B	0.26	35	31.2	16.7	47.9	19.54	C

*Exhibit 15-3

Opening Year 2015 6th Street and US 301/Gall Blvd One-Way Pair Alternative PM Arterial Level of Service Summary - Northbound SR 41 (US 301)

Segment	SR 41 (US 301), Three Lane Northbound							7th Street, Two Lanes Northbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
'C' Avenue to South Avenue	0.25	35	30.0	23.1	53.1	16.95	D	0.11	30	17.1	0.0	17.1	23.23	C
South Avenue to SR 54 (5th Avenue)	0.26	35	31.2	9.9	41.1	22.77	C	0.25	30	31.8	13.4	45.2	19.93	C
SR 54 (5th Avenue) to 12th Avenue	0.48	35	57.6	8.6	66.2	26.10	B	0.48	30	61.0	1.4	62.4	27.71	B
12th Avenue to North Avenue	0.42	35	50.4	3.3	53.7	28.16	B	0.33	30	41.9	15.7	57.6	20.62	C
North Avenue to Ft. King Road	0.26	35	31.2	3.3	34.5	27.13	B	0.30	30	38.1	34.0	72.1	14.98	D
'C' Avenue to Ft. King Road	1.67	35	200.4	48.2	248.6	24.18	B	1.47	30	189.8	64.5	254.3	20.81	C

Opening Year 2015 6th Street and US 301/Gall Blvd One-Way Pair Alternative PM Arterial Level of Service Summary - Southbound SR 41 (US 301)

Segment	6th Street, Three Lanes Southbound							SR 41 (US 301), Two Lanes Southbound						
	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS	Segment Length (miles)	Flow Speed (mph)	Running Time (sec)*	HCM Control Delay (sec)	Travel Time (sec)	Arterial Speed (mph)	Arterial LOS
Ft. King Road to North Avenue								0.26	35	31.2	14.3	45.5	20.57	C
North Avenue to 12th Avenue	0.32	35	38.4	8.8	47.2	24.41	B							
12th Avenue to SR 54 (5th Avenue)	0.48	35	57.6	8.3	65.9	26.22	B							
SR 54 (5th Avenue) to South Avenue	0.23	35	27.6	13.4	41.0	20.20	C							
South Avenue to 'C' Avenue	0.25	35	30.0	0.5	30.5	29.51	B							
Ft. King Road to 'C' Avenue	1.28	35.0	153.6	31.0	184.6	24.96	B	0.26	35	31.2	14.3	45.5	20.57	C

*Exhibit 15-3

Appendix Q
Numerical Summary of the Staging Analysis

Numerical Summary of Staging Analysis - 6th Street and 7th Street One-Way Pair Alternative

From	To	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Arterial Class	LOS D*
6th Street (2 lanes; one-way)																								
A Avenue	South Avenue	10,900	11,465	12,030	12,595	13,160	13,725	14,290	14,855	15,420	15,985	16,550	17,115	17,680	18,245	18,810	19,375	19,940	20,505	21,070	21,635	22,200	III	19920
South Avenue	5th Avenue	8,000	8,470	8,940	9,410	9,880	10,350	10,820	11,290	11,760	12,230	12,700	13,170	13,640	14,110	14,580	15,050	15,520	15,990	16,460	16,930	17,400	III	19920
5th Avenue	12th Avenue	10,000	10,455	10,910	11,365	11,820	12,275	12,730	13,185	13,640	14,095	14,550	15,005	15,460	15,915	16,370	16,825	17,280	17,735	18,190	18,645	19,100	III	19920
12th Avenue	16th Avenue	10,200	10,650	11,100	11,550	12,000	12,450	12,900	13,350	13,800	14,250	14,700	15,150	15,600	16,050	16,500	16,950	17,400	17,850	18,300	18,750	19,200	III	19920
US 301 (2 lanes; two-way)																								
A Avenue	South Avenue	5,600	5,815	6,030	6,245	6,460	6,675	6,890	7,105	7,320	7,535	7,750	7,965	8,180	8,395	8,610	8,825	9,040	9,255	9,470	9,685	9,900	III	15200
South Avenue	5th Avenue	8,800	9,075	9,350	9,625	9,900	10,175	10,450	10,725	11,000	11,275	11,550	11,825	12,100	12,375	12,650	12,925	13,200	13,475	13,750	14,025	14,300	III	15200
5th Avenue	12th Avenue	9,300	9,620	9,940	10,260	10,580	10,900	11,220	11,540	11,860	12,180	12,500	12,820	13,140	13,460	13,780	14,100	14,420	14,740	15,060	15,380	15,700	III	15200
12th Avenue	16th Avenue	9,800	10,110	10,420	10,730	11,040	11,350	11,660	11,970	12,280	12,590	12,900	13,210	13,520	13,830	14,140	14,450	14,760	15,070	15,380	15,690	16,000	III	15200
7th Street (2 lanes; one-way)																								
A Avenue	South Avenue	7,400	7,760	8,120	8,480	8,840	9,200	9,560	9,920	10,280	10,640	11,000	11,360	11,720	12,080	12,440	12,800	13,160	13,520	13,880	14,240	14,600	III	19920
South Avenue	5th Avenue	8,300	8,695	9,090	9,485	9,880	10,275	10,670	11,065	11,460	11,855	12,250	12,645	13,040	13,435	13,830	14,225	14,620	15,015	15,410	15,805	16,200	III	19920
5th Avenue	12th Avenue	9,400	9,755	10,110	10,465	10,820	11,175	11,530	11,885	12,240	12,595	12,950	13,305	13,660	14,015	14,370	14,725	15,080	15,435	15,790	16,145	16,500	III	19920
12th Avenue	16th Avenue	9,300	9,650	10,000	10,350	10,700	11,050	11,400	11,750	12,100	12,450	12,800	13,150	13,500	13,850	14,200	14,550	14,900	15,250	15,600	15,950	16,300	III	19920

*Table 1 Generalized Annual Average Daily Volumes for Florida's Urbanized Areas (Class II LOS D)

Numerical Summary of Staging Analysis - 6th Street and US 301/Gall Blvd One-Way Pair Alternative

From	To	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	Arterial Class	LOS D*
6th Street (2 lanes; one-way)																								
A Avenue	South Avenue	13,100	13,665	14,230	14,795	15,360	15,925	16,490	17,055	17,620	18,185	18,750	19,315	19,880	20,445	21,010	21,575	22,140	22,705	23,270	23,835	24,400	III	19920
South Avenue	5th Avenue	12,300	12,900	13,500	14,100	14,700	15,300	15,900	16,500	17,100	17,700	18,300	18,900	19,500	20,100	20,700	21,300	21,900	22,500	23,100	23,700	24,300	III	19920
5th Avenue	12th Avenue	14,500	15,115	15,730	16,345	16,960	17,575	18,190	18,805	19,420	20,035	20,650	21,265	21,880	22,495	23,110	23,725	24,340	24,955	25,570	26,185	26,800	III	19920
12th Avenue	16th Avenue	14,800	15,390	15,980	16,570	17,160	17,750	18,340	18,930	19,520	20,110	20,700	21,290	21,880	22,470	23,060	23,650	24,240	24,830	25,420	26,010	26,600	III	19920
US 301 (2 lanes; one-way)																								
A Avenue	South Avenue	9,200	9,645	10,090	10,535	10,980	11,425	11,870	12,315	12,760	13,205	13,650	14,095	14,540	14,985	15,430	15,875	16,320	16,765	17,210	17,655	18,100	III	19920
South Avenue	5th Avenue	9,900	10,380	10,860	11,340	11,820	12,300	12,780	13,260	13,740	14,220	14,700	15,180	15,660	16,140	16,620	17,100	17,580	18,060	18,540	19,020	19,500	III	19920
5th Avenue	12th Avenue	10,600	11,140	11,680	12,220	12,760	13,300	13,840	14,380	14,920	15,460	16,000	16,540	17,080	17,620	18,160	18,700	19,240	19,780	20,320	20,860	21,400	III	19920
12th Avenue	16th Avenue	10,800	11,280	11,760	12,240	12,720	13,200	13,680	14,160	14,640	15,120	15,600	16,080	16,560	17,040	17,520	18,000	18,480	18,960	19,440	19,920	20,400	III	19920
7th Street (2 lanes; one-way)																								
A Avenue	South Avenue	2,200	2,310	2,420	2,530	2,640	2,750	2,860	2,970	3,080	3,190	3,300	3,410	3,520	3,630	3,740	3,850	3,960	4,070	4,180	4,290	4,400	III	19920
South Avenue	5th Avenue	2,700	2,780	2,860	2,940	3,020	3,100	3,180	3,260	3,340	3,420	3,500	3,580	3,660	3,740	3,820	3,900	3,980	4,060	4,140	4,220	4,300	III	19920
5th Avenue	12th Avenue	3,500	3,515	3,530	3,545	3,560	3,575	3,590	3,605	3,620	3,635	3,650	3,665	3,680	3,695	3,710	3,725	3,740	3,755	3,770	3,785	3,800	III	19920
12th Avenue	16th Avenue	2,800	2,795	2,790	2,785	2,780	2,775	2,770	2,765	2,760	2,755	2,750	2,745	2,740	2,735	2,730	2,725	2,720	2,715	2,710	2,705	2,700	III	19920

*Table 1 Generalized Annual Average Daily Volumes for Florida's Urbanized Areas (Class II LOS D)

Appendix R1

Traffic Input for Noise 6th Street and 7th Street One-Way Pair Alternative

TRAFFIC DATA FOR NOISE STUDIES

Project: US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)

State Project Number(s): N/A

Financial Project ID Number(s): 256422-2-32-02

Federal Aid Number(s): N/A

Segment Description: US 301 from SR 39 to Palm Grove Avenue

Date: 9/3/2010

Prepared By: HDR, Inc.

