



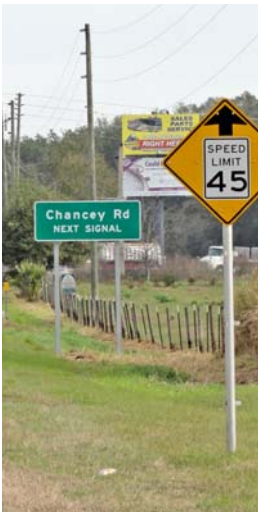
US 301 (Gall Blvd.) Project Development & Environment Study

from S. of Proposed SR 56 to S. of SR 39 (Buchman Highway)

Pasco County, Florida

Work Program Item Segment Number: 416564-1

Final Design Traffic Technical Memorandum



June 2017

Addendum to the Project File

US 301 (Gall Boulevard) from South of Proposed SR 56 to South of SR 39 (Buchman Highway)

The limits of the original Environmental Assessment with a Finding of No Significant Impact (EA/FONSI), approved 1/25/1993, included SR 54 (currently SR 56) from Cypress Creek Road to US 301 and extended northward along US 301 (Gall Boulevard) to Zephyrhills East By-pass/Chancey Road. During the Re-evaluation of this segment of the EA/FONSI (from SR 56 to Chancey Road), including the Chancey Road/US 301 (Gall Boulevard) intersection, the limit was extended to the north from Chancey Road to SR 39 (Buchman Highway), a total distance of 0.4 mile. Project documents refer to this 0.4 mile extension as the second segment associated with a new Type 2 Categorical Exclusion (CE).

During a meeting held on September 26, 2017, District 7 in coordination with the Office of Environmental Management, agreed to include the evaluation of the 0.4 mile extension with the Re-evaluation of the EA/FONSI. This reduces confusion to the public and sets logical project termini. All supporting environmental and engineering documents have evaluated the limits of the segment being advanced as part of the EA/FONSI Re-evaluation, as well as the 0.4 mile extension. It should be noted that the inclusion of the 0.4 mile extension does not change the outcome of the analysis conducted.

FINAL

**DESIGN TRAFFIC TECHNICAL MEMORANDUM (DTTM)
PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY
US 301 (GALL BOULEVARD) FROM S. OF PROPOSED SR 56
TO S. OF SR 39 (PAUL BUCHMAN HIGHWAY)
PASCO COUNTY, FLORIDA**

Work Program Item Segment Number: 416564-1

Prepared for:



**Florida Department of Transportation
District Seven
11201 North McKinley Drive
Tampa, Florida 33612-6456**

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

June 2017

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EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) District Seven conducted a Project Development & Environment (PD&E) Study to evaluate capacity improvements to the existing United States (US) Route 301 (Gall Boulevard)/SR 41 corridor in Pasco County, Florida (see **Figure 1-1**). The purpose of this *Final Design Traffic Technical Memorandum* (DTTM) is to document the existing and future traffic conditions within the study area. The following summarizes conclusions and recommendations based on the analysis, as presented in the DTTM.

Existing Conditions

- Existing daily traffic along US 301 (Gall Boulevard) in the study area ranges from 9,700 vehicles per day (vpd) to 12,500 vpd.
- The study corridor has significant truck traffic (as high as 15.10 percent daily/ 7.55 percent peak hour) on US 301 (Gall Boulevard) south of Chancey Road.
- Under existing conditions, all US 301 (Gall Boulevard) roadway segments and intersections operate at or better than the Level of Service (LOS) D standard.

Alternatives Evaluated

- The No-Build Alternative assumes the existing two lanes of US 301 (Gall Boulevard) remain unchanged and no widening occurs. The intersection realignment, signalization, and future geometry at the new intersection of US 301 (Gall Boulevard) and SR 39 (Buchman Highway) were also assumed based on the 2010 *US 301/SR 41 (Gall Boulevard) from SR 39 (Buchman Highway) to South of CR 54 (Eiland Boulevard) Final Design Traffic Technical Memorandum*. In addition, the No-Build Alternative includes the four-lane extension of SR 56 with reasonable turn-lanes at the new intersection with US 301 (Gall Boulevard).
- The Build Alternative assumes the same geometry as the No-Build Alternative, plus includes the widening of US 301 to four lanes. Any additional improvements needed to achieve an acceptable LOS within the study area have been identified for each of the analysis years.

Future Conditions Analysis

- Future traffic volumes were developed using the Tampa Bay Regional Planning Model-Managed Lanes (TBRPM-ML) with Pasco Urban Land Institute (ULI) Socioeconomic (SE) Data along with historic growth rates. Projected daily traffic along US 301 (Gall Boulevard) in the study area ranges from 23,500 vpd to 30,000 vpd for the Opening Year (2020); 30,000 vpd to 35,000 vpd for the Interim Year (2030); and 33,000 vpd to 39,500 vpd for the Design Year (2040).

- Under the No-Build Alternative, all segments of US 301 (Gall Boulevard) operate below the LOS D standard by the Design Year (2040). Most of the study area intersections, as well as the segment of US 301 (Gall Boulevard) between Chancey Road and SR 39, begin to deteriorate below the LOS D standard by the Opening Year (2020) if no capacity improvements are implemented.
- Under the Build Alternative, all segments and intersections on US 301 (Gall Boulevard) operate at or better than the LOS D standard through the Interim Year (2030) with additional improvements. By the Design Year (2040), the analysis shows that an additional lane in both the northbound and southbound direction may be needed on US 301 (Gall Boulevard) through the SR 39 (Buchman Highway) intersection in order to meet the LOS D standard. Note that the need for this improvement is not due to capacity constraints on the US 301 (Gall Boulevard) corridor within the study area (south of SR 39); rather, it is needed due to the heavy traffic demand projected to enter/exit the intersection from north of SR 39. As such, the feasibility of additional operational improvements at this intersection will be evaluated further when warranted.

Recommended Build Improvements

US 301 (Gall Boulevard)

- Widening to four lanes from SR 56 (Proposed) to the realigned SR 39 (Buchman Highway) intersection.

US 301 (Gall Boulevard) and the Realigned SR 39 (Buchman Highway) Intersection

- Addition of an exclusive eastbound left-turn lane;
- Addition of an exclusive westbound left-turn lane;
- Addition of an exclusive southbound right turn-lane; and
- Addition of appropriate receiving/transition lanes on SR 39 (Buchman Highway) east of US 301 (Gall Boulevard).

US 301 (Gall Boulevard) and Chancey Road Intersection

- Addition of an exclusive eastbound right-turn lane;
- Addition of an exclusive southbound right-turn lane;
- Addition of a second exclusive southbound left-turn lane;
- Addition of a second exclusive westbound left- turn lane; and
- Addition of a second exclusive westbound right- turn lane.

Recommended Build Improvements (Continued)

US 301 (Gall Boulevard) and SR 56 (Proposed) Intersection

- Addition of a second exclusive eastbound left-turn lane;
- Addition of two exclusive eastbound right-turn lanes;
- Addition of a second exclusive northbound left-turn lane; and
- Addition of exclusive westbound left- and right-turn lanes.

Section 1.0

INTRODUCTION

The Florida Department of Transportation (FDOT) District Seven conducted a Project Development & Environment (PD&E) Study to evaluate capacity improvements to the existing United States (US) Route 301 (Gall Boulevard)/SR 41 corridor in Pasco County, Florida. The purpose of this *Final Design Traffic Technical Memorandum* (DTTM) is to document the existing and future traffic conditions within the study area. The procedures implemented are documented in the *Traffic Methodology Statement* (August 2013) provided in **Appendix A**.

1.1 PROJECT LOCATION AND LIMITS

The Florida Department of Transportation (FDOT) has proposed improvements to approximately 2 miles of US 301 (Gall Boulevard) in Pasco County to accommodate present and future traffic demands. These improvements include widening the existing two-lane road to four lanes with a median. The overall project limits begin south of the proposed connection of State Road (SR) 56 on the south (approximately mile post 1.395) to south of the proposed future realigned SR 39 (Buchman Highway) on the north (mile post 3.505).