Alternative: 6th & 7th Sts One-Way Pairs Alt

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility	No-Build (Design Year)	Build (Design Year)
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>4</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: <u>10,500</u>	ADT: <u>10,500</u>	ADT: <u>25,000</u>
LOS (C) <u>10,500</u>	LOS (C) <u>10,500</u>	LOS (C) <u>25,000</u>
Demand <u>16,900</u>	Demand <u>49,000</u>	Demand <u>48,700</u>
Posted Spd: <u>45</u> mph <u>72</u> kmh	Posted Spd: <u>45</u> mph <u>72</u> kmh	Posted Spd: <u>45</u> mph <u>72</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.0</u> % for 24 hrs.	T= <u>6.0</u> % for 24 hrs.	T= <u>6.0</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	LOS (C)	No-Build (Design Year) Model:	LOS (C)	Build (Design Year) Model:	LOS (C)
LOS (C)					
Peak:		Peak:		Peak:	
Autos	<u>533</u>	Autos	<u>533</u>	Autos	<u>1268</u>
Med Trucks	<u>9</u>	Med Trucks	<u>9</u>	Med Trucks	<u>21</u>
Hvy Trucks	<u>6</u>	Hvy Trucks	<u>6</u>	Hvy Trucks	<u>14</u>
Buses	<u>2</u>	Buses	<u>2</u>	Buses	<u>4</u>
Motorcycles	<u>4</u>	Motorcycles	<u>4</u>	Motorcycles	<u>8</u>
Off Peak:		Off Peak:		Off Peak:	
Autos	<u>418</u>	Autos	<u>418</u>	Autos	<u>996</u>
Med Trucks	<u>7</u>	Med Trucks	<u>7</u>	Med Trucks	<u>16</u>
Hvy Trucks	<u>5</u>	Hvy Trucks	<u>5</u>	Hvy Trucks	<u>11</u>
Buses	<u>1</u>	Buses	<u>1</u>	Buses	<u>3</u>
Motorcycles	<u>3</u>	Motorcycles	<u>3</u>	Motorcycles	<u>7</u>
Demand					
Peak:		Peak:		Peak:	
Autos	<u>857</u>	Autos	<u>2485</u>	Autos	<u>2470</u>
Med Trucks	<u>14</u>	Med Trucks	<u>41</u>	Med Trucks	<u>41</u>
Hvy Trucks	<u>10</u>	Hvy Trucks	<u>28</u>	Hvy Trucks	<u>28</u>
Buses	<u>3</u>	Buses	<u>8</u>	Buses	<u>8</u>
Motorcycles	<u>6</u>	Motorcycles	<u>17</u>	Motorcycles	<u>16</u>
Off Peak:		Off Peak:		Off Peak:	
Autos	<u>674</u>	Autos	<u>1953</u>	Autos	<u>1941</u>
Med Trucks	<u>11</u>	Med Trucks	<u>32</u>	Med Trucks	<u>32</u>
Hvy Trucks	<u>8</u>	Hvy Trucks	<u>22</u>	Hvy Trucks	<u>22</u>
Buses	<u>2</u>	Buses	<u>6</u>	Buses	<u>6</u>
Motorcycles	<u>4</u>	Motorcycles	<u>13</u>	Motorcycles	<u>13</u>

TRAFFIC DATA FOR NOISE STUDIES

Project: _____
 State Project Number(s): N/A
 Financial Project ID Number(s): 256422-2-32-02
 Federal Aid Number(s): N/A
 Segment Description: US 301 from Palm Grove Avenue to C Avenue

Date: 9/3/2010
 Prepared By: HDR, Inc.
 Alternative: 6th & 7th Sts One-Way Pairs Alt

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility	No-Build (Design Year)	Build (Design Year)
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>3</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: <u>10,500</u>	ADT: <u>10,500</u>	ADT: <u>23,400</u>
LOS (C) <u>10,500</u>	LOS (C) <u>10,500</u>	LOS (C) <u>23,400</u>
Demand <u>17,300</u>	Demand <u>43,400</u>	Demand <u>21,600</u>
Posted Spd: <u>45</u> mph <u>72</u> kmh	Posted Spd: <u>45</u> mph <u>72</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.0</u> % for 24 hrs.	T= <u>6.0</u> % for 24 hrs.	T= <u>6.0</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
<u>1.59</u> % Medium Trucks DHV	<u>1.59</u> % Medium Trucks DHV	<u>1.59</u> % Medium Trucks DHV
<u>1.10</u> % Heavy Trucks DHV	<u>1.10</u> % Heavy Trucks DHV	<u>1.10</u> % Heavy Trucks DHV
<u>0.31</u> % Buses DHV	<u>0.31</u> % Buses DHV	<u>0.31</u> % Buses DHV
<u>0.64</u> % Motorcycles DHV	<u>0.64</u> % Motorcycles DHV	<u>0.64</u> % Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model: <u>LOS (C)</u>	No-Build (Design Year) Model: <u>LOS (C)</u>	Build (Design Year) Model: <u>Demand</u>
<u>LOS (C)</u>	<u>LOS (C)</u>	<u>LOS (C)</u>
Peak: Autos <u>533</u>	Peak: Autos <u>533</u>	Peak: Autos <u>2374</u>
Med Trucks <u>9</u>	Med Trucks <u>9</u>	Med Trucks <u>39</u>
Hvy Trucks <u>6</u>	Hvy Trucks <u>6</u>	Hvy Trucks <u>27</u>
Buses <u>2</u>	Buses <u>2</u>	Buses <u>8</u>
Motorcycles <u>4</u>	Motorcycles <u>4</u>	Motorcycles <u>16</u>
Off Peak: Autos <u>418</u>	Off Peak: Autos <u>418</u>	
Med Trucks <u>7</u>	Med Trucks <u>7</u>	
Hvy Trucks <u>5</u>	Hvy Trucks <u>5</u>	
Buses <u>1</u>	Buses <u>1</u>	
Motorcycles <u>3</u>	Motorcycles <u>3</u>	
<u>Demand</u>	<u>Demand</u>	<u>Demand</u>
Peak: Autos <u>878</u>	Peak: Autos <u>2201</u>	Peak: Autos <u>2191</u>
Med Trucks <u>14</u>	Med Trucks <u>36</u>	Med Trucks <u>36</u>
Hvy Trucks <u>10</u>	Hvy Trucks <u>25</u>	Hvy Trucks <u>25</u>
Buses <u>3</u>	Buses <u>7</u>	Buses <u>7</u>
Motorcycles <u>6</u>	Motorcycles <u>15</u>	Motorcycles <u>15</u>
Off Peak: Autos <u>689</u>	Off Peak: Autos <u>1730</u>	
Med Trucks <u>11</u>	Med Trucks <u>29</u>	
Hvy Trucks <u>8</u>	Hvy Trucks <u>20</u>	
Buses <u>2</u>	Buses <u>6</u>	
Motorcycles <u>5</u>	Motorcycles <u>11</u>	

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	US 301 from C Avenue to South Avenue	Alternative:	6th & 7th Sts One-Way Pairs Alt

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility	No-Build (Design Year)	Build (Design Year)
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>2</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>10,500</u>	ADT: LOS (C) <u>10,500</u>	ADT: LOS (C) <u>10,500</u>
Demand <u>16,900</u>	Demand <u>42,100</u>	Demand <u>21,800</u>
Posted Spd: <u>35</u> mph <u>56</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh	Posted Spd: <u>30</u> mph <u>48</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	No-Build (Design Year) Model:	Build (Design Year) Model:
LOS (C)	LOS (C)	LOS (C)
Peak: Autos <u>533</u>	Peak: Autos <u>533</u>	Peak: Autos <u>533</u>
Med Trucks <u>9</u>	Med Trucks <u>9</u>	Med Trucks <u>9</u>
Hvy Trucks <u>6</u>	Hvy Trucks <u>6</u>	Hvy Trucks <u>6</u>
Buses <u>2</u>	Buses <u>2</u>	Buses <u>2</u>
Motorcycles <u>4</u>	Motorcycles <u>4</u>	Motorcycles <u>4</u>
Off Peak: Autos <u>418</u>	Off Peak: Autos <u>418</u>	Off Peak: Autos <u>418</u>
Med Trucks <u>7</u>	Med Trucks <u>7</u>	Med Trucks <u>7</u>
Hvy Trucks <u>5</u>	Hvy Trucks <u>5</u>	Hvy Trucks <u>5</u>
Buses <u>1</u>	Buses <u>1</u>	Buses <u>1</u>
Motorcycles <u>3</u>	Motorcycles <u>3</u>	Motorcycles <u>3</u>
Demand	Demand	Demand
Peak: Autos <u>857</u>	Peak: Autos <u>2135</u>	Peak: Autos <u>1106</u>
Med Trucks <u>14</u>	Med Trucks <u>35</u>	Med Trucks <u>18</u>
Hvy Trucks <u>10</u>	Hvy Trucks <u>24</u>	Hvy Trucks <u>13</u>
Buses <u>3</u>	Buses <u>7</u>	Buses <u>4</u>
Motorcycles <u>6</u>	Motorcycles <u>14</u>	Motorcycles <u>7</u>
Off Peak: Autos <u>674</u>	Off Peak: Autos <u>1678</u>	Off Peak: Autos <u>869</u>
Med Trucks <u>11</u>	Med Trucks <u>28</u>	Med Trucks <u>14</u>
Hvy Trucks <u>8</u>	Hvy Trucks <u>19</u>	Hvy Trucks <u>10</u>
Buses <u>2</u>	Buses <u>5</u>	Buses <u>3</u>
Motorcycles <u>4</u>	Motorcycles <u>11</u>	Motorcycles <u>6</u>

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	US 301 from South Avenue to SR 54 (5th Avenue)	Alternative:	6th & 7th Sts One-Way Pairs Alt

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility	No-Build (Design Year)	Build (Design Year)
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>2</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>10,500</u>	ADT: LOS (C) <u>10,500</u>	ADT: LOS (C) <u>10,500</u>
Demand <u>13,100</u>	Demand <u>29,000</u>	Demand <u>14,300</u>
Posted Spd: <u>35</u> mph <u>56</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh	Posted Spd: <u>30</u> mph <u>48</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	No-Build (Design Year) Model:	Build (Design Year) Model:
LOS (C)	LOS (C)	LOS (C)
Peak: Autos <u>533</u>	Peak: Autos <u>533</u>	Peak: Autos <u>533</u>
Med Trucks <u>9</u>	Med Trucks <u>9</u>	Med Trucks <u>9</u>
Hvy Trucks <u>6</u>	Hvy Trucks <u>6</u>	Hvy Trucks <u>6</u>
Buses <u>2</u>	Buses <u>2</u>	Buses <u>2</u>
Motorcycles <u>4</u>	Motorcycles <u>4</u>	Motorcycles <u>4</u>
Off Peak: Autos <u>418</u>	Off Peak: Autos <u>418</u>	Off Peak: Autos <u>418</u>
Med Trucks <u>7</u>	Med Trucks <u>7</u>	Med Trucks <u>7</u>
Hvy Trucks <u>5</u>	Hvy Trucks <u>5</u>	Hvy Trucks <u>5</u>
Buses <u>1</u>	Buses <u>1</u>	Buses <u>1</u>
Motorcycles <u>3</u>	Motorcycles <u>3</u>	Motorcycles <u>3</u>
Demand	Demand	Demand
Peak: Autos <u>664</u>	Peak: Autos <u>1471</u>	Peak: Autos <u>725</u>
Med Trucks <u>11</u>	Med Trucks <u>24</u>	Med Trucks <u>12</u>
Hvy Trucks <u>8</u>	Hvy Trucks <u>17</u>	Hvy Trucks <u>8</u>
Buses <u>2</u>	Buses <u>5</u>	Buses <u>2</u>
Motorcycles <u>4</u>	Motorcycles <u>10</u>	Motorcycles <u>5</u>
Off Peak: Autos <u>522</u>	Off Peak: Autos <u>1156</u>	Off Peak: Autos <u>570</u>
Med Trucks <u>9</u>	Med Trucks <u>19</u>	Med Trucks <u>9</u>
Hvy Trucks <u>6</u>	Hvy Trucks <u>13</u>	Hvy Trucks <u>7</u>
Buses <u>2</u>	Buses <u>4</u>	Buses <u>2</u>
Motorcycles <u>3</u>	Motorcycles <u>8</u>	Motorcycles <u>4</u>