The project consists of two segments. The first segment begins south of the planned US 301/SR 56 intersection and ends at Chancey Road; an approximate length of this segment is 1.7 miles. This segment is part of a PD&E Design Change Reevaluation of the original SR 54 Environmental Assessment/Finding of No Significant Impact (EA/FONSI). The second segment begins at Chancey Road and ends south of SR 39 (Buchman Highway) and includes the US 301/Chancey Road intersection; an approximate length of this segment is 0.4 miles. It terminates south of where the proposed SR 39 realignment will tie into existing US 301 (Gall Boulevard), south of the existing SR 39/US 301 (Gall Boulevard) intersection. The second segment of the project is associated with a new Type 2 Categorical Exclusion (CE). The project location map is included as **Figure 1-1**.

1.2 TRANSPORTATION PLAN CONSISTENCY

The widening of US 301 (Gall Boulevard) from SR 56 (Proposed) to the proposed realignment of SR 39 (Buchman Highway) is identified as a ‘Cost-Affordable Capital Improvement’ (construction 2031 – 2040) in the *Pasco County MPO Mobility 2040*. The project has also been identified on the latest *Pasco County Transportation Capital Improvement Projects (2014-2028)* map. It should additionally be noted that \$2.5 million is programmed for the design phase in Fiscal Year (FY) 2018 within the FDOT Five Year Work Program. Further, the project is reflected on *Map 7-22: Future Number of Lanes (2035)* in the Transportation Element of the adopted Pasco County Comprehensive Plan.

Sheets from the referenced transportation plans are provided in **Appendix B**.

**FIGURE 1-1
PROJECT LIMITS**



Section 2.0

EXISTING CONDITIONS

2.1 EXISTING ROADWAY CHARACTERISTICS

The existing US 301 (Gall Boulevard) corridor within the study area is a two-lane undivided north/south facility. According to data produced by the FDOT Transportation Statistics Office, US 301 (Gall Boulevard) is functionally classified as a *Rural Principal Arterial - Other* from MP 1.395 (project southern termini) to MP 2.452 (just north of Shamrock Place), for a distance of 1.057 mile. From MP 2.452 (just north of Shamrock Place) to MP 3.505 (project northern termini), the corridor is functionally classified as an *Urban Principal Arterial – Other*, for a distance of 1.053 mile. From the south, the existing posted speed limit is 60 miles per hour (mph) up to MP 2.240, 55 mph from MP 2.240 to MP 3.067 (Chancey Road), and 45 mph north of MP 3.067 (Chancey Road). The existing right-of-way (ROW) width is approximately 100 feet.

SR 56 exists as a four and six-lane divided east/west facility from County Road (CR) 54/Wesley Chapel Boulevard to Meadow Pointe Boulevard. Based on the 2007 *Design Change Reevaluation* of the approved SR 54/56 EA/FONSI, the typical section for the future extension of SR 56 from Meadow Pointe Boulevard to US 301 (Gall Boulevard) will ultimately include a four-lane, expandable to six-lane, rural typical section with a two-lane frontage road system.

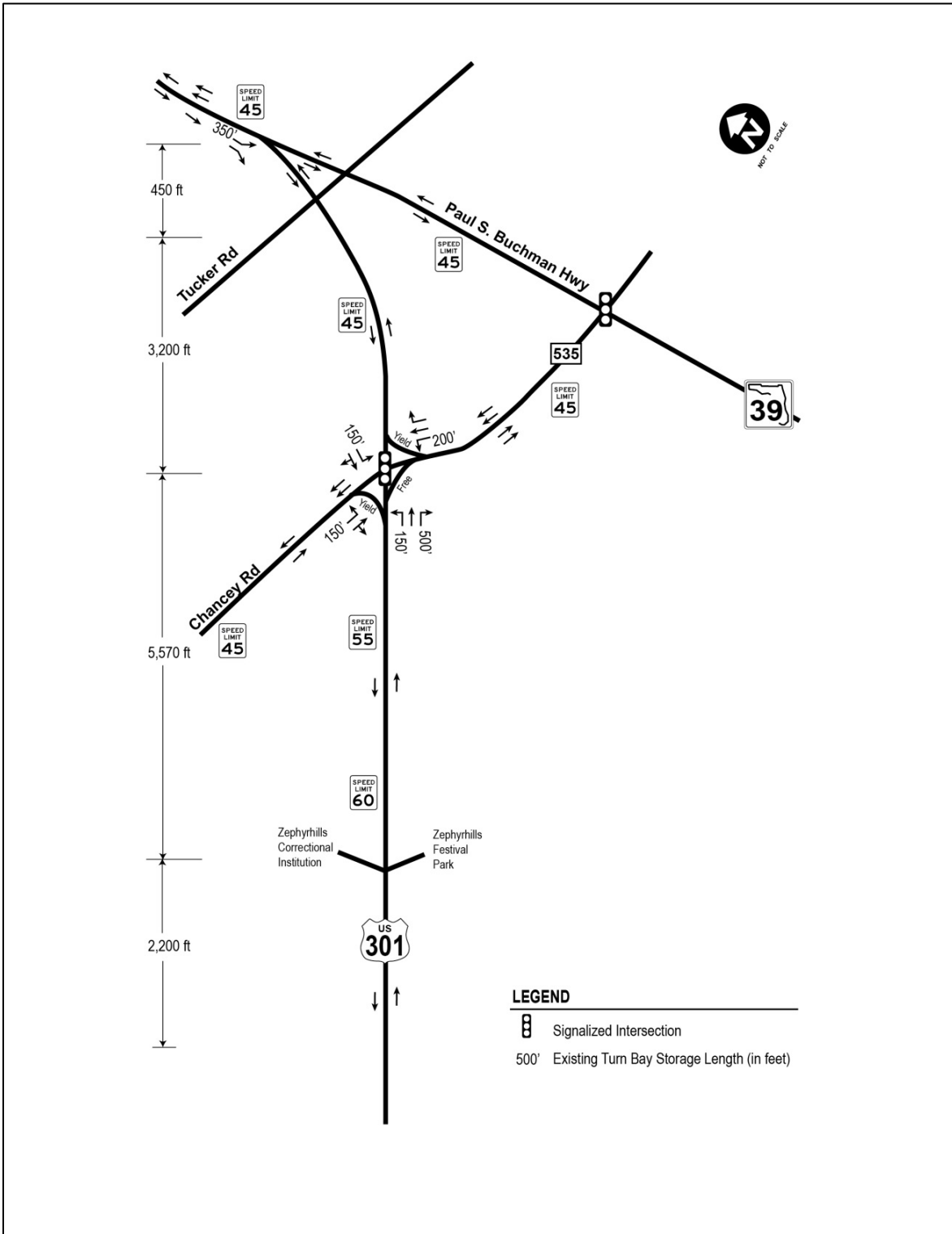
Chancey Road is currently a two-lane undivided east/west facility west of US 301 (Gall Boulevard). Between US 301 (Gall Boulevard) and SR 39, a four-lane divided section exists.

SR 39 (Buchman Highway) exists as a two-lane undivided north-south facility from Chancey Road to US 301 (Gall Boulevard). Based on the 2010 *US 301/SR 41 (Gall Boulevard) from SR 39 (Buchman Highway) to South of CR 54 (Eiland Boulevard) Final Design Traffic Technical Memorandum* and the *SR 39 (Buchman Highway) from I-4 to US 301 PD&E Study* (2000), SR 39 (Buchman Highway) will be realigned to intersect with US 301 (Gall Boulevard) south of the existing unsignalized location and a signal will be provided.

The project study area currently includes one signalized intersection at US 301 (Gall Boulevard) and Chancey Road and one unsignalized intersection at US 301 (Gall Boulevard) and SR 39. There are no dedicated bicycle lanes currently provided along the corridor or within the study area; however, shoulders are available to accommodate bicycles. While there are pedestrian cross-walks provided on all legs of the intersection of US 301 (Gall Boulevard) and Chancey Road, there are no pedestrian facilities provided along these roadways or within the study area. Future dedicated bicycle and pedestrian facilities are planned in the Pasco County MPO 2035 Cost-Affordable LRTP as documented in **Appendix B**.

The Existing Year (2013) roadway and intersection geometry, along with intersection spacing, turn-lane lengths, and traffic control for the US 301 (Gall Boulevard) study corridor are illustrated on **Figure 2-1**.