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	US 301 from SR 54 (5th Avenue) to 12th Avenue	Alternative:	6th & 7th Sts One-Way Pairs Alt

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility	No-Build (Design Year)	Build (Design Year)
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>2</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>10,500</u>	ADT: LOS (C) <u>10,500</u>	ADT: LOS (C) <u>10,500</u>
Demand <u>14,300</u>	Demand <u>29,600</u>	Demand <u>15,700</u>
Posted Spd: <u>35</u> mph <u>56</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh	Posted Spd: <u>30</u> mph <u>48</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	No-Build (Design Year) Model:	Build (Design Year) Model:
LOS (C)	LOS (C)	LOS (C)
Peak: Autos <u>533</u>	Peak: Autos <u>533</u>	Peak: Autos <u>533</u>
Med Trucks <u>9</u>	Med Trucks <u>9</u>	Med Trucks <u>9</u>
Hvy Trucks <u>6</u>	Hvy Trucks <u>6</u>	Hvy Trucks <u>6</u>
Buses <u>2</u>	Buses <u>2</u>	Buses <u>2</u>
Motorcycles <u>4</u>	Motorcycles <u>4</u>	Motorcycles <u>4</u>
Off Peak: Autos <u>418</u>	Off Peak: Autos <u>418</u>	Off Peak: Autos <u>418</u>
Med Trucks <u>7</u>	Med Trucks <u>7</u>	Med Trucks <u>7</u>
Hvy Trucks <u>5</u>	Hvy Trucks <u>5</u>	Hvy Trucks <u>5</u>
Buses <u>1</u>	Buses <u>1</u>	Buses <u>1</u>
Motorcycles <u>3</u>	Motorcycles <u>3</u>	Motorcycles <u>3</u>
Demand	Demand	Demand
Peak: Autos <u>725</u>	Peak: Autos <u>1501</u>	Peak: Autos <u>796</u>
Med Trucks <u>12</u>	Med Trucks <u>25</u>	Med Trucks <u>13</u>
Hvy Trucks <u>8</u>	Hvy Trucks <u>17</u>	Hvy Trucks <u>9</u>
Buses <u>2</u>	Buses <u>5</u>	Buses <u>3</u>
Motorcycles <u>5</u>	Motorcycles <u>10</u>	Motorcycles <u>5</u>
Off Peak: Autos <u>570</u>	Off Peak: Autos <u>1180</u>	Off Peak: Autos <u>626</u>
Med Trucks <u>9</u>	Med Trucks <u>19</u>	Med Trucks <u>10</u>
Hvy Trucks <u>7</u>	Hvy Trucks <u>13</u>	Hvy Trucks <u>7</u>
Buses <u>2</u>	Buses <u>4</u>	Buses <u>2</u>
Motorcycles <u>4</u>	Motorcycles <u>8</u>	Motorcycles <u>4</u>

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	US 301 from 12th Avenue to North Avenue (Geiger Road)	Alternative:	6th & 7th Sts One-Way Pairs Alt

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility	No-Build (Design Year)	Build (Design Year)
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>2</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>10,500</u>	ADT: LOS (C) <u>10,500</u>	ADT: LOS (C) <u>10,500</u>
Demand <u>14,900</u>	Demand <u>30,200</u>	Demand <u>15,600</u>
Posted Spd: <u>35</u> mph <u>56</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh	Posted Spd: <u>30</u> mph <u>48</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	No-Build (Design Year) Model:	Build (Design Year) Model:
LOS (C)	LOS (C)	LOS (C)
Peak: Autos <u>533</u>	Peak: Autos <u>533</u>	Peak: Autos <u>533</u>
Med Trucks <u>9</u>	Med Trucks <u>9</u>	Med Trucks <u>9</u>
Hvy Trucks <u>6</u>	Hvy Trucks <u>6</u>	Hvy Trucks <u>6</u>
Buses <u>2</u>	Buses <u>2</u>	Buses <u>2</u>
Motorcycles <u>4</u>	Motorcycles <u>4</u>	Motorcycles <u>4</u>
Off Peak: Autos <u>418</u>	Off Peak: Autos <u>418</u>	Off Peak: Autos <u>418</u>
Med Trucks <u>7</u>	Med Trucks <u>7</u>	Med Trucks <u>7</u>
Hvy Trucks <u>5</u>	Hvy Trucks <u>5</u>	Hvy Trucks <u>5</u>
Buses <u>1</u>	Buses <u>1</u>	Buses <u>1</u>
Motorcycles <u>3</u>	Motorcycles <u>3</u>	Motorcycles <u>3</u>
Demand	Demand	Demand
Peak: Autos <u>756</u>	Peak: Autos <u>1532</u>	Peak: Autos <u>791</u>
Med Trucks <u>12</u>	Med Trucks <u>25</u>	Med Trucks <u>13</u>
Hvy Trucks <u>9</u>	Hvy Trucks <u>17</u>	Hvy Trucks <u>9</u>
Buses <u>2</u>	Buses <u>5</u>	Buses <u>3</u>
Motorcycles <u>5</u>	Motorcycles <u>10</u>	Motorcycles <u>5</u>
Off Peak: Autos <u>594</u>	Off Peak: Autos <u>1204</u>	Off Peak: Autos <u>622</u>
Med Trucks <u>10</u>	Med Trucks <u>20</u>	Med Trucks <u>10</u>
Hvy Trucks <u>7</u>	Hvy Trucks <u>14</u>	Hvy Trucks <u>7</u>
Buses <u>2</u>	Buses <u>4</u>	Buses <u>2</u>
Motorcycles <u>4</u>	Motorcycles <u>8</u>	Motorcycles <u>4</u>

TRAFFIC DATA FOR NOISE STUDIES

Project: US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard) Date: 9/3/2010

State Project Number(s): N/A Prepared By: HDR, Inc.

Work Program Number(s): 256422-2-32-02

Federal Aid Number(s): N/A

Segment Description: US 301 from North Avenue (Geiger Road) to Fort King Road Alternative: 6th & 7th Sts One-Way Pairs Alt

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility	No-Build (Design Year)	Build (Design Year)
Lanes: <u>4</u>	Lanes: <u>4</u>	Lanes: <u>6</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>25,000</u>	ADT: LOS (C) <u>25,000</u>	ADT: LOS (C) <u>39,000</u>
Demand <u>20,900</u>	Demand <u>41,300</u>	Demand <u>35,900</u>
Posted Spd: <u>35</u> mph <u>56</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>75.00</u> % *
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

*75% of traffic is traveling in the SB direction and 25% is traveling in the NB direction; some of the NB traffic is being diverted to 7th Street

STAMINA/TNM INPUT					
The following are spreadsheet calculations based on the input above - do not enter data below this line					
Existing Facility Model:	Demand	No-Build (Design Year) Model: LOS (C)			
Build (Design Year) Model: Demand					
LOS (C)					
Peak:		Peak:			
Autos	<u>1268</u>	Autos	<u>1268</u>	Autos	<u>2649</u>
Med Trucks	<u>21</u>	Med Trucks	<u>21</u>	Med Trucks	<u>44</u>
Hvy Trucks	<u>14</u>	Hvy Trucks	<u>14</u>	Hvy Trucks	<u>30</u>
Buses	<u>4</u>	Buses	<u>4</u>	Buses	<u>9</u>
Motorcycles	<u>8</u>	Motorcycles	<u>8</u>	Motorcycles	<u>18</u>
Off Peak:		Off Peak:		Off Peak:	
Autos	<u>996</u>	Autos	<u>996</u>	Autos	<u>883</u>
Med Trucks	<u>16</u>	Med Trucks	<u>16</u>	Med Trucks	<u>15</u>
Hvy Trucks	<u>11</u>	Hvy Trucks	<u>11</u>	Hvy Trucks	<u>10</u>
Buses	<u>3</u>	Buses	<u>3</u>	Buses	<u>3</u>
Motorcycles	<u>7</u>	Motorcycles	<u>7</u>	Motorcycles	<u>6</u>
Demand					
Peak:		Peak:		Peak:	
Autos	<u>1060</u>	Autos	<u>2095</u>	Autos	<u>2439</u>
Med Trucks	<u>17</u>	Med Trucks	<u>35</u>	Med Trucks	<u>40</u>
Hvy Trucks	<u>12</u>	Hvy Trucks	<u>24</u>	Hvy Trucks	<u>28</u>
Buses	<u>3</u>	Buses	<u>7</u>	Buses	<u>8</u>
Motorcycles	<u>7</u>	Motorcycles	<u>14</u>	Motorcycles	<u>16</u>
Off Peak:		Off Peak:		Off Peak:	
Autos	<u>833</u>	Autos	<u>1646</u>	Autos	<u>813</u>
Med Trucks	<u>14</u>	Med Trucks	<u>27</u>	Med Trucks	<u>13</u>
Hvy Trucks	<u>10</u>	Hvy Trucks	<u>19</u>	Hvy Trucks	<u>9</u>
Buses	<u>3</u>	Buses	<u>5</u>	Buses	<u>3</u>
Motorcycles	<u>6</u>	Motorcycles	<u>11</u>	Motorcycles	<u>5</u>

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	US 301 from Fort King Road to CR 54 (Eiland Boulevard)	Alternative:	6th & 7th Sts One-Way Pairs Alt

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility	No-Build (Design Year)	Build (Design Year)
Lanes: <u>4</u>	Lanes: <u>4</u>	Lanes: <u>6</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>25,000</u>	ADT: LOS (C) <u>25,000</u>	ADT: LOS (C) <u>39,000</u>
Demand <u>21,400</u>	Demand <u>43,000</u>	Demand <u>43,000</u>
Posted Spd: <u>35</u> mph <u>56</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