FIGURE 2-1
EXISTING YEAR (2013) ROADWAY AND INTERSECTION GEOMETRY



2.1.1 TRANSIT OPERATIONS

The existing Pasco County Public Transportation (PCPT) bus Route 30 terminates at Tucker Road, just north of the study area, and serves activity centers to the north including downtown Zephyrhills and Dade City from 4:45 am to 7:45 pm. In addition, this segment of US 301 to downtown Zephyrhills is part of the proposed SR 54 Cross County Express Route that is included in the *Pasco County MPO Mobility 2040 Cost Affordable Transit Plan* for implementation in 2031. Also planned are a Major Transit Station/Stop and Transit Signal Priority (TSP) along the corridor, as documented in **Appendix B**.

2.1.2 ACCESS MANAGEMENT

The FDOT has developed minimum driveway and connector spacing, median opening spacing, and signalized intersection spacing standards for limited access and controlled access facilities on the State Highway System. Currently, US 301 (Gall Boulevard) within the study area is classified as a controlled access facility, Access Class 3. The minimum spacing standards for the applicable Access Management Classification are summarized in **Table 2-1**.

**TABLE 2-1
ACCESS MANAGEMENT CLASSIFICATION**

Roadway	Access Class	Facility Design Features (Median Treatment and Access Roads)	Minimum Connection Spacing (feet)		Minimum Median Opening Spacing (feet)		Minimum Signal Spacing (feet)
			>45 mph	≤45 mph	Directional	Full	
US 301	3	Restrictive	660	440	1,320	2,640	2,640

Source: FDOT District Seven Access Management Classification System

2.1.2.1 Median Openings

US 301 (Gall Boulevard) within the study area is a two-lane undivided roadway. Although there are striped median treatments located at Palmview Drive, Blue Lagoon Drive and the southern entrances of the Zephyrhills Correctional Institution and Zephyrhills Festival Park, these treatments exist as safety measures for the exclusive turn-lanes at these locations. As such, there are no major or closed median openings located along the corridor.

2.1.2.2 Driveway Connections

Numerous driveway connections, which do not comply with the current standards for a facility designated as Access Class 3 are present along the US 301 (Gall Boulevard) corridor. Several driveways serving independent businesses/parcels are located along the corridor, including the Zephyrhills Correctional Institution, Zephyrhills Festival Park (a private non-publicly owned property), and the Moose Lodge #2276. In addition, access to abutting residential developments is provided via stop-controlled access to local streets including Palmview Drive (Palm View

Gardens RV Travel Resort), Blue Lagoon Drive (Tropical Acre Estates), Old Crystal Springs Road (The Ramblewoods Active 55+ Community) and Shamrock Place (private residences).

2.2 TRAFFIC DATA COLLECTION

Traffic data and characteristics for the study area were obtained from available sources [i.e., FDOT *Florida Traffic Information & Highway Data* (2012)] and traffic counts conducted in May of 2013. Daily vehicle volume and classification counts were conducted for seventy-two (72) hours and peak period turning movement counts were conducted from 6:00 a.m. to 9:00 a.m. and from 3:00 p.m. to 7:00 p.m. for the morning and evening peak period, respectively. In addition, all counts were taken on Tuesday, Wednesday, or Thursday only (while school was still in session) to represent typical weekday traffic conditions. Traffic counts were conducted at the following locations:

72-Hour Bi-Directional Classification Machine Counts (May 7-9/May 14-16, 2013)

- US 301 (Gall Boulevard) - North of the Department of Corrections Entrance
- US 301 (Gall Boulevard) - South of SR 39
- SR 39 (Buchman Highway) - South of Chancey Road
- SR 39 (Buchman Highway) - South of US 301 (Gall Boulevard)
- Chancey Road - West of US 301 (Gall Boulevard)
- Chancey Road - Between US 301 (Gall Boulevard) and SR 39

72-Hour Bi-Directional Volume Machine Counts (May 7-9, 2013)