STAMINA/TNM INPUT					
The following are spreadsheet calculations based on the input above - do not enter data below this line					
Existing Facility Model:	Demand	No-Build (Design Year) Model:	LOS (C)	Build (Design Year) Model:	LOS (C)
LOS (C)		LOS (C)		LOS (C)	
Peak:		Peak:		Peak:	
Autos	<u>1268</u>	Autos	<u>1268</u>	Autos	<u>1978</u>
Med Trucks	<u>21</u>	Med Trucks	<u>21</u>	Med Trucks	<u>33</u>
Hvy Trucks	<u>14</u>	Hvy Trucks	<u>14</u>	Hvy Trucks	<u>23</u>
Buses	<u>4</u>	Buses	<u>4</u>	Buses	<u>6</u>
Motorcycles	<u>8</u>	Motorcycles	<u>8</u>	Motorcycles	<u>13</u>
Off Peak:		Off Peak:		Off Peak:	
Autos	<u>996</u>	Autos	<u>996</u>	Autos	<u>1554</u>
Med Trucks	<u>16</u>	Med Trucks	<u>16</u>	Med Trucks	<u>26</u>
Hvy Trucks	<u>11</u>	Hvy Trucks	<u>11</u>	Hvy Trucks	<u>18</u>
Buses	<u>3</u>	Buses	<u>3</u>	Buses	<u>5</u>
Motorcycles	<u>7</u>	Motorcycles	<u>7</u>	Motorcycles	<u>10</u>
Demand		Demand		Demand	
Peak:		Peak:		Peak:	
Autos	<u>1085</u>	Autos	<u>2181</u>	Autos	<u>2181</u>
Med Trucks	<u>18</u>	Med Trucks	<u>36</u>	Med Trucks	<u>36</u>
Hvy Trucks	<u>12</u>	Hvy Trucks	<u>25</u>	Hvy Trucks	<u>25</u>
Buses	<u>3</u>	Buses	<u>7</u>	Buses	<u>7</u>
Motorcycles	<u>7</u>	Motorcycles	<u>14</u>	Motorcycles	<u>14</u>
Off Peak:		Off Peak:		Off Peak:	
Autos	<u>853</u>	Autos	<u>1714</u>	Autos	<u>1714</u>
Med Trucks	<u>14</u>	Med Trucks	<u>28</u>	Med Trucks	<u>28</u>
Hvy Trucks	<u>10</u>	Hvy Trucks	<u>20</u>	Hvy Trucks	<u>20</u>
Buses	<u>3</u>	Buses	<u>6</u>	Buses	<u>6</u>
Motorcycles	<u>6</u>	Motorcycles	<u>11</u>	Motorcycles	<u>11</u>

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	7th Street from South Avenue to SR 54 (5th Avenue)	Alternative:	6th & 7th Sts One-Way Pairs Alt

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility*	No-Build (Design Year)*	Build (Design Year)*
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>3</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>23,400</u>
Demand <u>3,500</u>	Demand <u>10,300</u>	Demand <u>16,100</u>
Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT					
The following are spreadsheet calculations based on the input above - do not enter data below this line					
Existing Facility Model:	Demand	No-Build (Design Year) Model:	Demand	Build (Design Year) Model:	Demand
LOS (C)		LOS (C)		LOS (C)	
Peak:		Peak:		Peak:	
Autos	<u>1522</u>	Autos	<u>1522</u>	Autos	<u>2374</u>
Med Trucks	<u>25</u>	Med Trucks	<u>25</u>	Med Trucks	<u>39</u>
Hvy Trucks	<u>17</u>	Hvy Trucks	<u>17</u>	Hvy Trucks	<u>27</u>
Buses	<u>5</u>	Buses	<u>5</u>	Buses	<u>8</u>
Motorcycles	<u>10</u>	Motorcycles	<u>10</u>	Motorcycles	<u>16</u>
Demand		Demand		Demand	
Peak:		Peak:		Peak:	
Autos	<u>355</u>	Autos	<u>1045</u>	Autos	<u>1633</u>
Med Trucks	<u>6</u>	Med Trucks	<u>17</u>	Med Trucks	<u>27</u>
Hvy Trucks	<u>4</u>	Hvy Trucks	<u>12</u>	Hvy Trucks	<u>19</u>
Buses	<u>1</u>	Buses	<u>3</u>	Buses	<u>5</u>
Motorcycles	<u>2</u>	Motorcycles	<u>7</u>	Motorcycles	<u>11</u>

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	7th Street from SR 54 (5th Avenue) to 12th Avenue	Alternative:	6th & 7th Sts One-Way Pairs Alt

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility*	No-Build (Design Year)*	Build (Design Year)*
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>3</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>23,400</u>
Demand <u>4,600</u>	Demand <u>10,600</u>	Demand <u>16,500</u>
Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT					
The following are spreadsheet calculations based on the input above - do not enter data below this line					
Existing Facility Model:	Demand	No-Build (Design Year) Model:	Demand	Build (Design Year) Model:	Demand
LOS (C)		LOS (C)		LOS (C)	
Peak:	Autos <u>1522</u>	Peak:	Autos <u>1522</u>	Peak:	Autos <u>2374</u>
	Med Trucks <u>25</u>		Med Trucks <u>25</u>		Med Trucks <u>39</u>
	Hvy Trucks <u>17</u>		Hvy Trucks <u>17</u>		Hvy Trucks <u>27</u>
	Buses <u>5</u>		Buses <u>5</u>		Buses <u>8</u>
	Motorcycles <u>10</u>		Motorcycles <u>10</u>		Motorcycles <u>16</u>
Demand		Demand		Demand	
Peak:	Autos <u>467</u>	Peak:	Autos <u>1075</u>	Peak:	Autos <u>1674</u>
	Med Trucks <u>8</u>		Med Trucks <u>18</u>		Med Trucks <u>28</u>
	Hvy Trucks <u>5</u>		Hvy Trucks <u>12</u>		Hvy Trucks <u>19</u>
	Buses <u>2</u>		Buses <u>3</u>		Buses <u>5</u>
	Motorcycles <u>3</u>		Motorcycles <u>7</u>		Motorcycles <u>11</u>

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	7th Street from 12th Avenue to North Avenue (Geiger Road)	Alternative:	6th & 7th Sts One-Way Pairs Alt

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility*	No-Build (Design Year)*	Build (Design Year)*
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>3</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>23,400</u>
Demand <u>3,900</u>	Demand <u>10,100</u>	Demand <u>16,300</u>
Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT					
The following are spreadsheet calculations based on the input above - do not enter data below this line					
Existing Facility Model:	Demand	No-Build (Design Year) Model:	Demand	Build (Design Year) Model:	Demand
LOS (C)		LOS (C)		LOS (C)	
Peak:	Autos <u>1522</u>	Peak:	Autos <u>1522</u>	Peak:	Autos <u>2374</u>
	Med Trucks <u>25</u>		Med Trucks <u>25</u>		Med Trucks <u>39</u>
	Hvy Trucks <u>17</u>		Hvy Trucks <u>17</u>		Hvy Trucks <u>27</u>
	Buses <u>5</u>		Buses <u>5</u>		Buses <u>8</u>
	Motorcycles <u>10</u>		Motorcycles <u>10</u>		Motorcycles <u>16</u>
Demand		Demand		Demand	
Peak:	Autos <u>396</u>	Peak:	Autos <u>1025</u>	Peak:	Autos <u>1654</u>
	Med Trucks <u>7</u>		Med Trucks <u>17</u>		Med Trucks <u>27</u>
	Hvy Trucks <u>5</u>		Hvy Trucks <u>12</u>		Hvy Trucks <u>19</u>
	Buses <u>1</u>		Buses <u>3</u>		Buses <u>5</u>
	Motorcycles <u>3</u>		Motorcycles <u>7</u>		Motorcycles <u>11</u>

TRAFFIC DATA FOR NOISE STUDIES

Project: US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard) Date: 9/3/2010
 State Project Number(s): N/A Prepared By: HDR, Inc.
 Work Program Number(s): 256422-2-32-02
 Federal Aid Number(s): N/A
 Segment Description: Fort King Road from North Avenue (Geiger Road) to US 301 Alternative: 6th & 7th Sts One-Way Pairs Alt

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility	No-Build (Design Year)	Build (Design Year)*
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>3</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>10,500</u>	ADT: LOS (C) <u>10,500</u>	ADT: LOS (C) <u>23,400</u>
Demand <u>7,100</u>	Demand <u>13,400</u>	Demand <u>16,100</u>
Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT					
The following are spreadsheet calculations based on the input above - do not enter data below this line					
Existing Facility Model:	Demand	No-Build (Design Year) Model:	LOS (C)	Build (Design Year) Model:	Demand
LOS (C)		LOS (C)		LOS (C)	
Peak:	Autos <u>533</u>	Peak:	Autos <u>533</u>	Peak:	Autos <u>2374</u>
	Med Trucks <u>9</u>		Med Trucks <u>9</u>		Med Trucks <u>39</u>
	Hvy Trucks <u>6</u>		Hvy Trucks <u>6</u>		Hvy Trucks <u>27</u>
	Buses <u>2</u>		Buses <u>2</u>		Buses <u>8</u>
	Motorcycles <u>4</u>		Motorcycles <u>4</u>		Motorcycles <u>16</u>
Off Peak:	Autos <u>418</u>	Off Peak:	Autos <u>418</u>		
	Med Trucks <u>7</u>		Med Trucks <u>7</u>		
	Hvy Trucks <u>5</u>		Hvy Trucks <u>5</u>		
	Buses <u>1</u>		Buses <u>1</u>		
	Motorcycles <u>3</u>		Motorcycles <u>3</u>		
Demand		Demand		Demand	
Peak:	Autos <u>360</u>	Peak:	Autos <u>680</u>	Peak:	Autos <u>1633</u>
	Med Trucks <u>6</u>		Med Trucks <u>11</u>		Med Trucks <u>27</u>
	Hvy Trucks <u>4</u>		Hvy Trucks <u>8</u>		Hvy Trucks <u>19</u>
	Buses <u>1</u>		Buses <u>2</u>		Buses <u>5</u>
	Motorcycles <u>2</u>		Motorcycles <u>5</u>		Motorcycles <u>11</u>
Off Peak:	Autos <u>283</u>	Off Peak:	Autos <u>534</u>		
	Med Trucks <u>5</u>		Med Trucks <u>9</u>		
	Hvy Trucks <u>3</u>		Hvy Trucks <u>6</u>		
	Buses <u>1</u>		Buses <u>2</u>		
	Motorcycles <u>2</u>		Motorcycles <u>4</u>		

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	6th Street from C Avenue to South Avenue	Alternative:	6th & 7th Sts One-Way Pairs Alt

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility*	No-Build (Design Year)*	Build (Design Year)*
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>3</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>23,400</u>
Demand <u>1,300</u>	Demand <u>5,000</u>	Demand <u>22,200</u>
Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT					
The following are spreadsheet calculations based on the input above - do not enter data below this line					
Existing Facility Model:	Demand	No-Build (Design Year) Model:	Demand	Build (Design Year) Model:	Demand
LOS (C)		LOS (C)		LOS (C)	
Peak:	Autos <u>1522</u>	Peak:	Autos <u>1522</u>	Peak:	Autos <u>2374</u>
	Med Trucks <u>25</u>		Med Trucks <u>25</u>		Med Trucks <u>39</u>
	Hvy Trucks <u>17</u>		Hvy Trucks <u>17</u>		Hvy Trucks <u>27</u>
	Buses <u>5</u>		Buses <u>5</u>		Buses <u>8</u>
	Motorcycles <u>10</u>		Motorcycles <u>10</u>		Motorcycles <u>16</u>
Demand		Demand		Demand	
Peak:	Autos <u>132</u>	Peak:	Autos <u>507</u>	Peak:	Autos <u>2252</u>
	Med Trucks <u>2</u>		Med Trucks <u>8</u>		Med Trucks <u>37</u>
	Hvy Trucks <u>2</u>		Hvy Trucks <u>6</u>		Hvy Trucks <u>26</u>
	Buses <u>0</u>		Buses <u>2</u>		Buses <u>7</u>
	Motorcycles <u>1</u>		Motorcycles <u>3</u>		Motorcycles <u>15</u>

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	6th Street from South Avenue to SR 54 (5th Avenue)	Alternative:	6th & 7th Sts One-Way Pairs Alt

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility*	No-Build (Design Year)*	Build (Design Year)*
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>3</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>23,400</u>
Demand <u>2,800</u>	Demand <u>9,600</u>	Demand <u>17,200</u>
Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT					
The following are spreadsheet calculations based on the input above - do not enter data below this line					
Existing Facility Model:	Demand	No-Build (Design Year) Model:	Demand	Build (Design Year) Model:	Demand
LOS (C)		LOS (C)		LOS (C)	
Peak:	Autos <u>1522</u>	Peak:	Autos <u>1522</u>	Peak:	Autos <u>2374</u>
	Med Trucks <u>25</u>		Med Trucks <u>25</u>		Med Trucks <u>39</u>
	Hvy Trucks <u>17</u>		Hvy Trucks <u>17</u>		Hvy Trucks <u>27</u>
	Buses <u>5</u>		Buses <u>5</u>		Buses <u>8</u>
	Motorcycles <u>10</u>		Motorcycles <u>10</u>		Motorcycles <u>16</u>
Demand		Demand		Demand	
Peak:	Autos <u>284</u>	Peak:	Autos <u>974</u>	Peak:	Autos <u>1745</u>
	Med Trucks <u>5</u>		Med Trucks <u>16</u>		Med Trucks <u>29</u>
	Hvy Trucks <u>3</u>		Hvy Trucks <u>11</u>		Hvy Trucks <u>20</u>
	Buses <u>1</u>		Buses <u>3</u>		Buses <u>6</u>
	Motorcycles <u>2</u>		Motorcycles <u>6</u>		Motorcycles <u>12</u>

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	6th Street from SR 54 (5th Avenue) to 12th Avenue	Alternative:	6th & 7th Sts One-Way Pairs Alt

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility*	No-Build (Design Year)*	Build (Design Year)*
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>3</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>23,400</u>
Demand <u>4,400</u>	Demand <u>12,200</u>	Demand <u>19,100</u>
Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT					
The following are spreadsheet calculations based on the input above - do not enter data below this line					
Existing Facility Model:	Demand	No-Build (Design Year) Model:	Demand	Build (Design Year) Model:	Demand
LOS (C)		LOS (C)		LOS (C)	
Peak:	Autos <u>1522</u>	Peak:	Autos <u>1522</u>	Peak:	Autos <u>2374</u>
	Med Trucks <u>25</u>		Med Trucks <u>25</u>		Med Trucks <u>39</u>
	Hvy Trucks <u>17</u>		Hvy Trucks <u>17</u>		Hvy Trucks <u>27</u>
	Buses <u>5</u>		Buses <u>5</u>		Buses <u>8</u>
	Motorcycles <u>10</u>		Motorcycles <u>10</u>		Motorcycles <u>16</u>
Demand		Demand		Demand	
Peak:	Autos <u>446</u>	Peak:	Autos <u>1238</u>	Peak:	Autos <u>1938</u>
	Med Trucks <u>7</u>		Med Trucks <u>20</u>		Med Trucks <u>32</u>
	Hvy Trucks <u>5</u>		Hvy Trucks <u>14</u>		Hvy Trucks <u>22</u>
	Buses <u>1</u>		Buses <u>4</u>		Buses <u>6</u>
	Motorcycles <u>3</u>		Motorcycles <u>8</u>		Motorcycles <u>13</u>

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	6th Street from 12th Avenue to US 301	Alternative:	6th & 7th Sts One-Way Pairs Alt

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility*	No-Build (Design Year)*	Build (Design Year)*
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>3</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>23,400</u>
Demand <u>4,400</u>	Demand <u>12,200</u>	Demand <u>19,200</u>
Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT					
The following are spreadsheet calculations based on the input above - do not enter data below this line					
Existing Facility Model:	Demand	No-Build (Design Year) Model:	Demand	Build (Design Year) Model:	Demand
LOS (C)		LOS (C)		LOS (C)	
Peak:	Autos <u>1522</u>	Peak:	Autos <u>1522</u>	Peak:	Autos <u>2374</u>
	Med Trucks <u>25</u>		Med Trucks <u>25</u>		Med Trucks <u>39</u>
	Hvy Trucks <u>17</u>		Hvy Trucks <u>17</u>		Hvy Trucks <u>27</u>
	Buses <u>5</u>		Buses <u>5</u>		Buses <u>8</u>
	Motorcycles <u>10</u>		Motorcycles <u>10</u>		Motorcycles <u>16</u>
Demand		Demand		Demand	
Peak:	Autos <u>446</u>	Peak:	Autos <u>1238</u>	Peak:	Autos <u>1948</u>
	Med Trucks <u>7</u>		Med Trucks <u>20</u>		Med Trucks <u>32</u>
	Hvy Trucks <u>5</u>		Hvy Trucks <u>14</u>		Hvy Trucks <u>22</u>
	Buses <u>1</u>		Buses <u>4</u>		Buses <u>6</u>
	Motorcycles <u>3</u>		Motorcycles <u>8</u>		Motorcycles <u>13</u>

Appendix R2

Traffic Input for Noise 6th Street and US 301/Gall Boulevard One-Way Pair Alternative

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Financial Project ID Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	US 301 from SR 39 to Palm Grove Avenue	Alternative:	PD&E Alternative

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility	No-Build (Design Year)	Build (Design Year)
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>4</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>10,500</u>	ADT: LOS (C) <u>10,500</u>	ADT: LOS (C) <u>25,000</u>
Demand <u>16,900</u>	Demand <u>49,000</u>	Demand <u>48,700</u>
Posted Spd: <u>45</u> mph <u>72</u> kmh	Posted Spd: <u>45</u> mph <u>72</u> kmh	Posted Spd: <u>45</u> mph <u>72</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.0</u> % for 24 hrs.	T= <u>6.0</u> % for 24 hrs.	T= <u>6.0</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	No-Build (Design Year) Model:	Build (Design Year) Model:
LOS (C)	LOS (C)	LOS (C)
Peak: Autos <u>533</u>	Peak: Autos <u>533</u>	Peak: Autos <u>1268</u>
Med Trucks <u>9</u>	Med Trucks <u>9</u>	Med Trucks <u>21</u>
Hvy Trucks <u>6</u>	Hvy Trucks <u>6</u>	Hvy Trucks <u>14</u>
Buses <u>2</u>	Buses <u>2</u>	Buses <u>4</u>
Motorcycles <u>4</u>	Motorcycles <u>4</u>	Motorcycles <u>8</u>
Off Peak: Autos <u>418</u>	Off Peak: Autos <u>418</u>	Off Peak: Autos <u>996</u>
Med Trucks <u>7</u>	Med Trucks <u>7</u>	Med Trucks <u>16</u>
Hvy Trucks <u>5</u>	Hvy Trucks <u>5</u>	Hvy Trucks <u>11</u>
Buses <u>1</u>	Buses <u>1</u>	Buses <u>3</u>
Motorcycles <u>3</u>	Motorcycles <u>3</u>	Motorcycles <u>7</u>
Demand	Demand	Demand
Peak: Autos <u>857</u>	Peak: Autos <u>2485</u>	Peak: Autos <u>2470</u>
Med Trucks <u>14</u>	Med Trucks <u>41</u>	Med Trucks <u>41</u>
Hvy Trucks <u>10</u>	Hvy Trucks <u>28</u>	Hvy Trucks <u>28</u>
Buses <u>3</u>	Buses <u>8</u>	Buses <u>8</u>
Motorcycles <u>6</u>	Motorcycles <u>17</u>	Motorcycles <u>16</u>
Off Peak: Autos <u>674</u>	Off Peak: Autos <u>1953</u>	Off Peak: Autos <u>1941</u>
Med Trucks <u>11</u>	Med Trucks <u>32</u>	Med Trucks <u>32</u>
Hvy Trucks <u>8</u>	Hvy Trucks <u>22</u>	Hvy Trucks <u>22</u>
Buses <u>2</u>	Buses <u>6</u>	Buses <u>6</u>
Motorcycles <u>4</u>	Motorcycles <u>13</u>	Motorcycles <u>13</u>

TRAFFIC DATA FOR NOISE STUDIES

Project:	<u>US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)</u>	Date:	<u>9/3/2010</u>
State Project Number(s):	<u>N/A</u>	Prepared By:	<u>HDR, Inc.</u>
Financial Project ID Number(s):	<u>256422-2-32-02</u>		
Federal Aid Number(s):	<u>N/A</u>		
Segment Description:	<u>US 301 from Palm Grove Avenue to C Avenue</u>	Alternative:	<u>PD&E Alternative</u>

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility	No-Build (Design Year)	Build (Design Year)*
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>3</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>10,500</u>	ADT: LOS (C) <u>10,500</u>	ADT: LOS (C) <u>23,400</u>
Demand <u>17,300</u>	Demand <u>43,400</u>	Demand <u>21,600</u>
Posted Spd: <u>45</u> mph <u>72</u> kmh	Posted Spd: <u>45</u> mph <u>72</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.0</u> % for 24 hrs.	T= <u>6.0</u> % for 24 hrs.	T= <u>6.0</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

*Indicates one-way traffic

Existing Facility Model: LOS (C)			No-Build (Design Year) Model: LOS (C)			Build (Design Year) Model: Demand		
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	<u>533</u>	Peak:	Autos	<u>533</u>	Peak:	Autos	<u>2374</u>
	Med Trucks	<u>9</u>		Med Trucks	<u>9</u>		Med Trucks	<u>39</u>
	Hvy Trucks	<u>6</u>		Hvy Trucks	<u>6</u>		Hvy Trucks	<u>27</u>
	Buses	<u>2</u>		Buses	<u>2</u>		Buses	<u>8</u>
	Motorcycles	<u>4</u>		Motorcycles	<u>4</u>		Motorcycles	<u>16</u>
Off Peak:	Autos	<u>418</u>	Off Peak:	Autos	<u>418</u>			
	Med Trucks	<u>7</u>		Med Trucks	<u>7</u>			
	Hvy Trucks	<u>5</u>		Hvy Trucks	<u>5</u>			
	Buses	<u>1</u>		Buses	<u>1</u>			
	Motorcycles	<u>3</u>		Motorcycles	<u>3</u>			
Demand			Demand			Demand		
Peak:	Autos	<u>878</u>	Peak:	Autos	<u>2201</u>	Peak:	Autos	<u>2191</u>
	Med Trucks	<u>14</u>		Med Trucks	<u>36</u>		Med Trucks	<u>36</u>
	Hvy Trucks	<u>10</u>		Hvy Trucks	<u>25</u>		Hvy Trucks	<u>25</u>
	Buses	<u>3</u>		Buses	<u>7</u>		Buses	<u>7</u>
	Motorcycles	<u>6</u>		Motorcycles	<u>15</u>		Motorcycles	<u>15</u>
Off Peak:	Autos	<u>689</u>	Off Peak:	Autos	<u>1730</u>			
	Med Trucks	<u>11</u>		Med Trucks	<u>29</u>			
	Hvy Trucks	<u>8</u>		Hvy Trucks	<u>20</u>			
	Buses	<u>2</u>		Buses	<u>6</u>			
	Motorcycles	<u>5</u>		Motorcycles	<u>11</u>			