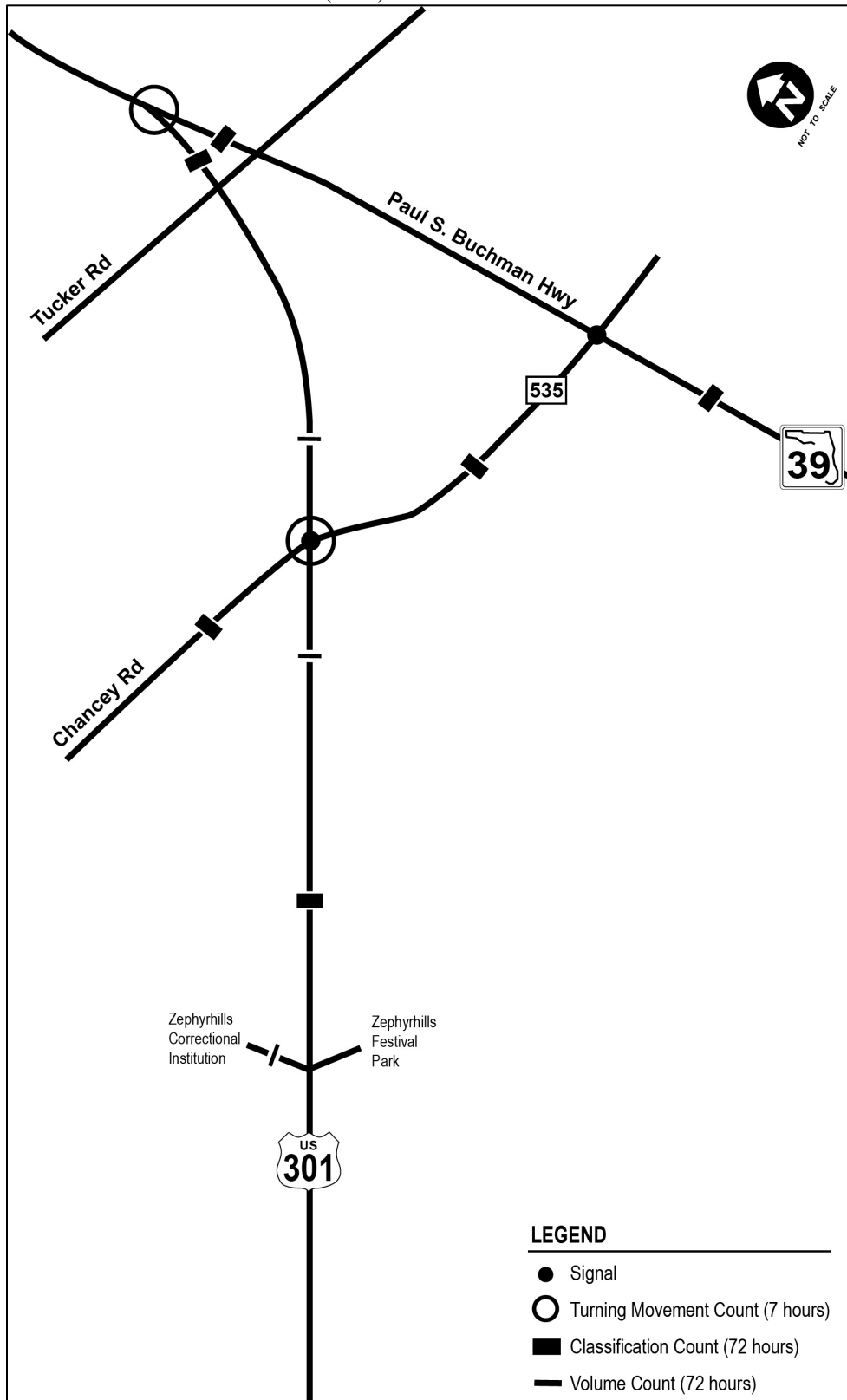
- US 301 (Gall Boulevard) - South of Chancey Road
- US 301 (Gall Boulevard) - North of Chancey Road

Intersections (May 8, 2013)

- US 301 (Gall Boulevard) at Chancey Road
- US 301 (Gall Boulevard) at SR 39

Figure 2-2 provides the location and type of each traffic count conducted along the corridor. All relevant traffic data collected for the project is provided in **Appendix C**.