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	US 301 from C Avenue to South Avenue	Alternative:	PD&E Alternative

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility	No-Build (Design Year)	Build (Design Year)*
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>3</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>10,500</u>	ADT: LOS (C) <u>10,500</u>	ADT: LOS (C) <u>23,400</u>
Demand <u>16,900</u>	Demand <u>42,100</u>	Demand <u>21,800</u>
Posted Spd: <u>35</u> mph <u>56</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT					
The following are spreadsheet calculations based on the input above - do not enter data below this line					
Existing Facility Model:	LOS (C)	No-Build (Design Year) Model:	LOS (C)	Build (Design Year) Model:	Demand
LOS (C)		LOS (C)		LOS (C)	
Peak:		Peak:		Peak:	
Autos	533	Autos	533	Autos	2374
Med Trucks	9	Med Trucks	9	Med Trucks	39
Hvy Trucks	6	Hvy Trucks	6	Hvy Trucks	27
Buses	2	Buses	2	Buses	8
Motorcycles	4	Motorcycles	4	Motorcycles	16
Off Peak:		Off Peak:			
Autos	418	Autos	418		
Med Trucks	7	Med Trucks	7		
Hvy Trucks	5	Hvy Trucks	5		
Buses	1	Buses	1		
Motorcycles	3	Motorcycles	3		
Demand		Demand		Demand	
Peak:		Peak:		Peak:	
Autos	857	Autos	2135	Autos	2212
Med Trucks	14	Med Trucks	35	Med Trucks	36
Hvy Trucks	10	Hvy Trucks	24	Hvy Trucks	25
Buses	3	Buses	7	Buses	7
Motorcycles	6	Motorcycles	14	Motorcycles	15
Off Peak:		Off Peak:			
Autos	674	Autos	1678		
Med Trucks	11	Med Trucks	28		
Hvy Trucks	8	Hvy Trucks	19		
Buses	2	Buses	5		
Motorcycles	4	Motorcycles	11		

TRAFFIC DATA FOR NOISE STUDIES

Project:	<u>US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)</u>	Date:	<u>9/3/2010</u>
State Project Number(s):	<u>N/A</u>	Prepared By:	<u>HDR, Inc.</u>
Work Program Number(s):	<u>256422-2-32-02</u>		
Federal Aid Number(s):	<u>N/A</u>		
Segment Description:	<u>US 301 from South Avenue to SR 54 (5th Avenue)</u>	Alternative:	<u>PD&E Alternative</u>

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility	No-Build (Design Year)	Build (Design Year)*
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>3</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>10,500</u>	ADT: LOS (C) <u>10,500</u>	ADT: LOS (C) <u>23,400</u>
Demand <u>13,100</u>	Demand <u>29,000</u>	Demand <u>19,500</u>
Posted Spd: <u>35</u> mph <u>56</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

*Indicates one-way traffic

Existing Facility Model: LOS (C)			No-Build (Design Year) Model: LOS (C)			Build (Design Year) Model: Demand		
STAMINA/TNM INPUT								
The following are spreadsheet calculations based on the input above - do not enter data below this line								
LOS (C)			LOS (C)			LOS (C)		
Peak:	Autos	<u>533</u>	Peak:	Autos	<u>533</u>	Peak:	Autos	<u>2374</u>
	Med Trucks	<u>9</u>		Med Trucks	<u>9</u>		Med Trucks	<u>39</u>
	Hvy Trucks	<u>6</u>		Hvy Trucks	<u>6</u>		Hvy Trucks	<u>27</u>
	Buses	<u>2</u>		Buses	<u>2</u>		Buses	<u>8</u>
	Motorcycles	<u>4</u>		Motorcycles	<u>4</u>		Motorcycles	<u>16</u>
Off Peak:	Autos	<u>418</u>	Off Peak:	Autos	<u>418</u>			
	Med Trucks	<u>7</u>		Med Trucks	<u>7</u>			
	Hvy Trucks	<u>5</u>		Hvy Trucks	<u>5</u>			
	Buses	<u>1</u>		Buses	<u>1</u>			
	Motorcycles	<u>3</u>		Motorcycles	<u>3</u>			
Demand			Demand			Demand		
Peak:	Autos	<u>664</u>	Peak:	Autos	<u>1471</u>	Peak:	Autos	<u>1978</u>
	Med Trucks	<u>11</u>		Med Trucks	<u>24</u>		Med Trucks	<u>33</u>
	Hvy Trucks	<u>8</u>		Hvy Trucks	<u>17</u>		Hvy Trucks	<u>23</u>
	Buses	<u>2</u>		Buses	<u>5</u>		Buses	<u>6</u>
	Motorcycles	<u>4</u>		Motorcycles	<u>10</u>		Motorcycles	<u>13</u>
Off Peak:	Autos	<u>522</u>	Off Peak:	Autos	<u>1156</u>			
	Med Trucks	<u>9</u>		Med Trucks	<u>19</u>			
	Hvy Trucks	<u>6</u>		Hvy Trucks	<u>13</u>			
	Buses	<u>2</u>		Buses	<u>4</u>			
	Motorcycles	<u>3</u>		Motorcycles	<u>8</u>			

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	US 301 from SR 54 (5th Avenue) to 12th Avenue	Alternative:	PD&E Alternative

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility	No-Build (Design Year)	Build (Design Year)*
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>3</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>10,500</u>	ADT: LOS (C) <u>10,500</u>	ADT: LOS (C) <u>23,400</u>
Demand <u>14,300</u>	Demand <u>29,600</u>	Demand <u>21,400</u>
Posted Spd: <u>35</u> mph <u>56</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT					
The following are spreadsheet calculations based on the input above - do not enter data below this line					
Existing Facility Model:	LOS (C)	No-Build (Design Year) Model:	LOS (C)	Build (Design Year) Model:	Demand
	LOS (C)		LOS (C)		LOS (C)
Peak:	Autos <u>533</u>	Peak:	Autos <u>533</u>	Peak:	Autos <u>2374</u>
	Med Trucks <u>9</u>		Med Trucks <u>9</u>		Med Trucks <u>39</u>
	Hvy Trucks <u>6</u>		Hvy Trucks <u>6</u>		Hvy Trucks <u>27</u>
	Buses <u>2</u>		Buses <u>2</u>		Buses <u>8</u>
	Motorcycles <u>4</u>		Motorcycles <u>4</u>		Motorcycles <u>16</u>
Off Peak:	Autos <u>418</u>	Off Peak:	Autos <u>418</u>		
	Med Trucks <u>7</u>		Med Trucks <u>7</u>		
	Hvy Trucks <u>5</u>		Hvy Trucks <u>5</u>		
	Buses <u>1</u>		Buses <u>1</u>		
	Motorcycles <u>3</u>		Motorcycles <u>3</u>		
	Demand		Demand		Demand
Peak:	Autos <u>725</u>	Peak:	Autos <u>1501</u>	Peak:	Autos <u>2171</u>
	Med Trucks <u>12</u>		Med Trucks <u>25</u>		Med Trucks <u>36</u>
	Hvy Trucks <u>8</u>		Hvy Trucks <u>17</u>		Hvy Trucks <u>25</u>
	Buses <u>2</u>		Buses <u>5</u>		Buses <u>7</u>
	Motorcycles <u>5</u>		Motorcycles <u>10</u>		Motorcycles <u>14</u>
Off Peak:	Autos <u>570</u>	Off Peak:	Autos <u>1180</u>		
	Med Trucks <u>9</u>		Med Trucks <u>19</u>		
	Hvy Trucks <u>7</u>		Hvy Trucks <u>13</u>		
	Buses <u>2</u>		Buses <u>4</u>		
	Motorcycles <u>4</u>		Motorcycles <u>8</u>		

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	US 301 from 12th Avenue to North Avenue (Geiger Road)	Alternative:	PD&E Alternative

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility	No-Build (Design Year)	Build (Design Year)*
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>3</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>10,500</u>	ADT: LOS (C) <u>10,500</u>	ADT: LOS (C) <u>23,400</u>
Demand <u>14,900</u>	Demand <u>30,200</u>	Demand <u>20,900</u>
Posted Spd: <u>35</u> mph <u>56</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model: <u>LOS (C)</u>	No-Build (Design Year) Model: <u>LOS (C)</u>	Build (Design Year) Model: <u>Demand</u>
<u>LOS (C)</u>	<u>LOS (C)</u>	<u>LOS (C)</u>
Peak: Autos <u>533</u>	Peak: Autos <u>533</u>	Peak: Autos <u>2374</u>
Med Trucks <u>9</u>	Med Trucks <u>9</u>	Med Trucks <u>39</u>
Hvy Trucks <u>6</u>	Hvy Trucks <u>6</u>	Hvy Trucks <u>27</u>
Buses <u>2</u>	Buses <u>2</u>	Buses <u>8</u>
Motorcycles <u>4</u>	Motorcycles <u>4</u>	Motorcycles <u>16</u>
Off Peak: Autos <u>418</u>	Off Peak: Autos <u>418</u>	
Med Trucks <u>7</u>	Med Trucks <u>7</u>	
Hvy Trucks <u>5</u>	Hvy Trucks <u>5</u>	
Buses <u>1</u>	Buses <u>1</u>	
Motorcycles <u>3</u>	Motorcycles <u>3</u>	
<u>Demand</u>	<u>Demand</u>	<u>Demand</u>
Peak: Autos <u>756</u>	Peak: Autos <u>1532</u>	Peak: Autos <u>2120</u>
Med Trucks <u>12</u>	Med Trucks <u>25</u>	Med Trucks <u>35</u>
Hvy Trucks <u>9</u>	Hvy Trucks <u>17</u>	Hvy Trucks <u>24</u>
Buses <u>2</u>	Buses <u>5</u>	Buses <u>7</u>
Motorcycles <u>5</u>	Motorcycles <u>10</u>	Motorcycles <u>14</u>
Off Peak: Autos <u>594</u>	Off Peak: Autos <u>1204</u>	
Med Trucks <u>10</u>	Med Trucks <u>20</u>	
Hvy Trucks <u>7</u>	Hvy Trucks <u>14</u>	
Buses <u>2</u>	Buses <u>4</u>	
Motorcycles <u>4</u>	Motorcycles <u>8</u>	

TRAFFIC DATA FOR NOISE STUDIES

Project:	<u>US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)</u>	Date:	<u>9/3/2010</u>
State Project Number(s):	<u>N/A</u>	Prepared By:	<u>HDR, Inc.</u>
Work Program Number(s):	<u>256422-2-32-02</u>		
Federal Aid Number(s):	<u>N/A</u>		
Segment Description:	<u>US 301 from North Avenue (Geiger Road) to Fort King Road</u>	Alternative:	<u>PD&E Alternative</u>

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility	No-Build (Design Year)	Build (Design Year)
Lanes: <u>4</u>	Lanes: <u>4</u>	Lanes: <u>6</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>25,000</u>	ADT: LOS (C) <u>25,000</u>	ADT: LOS (C) <u>39,000</u>
Demand <u>20,900</u>	Demand <u>41,300</u>	Demand <u>47,900</u>
Posted Spd: <u>35</u> mph <u>56</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	Demand	No-Build (Design Year) Model:	LOS (C)	Build (Design Year) Model:	LOS (C)
LOS (C)		LOS (C)		LOS (C)	
Peak:		Peak:		Peak:	
Autos	<u>1268</u>	Autos	<u>1268</u>	Autos	<u>1978</u>
Med Trucks	<u>21</u>	Med Trucks	<u>21</u>	Med Trucks	<u>33</u>
Hvy Trucks	<u>14</u>	Hvy Trucks	<u>14</u>	Hvy Trucks	<u>23</u>
Buses	<u>4</u>	Buses	<u>4</u>	Buses	<u>6</u>
Motorcycles	<u>8</u>	Motorcycles	<u>8</u>	Motorcycles	<u>13</u>
Off Peak:		Off Peak:		Off Peak:	
Autos	<u>996</u>	Autos	<u>996</u>	Autos	<u>1554</u>
Med Trucks	<u>16</u>	Med Trucks	<u>16</u>	Med Trucks	<u>26</u>
Hvy Trucks	<u>11</u>	Hvy Trucks	<u>11</u>	Hvy Trucks	<u>18</u>
Buses	<u>3</u>	Buses	<u>3</u>	Buses	<u>5</u>
Motorcycles	<u>7</u>	Motorcycles	<u>7</u>	Motorcycles	<u>10</u>
Demand		Demand		Demand	
Peak:		Peak:		Peak:	
Autos	<u>1060</u>	Autos	<u>2095</u>	Autos	<u>2430</u>
Med Trucks	<u>17</u>	Med Trucks	<u>35</u>	Med Trucks	<u>40</u>
Hvy Trucks	<u>12</u>	Hvy Trucks	<u>24</u>	Hvy Trucks	<u>28</u>
Buses	<u>3</u>	Buses	<u>7</u>	Buses	<u>8</u>
Motorcycles	<u>7</u>	Motorcycles	<u>14</u>	Motorcycles	<u>16</u>
Off Peak:		Off Peak:		Off Peak:	
Autos	<u>833</u>	Autos	<u>1646</u>	Autos	<u>1909</u>
Med Trucks	<u>14</u>	Med Trucks	<u>27</u>	Med Trucks	<u>32</u>
Hvy Trucks	<u>10</u>	Hvy Trucks	<u>19</u>	Hvy Trucks	<u>22</u>
Buses	<u>3</u>	Buses	<u>5</u>	Buses	<u>6</u>
Motorcycles	<u>6</u>	Motorcycles	<u>11</u>	Motorcycles	<u>13</u>

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	US 301 from Fort King Road to CR 54 (Eiland Boulevard)	Alternative:	PD&E Alternative

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility	No-Build (Design Year)	Build (Design Year)
Lanes: <u>4</u>	Lanes: <u>4</u>	Lanes: <u>6</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>25,000</u>	ADT: LOS (C) <u>25,000</u>	ADT: LOS (C) <u>39,000</u>
Demand <u>21,400</u>	Demand <u>43,000</u>	Demand <u>43,000</u>
Posted Spd: <u>35</u> mph <u>56</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
<u>1.59</u> % Medium Trucks DHV	<u>1.59</u> % Medium Trucks DHV	<u>1.59</u> % Medium Trucks DHV
<u>1.10</u> % Heavy Trucks DHV	<u>1.10</u> % Heavy Trucks DHV	<u>1.10</u> % Heavy Trucks DHV
<u>0.31</u> % Buses DHV	<u>0.31</u> % Buses DHV	<u>0.31</u> % Buses DHV
<u>0.64</u> % Motorcycles DHV	<u>0.64</u> % Motorcycles DHV	<u>0.64</u> % Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model: Demand	No-Build (Design Year) Model: LOS (C)	Build (Design Year) Model: LOS (C)
LOS (C)	LOS (C)	LOS (C)
Peak: Autos <u>1268</u> Med Trucks <u>21</u> Hvy Trucks <u>14</u> Buses <u>4</u> Motorcycles <u>8</u>	Peak: Autos <u>1268</u> Med Trucks <u>21</u> Hvy Trucks <u>14</u> Buses <u>4</u> Motorcycles <u>8</u>	Peak: Autos <u>1978</u> Med Trucks <u>33</u> Hvy Trucks <u>23</u> Buses <u>6</u> Motorcycles <u>13</u>
Off Peak: Autos <u>996</u> Med Trucks <u>16</u> Hvy Trucks <u>11</u> Buses <u>3</u> Motorcycles <u>7</u>	Off Peak: Autos <u>996</u> Med Trucks <u>16</u> Hvy Trucks <u>11</u> Buses <u>3</u> Motorcycles <u>7</u>	Off Peak: Autos <u>1554</u> Med Trucks <u>26</u> Hvy Trucks <u>18</u> Buses <u>5</u> Motorcycles <u>10</u>
Demand	Demand	Demand
Peak: Autos <u>1085</u> Med Trucks <u>18</u> Hvy Trucks <u>12</u> Buses <u>3</u> Motorcycles <u>7</u>	Peak: Autos <u>2181</u> Med Trucks <u>36</u> Hvy Trucks <u>25</u> Buses <u>7</u> Motorcycles <u>14</u>	Peak: Autos <u>2181</u> Med Trucks <u>36</u> Hvy Trucks <u>25</u> Buses <u>7</u> Motorcycles <u>14</u>
Off Peak: Autos <u>853</u> Med Trucks <u>14</u> Hvy Trucks <u>10</u> Buses <u>3</u> Motorcycles <u>6</u>	Off Peak: Autos <u>1714</u> Med Trucks <u>28</u> Hvy Trucks <u>20</u> Buses <u>6</u> Motorcycles <u>11</u>	Off Peak: Autos <u>1714</u> Med Trucks <u>28</u> Hvy Trucks <u>20</u> Buses <u>6</u> Motorcycles <u>11</u>

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	7th Street from South Avenue to SR 54 (5th Avenue)	Alternative:	PD&E Alternative

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility*	No-Build (Design Year)*	Build (Design Year)*
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>2</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>15,000</u>
Demand <u>3,500</u>	Demand <u>10,300</u>	Demand <u>4,300</u>
Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>30</u> mph <u>48</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	No-Build (Design Year) Model:	Build (Design Year) Model:
Demand	Demand	Demand
LOS (C)	LOS (C)	LOS (C)
Peak: Autos <u>1522</u> Med Trucks <u>25</u> Hvy Trucks <u>17</u> Buses <u>5</u> Motorcycles <u>10</u>	Peak: Autos <u>1522</u> Med Trucks <u>25</u> Hvy Trucks <u>17</u> Buses <u>5</u> Motorcycles <u>10</u>	Peak: Autos <u>1522</u> Med Trucks <u>25</u> Hvy Trucks <u>17</u> Buses <u>5</u> Motorcycles <u>10</u>
Demand	Demand	Demand
Peak: Autos <u>355</u> Med Trucks <u>6</u> Hvy Trucks <u>4</u> Buses <u>1</u> Motorcycles <u>2</u>	Peak: Autos <u>1045</u> Med Trucks <u>17</u> Hvy Trucks <u>12</u> Buses <u>3</u> Motorcycles <u>7</u>	Peak: Autos <u>436</u> Med Trucks <u>7</u> Hvy Trucks <u>5</u> Buses <u>1</u> Motorcycles <u>3</u>

TRAFFIC DATA FOR NOISE STUDIES

Project:	<u>US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)</u>	Date:	<u>9/3/2010</u>
State Project Number(s):	<u>N/A</u>	Prepared By:	<u>HDR, Inc.</u>
Work Program Number(s):	<u>256422-2-32-02</u>		
Federal Aid Number(s):	<u>N/A</u>		
Segment Description:	<u>7th Street from SR 54 (5th Avenue) to 12th Avenue</u>	Alternative:	<u>PD&E Alternative</u>

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility*	No-Build (Design Year)*	Build (Design Year)*
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>2</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>15,000</u>
Demand <u>4,600</u>	Demand <u>10,600</u>	Demand <u>3,800</u>
Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>30</u> mph <u>48</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	Demand	No-Build (Design Year) Model:	Demand	Build (Design Year) Model:	Demand
LOS (C)		LOS (C)		LOS (C)	
Peak:	Autos <u>1522</u>	Peak:	Autos <u>1522</u>	Peak:	Autos <u>1522</u>
	Med Trucks <u>25</u>		Med Trucks <u>25</u>		Med Trucks <u>25</u>
	Hvy Trucks <u>17</u>		Hvy Trucks <u>17</u>		Hvy Trucks <u>17</u>
	Buses <u>5</u>		Buses <u>5</u>		Buses <u>5</u>
	Motorcycles <u>10</u>		Motorcycles <u>10</u>		Motorcycles <u>10</u>
Demand		Demand		Demand	
Peak:	Autos <u>467</u>	Peak:	Autos <u>1075</u>	Peak:	Autos <u>386</u>
	Med Trucks <u>8</u>		Med Trucks <u>18</u>		Med Trucks <u>6</u>
	Hvy Trucks <u>5</u>		Hvy Trucks <u>12</u>		Hvy Trucks <u>4</u>
	Buses <u>2</u>		Buses <u>3</u>		Buses <u>1</u>
	Motorcycles <u>3</u>		Motorcycles <u>7</u>		Motorcycles <u>3</u>

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	7th Street from 12th Avenue to North Avenue (Geiger Road)	Alternative:	PD&E Alternative

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility*	No-Build (Design Year)*	Build (Design Year)*
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>2</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>15,000</u>
Demand <u>3,900</u>	Demand <u>10,100</u>	Demand <u>2,700</u>
Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>30</u> mph <u>48</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	No-Build (Design Year) Model:	Build (Design Year) Model:
Demand	Demand	Demand
LOS (C)	LOS (C)	LOS (C)
Peak: Autos <u>1522</u> Med Trucks <u>25</u> Hvy Trucks <u>17</u> Buses <u>5</u> Motorcycles <u>10</u>	Peak: Autos <u>1522</u> Med Trucks <u>25</u> Hvy Trucks <u>17</u> Buses <u>5</u> Motorcycles <u>10</u>	Peak: Autos <u>1522</u> Med Trucks <u>25</u> Hvy Trucks <u>17</u> Buses <u>5</u> Motorcycles <u>10</u>
Demand	Demand	Demand
Peak: Autos <u>396</u> Med Trucks <u>7</u> Hvy Trucks <u>5</u> Buses <u>1</u> Motorcycles <u>3</u>	Peak: Autos <u>1025</u> Med Trucks <u>17</u> Hvy Trucks <u>12</u> Buses <u>3</u> Motorcycles <u>7</u>	Peak: Autos <u>274</u> Med Trucks <u>5</u> Hvy Trucks <u>3</u> Buses <u>1</u> Motorcycles <u>2</u>

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	Fort King Road from North Avenue (Geiger Road) to US 301	Alternative:	PD&E Alternative

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility	No-Build (Design Year)	Build (Design Year)
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>2</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>10,500</u>	ADT: LOS (C) <u>10,500</u>	ADT: LOS (C) <u>10,500</u>
Demand <u>7,100</u>	Demand <u>13,400</u>	Demand <u>4,700</u>
Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>30</u> mph <u>48</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model: Demand	No-Build (Design Year) Model: LOS (C)	Build (Design Year) Model: Demand
LOS (C)	LOS (C)	LOS (C)
Peak: Autos <u>533</u> Med Trucks <u>9</u> Hvy Trucks <u>6</u> Buses <u>2</u> Motorcycles <u>4</u>	Peak: Autos <u>533</u> Med Trucks <u>9</u> Hvy Trucks <u>6</u> Buses <u>2</u> Motorcycles <u>4</u>	Peak: Autos <u>533</u> Med Trucks <u>9</u> Hvy Trucks <u>6</u> Buses <u>2</u> Motorcycles <u>4</u>
Off Peak: Autos <u>418</u> Med Trucks <u>7</u> Hvy Trucks <u>5</u> Buses <u>1</u> Motorcycles <u>3</u>	Off Peak: Autos <u>418</u> Med Trucks <u>7</u> Hvy Trucks <u>5</u> Buses <u>1</u> Motorcycles <u>3</u>	Off Peak: Autos <u>418</u> Med Trucks <u>7</u> Hvy Trucks <u>5</u> Buses <u>1</u> Motorcycles <u>3</u>
Demand	Demand	Demand
Peak: Autos <u>360</u> Med Trucks <u>6</u> Hvy Trucks <u>4</u> Buses <u>1</u> Motorcycles <u>2</u>	Peak: Autos <u>680</u> Med Trucks <u>11</u> Hvy Trucks <u>8</u> Buses <u>2</u> Motorcycles <u>5</u>	Peak: Autos <u>238</u> Med Trucks <u>4</u> Hvy Trucks <u>3</u> Buses <u>1</u> Motorcycles <u>2</u>
Off Peak: Autos <u>283</u> Med Trucks <u>5</u> Hvy Trucks <u>3</u> Buses <u>1</u> Motorcycles <u>2</u>	Off Peak: Autos <u>534</u> Med Trucks <u>9</u> Hvy Trucks <u>6</u> Buses <u>2</u> Motorcycles <u>4</u>	Off Peak: Autos <u>187</u> Med Trucks <u>3</u> Hvy Trucks <u>2</u> Buses <u>1</u> Motorcycles <u>1</u>

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	6th Street from C Avenue to South Avenue	Alternative:	PD&E Alternative

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility*	No-Build (Design Year)*	Build (Design Year)*
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>3</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>23,400</u>
Demand <u>1,300</u>	Demand <u>5,000</u>	Demand <u>24,400</u>
Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model: Demand	No-Build (Design Year) Model: Demand	Build (Design Year) Model: LOS (C)
LOS (C)	LOS (C)	LOS (C)
Peak: Autos <u>1522</u> Med Trucks <u>25</u> Hvy Trucks <u>17</u> Buses <u>5</u> Motorcycles <u>10</u>	Peak: Autos <u>1522</u> Med Trucks <u>25</u> Hvy Trucks <u>17</u> Buses <u>5</u> Motorcycles <u>10</u>	Peak: Autos <u>2374</u> Med Trucks <u>39</u> Hvy Trucks <u>27</u> Buses <u>8</u> Motorcycles <u>16</u>
Demand	Demand	Demand
Peak: Autos <u>132</u> Med Trucks <u>2</u> Hvy Trucks <u>2</u> Buses <u>0</u> Motorcycles <u>1</u>	Peak: Autos <u>507</u> Med Trucks <u>8</u> Hvy Trucks <u>6</u> Buses <u>2</u> Motorcycles <u>3</u>	Peak: Autos <u>2475</u> Med Trucks <u>41</u> Hvy Trucks <u>28</u> Buses <u>8</u> Motorcycles <u>16</u>

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	6th Street from South Avenue to SR 54 (5th Avenue)	Alternative:	PD&E Alternative

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility*	No-Build (Design Year)*	Build (Design Year)*
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>3</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>23,400</u>
Demand <u>2,800</u>	Demand <u>9,600</u>	Demand <u>24,100</u>
Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model: Demand	No-Build (Design Year) Model: Demand	Build (Design Year) Model: LOS (C)
LOS (C)	LOS (C)	LOS (C)
Peak: Autos <u>1522</u> Med Trucks <u>25</u> Hvy Trucks <u>17</u> Buses <u>5</u> Motorcycles <u>10</u>	Peak: Autos <u>1522</u> Med Trucks <u>25</u> Hvy Trucks <u>17</u> Buses <u>5</u> Motorcycles <u>10</u>	Peak: Autos <u>2374</u> Med Trucks <u>39</u> Hvy Trucks <u>27</u> Buses <u>8</u> Motorcycles <u>16</u>
Demand	Demand	Demand
Peak: Autos <u>284</u> Med Trucks <u>5</u> Hvy Trucks <u>3</u> Buses <u>1</u> Motorcycles <u>2</u>	Peak: Autos <u>974</u> Med Trucks <u>16</u> Hvy Trucks <u>11</u> Buses <u>3</u> Motorcycles <u>6</u>	Peak: Autos <u>2445</u> Med Trucks <u>40</u> Hvy Trucks <u>28</u> Buses <u>8</u> Motorcycles <u>16</u>

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	6th Street from SR 54 (5th Avenue) to 12th Avenue	Alternative:	PD&E Alternative

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility*	No-Build (Design Year)*	Build (Design Year)*
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>3</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>23,400</u>
Demand <u>4,400</u>	Demand <u>12,200</u>	Demand <u>26,700</u>
Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model: Demand	No-Build (Design Year) Model: Demand	Build (Design Year) Model: LOS (C)
LOS (C)	LOS (C)	LOS (C)
Peak: Autos <u>1522</u> Med Trucks <u>25</u> Hvy Trucks <u>17</u> Buses <u>5</u> Motorcycles <u>10</u>	Peak: Autos <u>1522</u> Med Trucks <u>25</u> Hvy Trucks <u>17</u> Buses <u>5</u> Motorcycles <u>10</u>	Peak: Autos <u>2374</u> Med Trucks <u>39</u> Hvy Trucks <u>27</u> Buses <u>8</u> Motorcycles <u>16</u>
Demand	Demand	Demand
Peak: Autos <u>446</u> Med Trucks <u>7</u> Hvy Trucks <u>5</u> Buses <u>1</u> Motorcycles <u>3</u>	Peak: Autos <u>1238</u> Med Trucks <u>20</u> Hvy Trucks <u>14</u> Buses <u>4</u> Motorcycles <u>8</u>	Peak: Autos <u>2709</u> Med Trucks <u>45</u> Hvy Trucks <u>31</u> Buses <u>9</u> Motorcycles <u>18</u>

TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 (SR 41/Gall Boulevard) PD&E Study Update from SR 39 to South CR 54 (Eiland Boulevard)	Date:	9/3/2010
State Project Number(s):	N/A	Prepared By:	HDR, Inc.
Work Program Number(s):	256422-2-32-02		
Federal Aid Number(s):	N/A		
Segment Description:	6th Street from 12th Avenue to US 301	Alternative:	PD&E Alternative

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

Existing Facility*	No-Build (Design Year)*	Build (Design Year)*
Lanes: <u>2</u>	Lanes: <u>2</u>	Lanes: <u>3</u>
Year: <u>2010</u>	Year: <u>2035</u>	Year: <u>2035</u>
ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>15,000</u>	ADT: LOS (C) <u>23,400</u>
Demand <u>4,400</u>	Demand <u>12,200</u>	Demand <u>26,600</u>
Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>30</u> mph <u>48</u> kmh	Posted Spd: <u>35</u> mph <u>56</u> kmh
K= <u>9.40</u> %	K= <u>9.40</u> %	K= <u>9.40</u> %
D= <u>56.00</u> %	D= <u>56.00</u> %	D= <u>56.00</u> %
T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.	T= <u>6.00</u> % for 24 hrs.
T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr	T= <u>3.00</u> % Design hr
1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV	1.59 % Medium Trucks DHV
1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV	1.10 % Heavy Trucks DHV
0.31 % Buses DHV	0.31 % Buses DHV	0.31 % Buses DHV
0.64 % Motorcycles DHV	0.64 % Motorcycles DHV	0.64 % Motorcycles DHV

*Indicates one-way traffic

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model: Demand	No-Build (Design Year) Model: Demand	Build (Design Year) Model: LOS (C)
LOS (C)	LOS (C)	LOS (C)
Peak: Autos <u>1522</u> Med Trucks <u>25</u> Hvy Trucks <u>17</u> Buses <u>5</u> Motorcycles <u>10</u>	Peak: Autos <u>1522</u> Med Trucks <u>25</u> Hvy Trucks <u>17</u> Buses <u>5</u> Motorcycles <u>10</u>	Peak: Autos <u>2374</u> Med Trucks <u>39</u> Hvy Trucks <u>27</u> Buses <u>8</u> Motorcycles <u>16</u>
Demand	Demand	Demand
Peak: Autos <u>446</u> Med Trucks <u>7</u> Hvy Trucks <u>5</u> Buses <u>1</u> Motorcycles <u>3</u>	Peak: Autos <u>1238</u> Med Trucks <u>20</u> Hvy Trucks <u>14</u> Buses <u>4</u> Motorcycles <u>8</u>	Peak: Autos <u>2699</u> Med Trucks <u>45</u> Hvy Trucks <u>31</u> Buses <u>9</u> Motorcycles <u>18</u>