**FIGURE 2-2
EXISTING YEAR (2013) TRAFFIC COUNT LOCATIONS**



2.3 DESIGN TRAFFIC CHARACTERISTICS

The Existing Year (2013), Design Hour Volumes (DHVs) and Directional Design Hour Volumes (DDHVs) were derived from the existing and future year Annual Average Daily Traffic (AADT) volumes using the appropriate Design Hour Factor (K) and Directional Distribution Factor (D). These factors provide the ratio of the AADT that occurs during the design hour for the design year and the proportion of traffic traveling in the peak direction, respectively, and represent the amount of traffic demand that a roadway is typically designed to accommodate.

2.3.1 DESIGN HOUR FACTOR (K)

Based on information obtained from FDOT *Florida Traffic Information & Highway Data* (2012), a **Standard K-Factor of 9.0 percent** was used in development of the Existing Year (2013) traffic volumes and the future year DHVs for the PD&E Study. This is the predominant K-Factor utilized in urbanized, transitioning to urbanized, and urban areas and represents a typical weekday peak hour.

2.3.2 DIRECTIONAL DISTRIBUTION FACTOR (D)

The D-Factor used in the analysis was derived by considering historical traffic data and existing measured traffic characteristics from traffic counts conducted. Portable traffic monitoring sites along US 301 (Gall Boulevard), SR 39 and Chancey Road [available from FDOT *Florida Traffic Information & Highway Data* (2012)] were used to determine the historical D values from 1997 to 2012 (as available). The results from both methods were evaluated and a **D-Factor of 60.0%** was used in development of the existing and future DDHVs for the PD&E Study.

2.3.3 TRUCK FACTOR (T)

The Truck Factors (T) used in the analysis were derived by considering historical traffic data and existing measured traffic characteristics from recent traffic counts. Portable traffic monitoring sites along US 301 (Gall Boulevard), SR 39 (Buchman Highway) and Chancey Road [available from FDOT *Florida Traffic Information & Highway Data* (2012)] were used to determine the historical daily truck factors (T_{24}) from 1997 to 2012 (as available). As outlined in the *FDOT Project Traffic Forecasting Handbook 2012* and based on the assumption that only half as many trucks travel on the roadway during the peak hour, the T-Factors were derived by dividing the daily truck factors by two. The results were evaluated and the most conservative (highest) percentage of the two methods along the study area roadways was used in the traffic analysis.

Detailed tables showing all factors derived using historical traffic data and existing measured traffic characteristics from recent traffic counts are provided in **Appendix D**. A summary of the historic and measured traffic characteristics, including the design traffic factors, are provided in **Table 2-2**.

**TABLE 2-2
DESIGN TRAFFIC FACTORS**

Traffic Factor	Roadway	FDOT Standard/ Acceptable Range	Historic Average (FDOT)	Measured Average	Design Traffic Factor⁴
K-Factor¹	US 301 (Gall Boulevard)	9.00%	9.40%	9.29%	9.00%
	SR 39	9.00%	9.37%	8.57%	
	Chancey Road	9.00%	9.08%	9.72%	
	Overall Average:		9.28%	9.19%	
D-Factor²	US 301 (Gall Boulevard)	50.8% - 67.1%	56.61%	70.11%	60.00%
	SR 39	50.8% - 67.1%	56.71%	58.45%	
	Chancey Road	50.8% - 67.1%	58.34%	59.55%	
	Overall Average:		57.22%	62.71%	
T-Factor³	US 301 (Gall Boulevard) S of Chancey Road	-	11.55%	15.10%	7.55%
	US 301 (Gall Boulevard) S of SR 39	-	5.69%	8.67%	4.34%
	US 301 (Gall Boulevard) N of SR 39	-	6.08%	-	3.04%
	SR 39 S of Chancey Road	-	16.16%	18.29%	9.14%
	SR 39 S of US 301 (Gall Boulevard)	-	14.97%	7.82%	7.49%
	Chancey Road W of US 301 (Gall Boulevard)	-	5.60%	8.90%	4.45%
	Chancey Road E of US 301 (Gall Boulevard)	-	-	20.92%	10.46%
	Chancey Road East of SR 39	-	25.94%	-	12.97%

¹ Measured Average (URS) K-Factor provided represents the Peak-to-Daily Ratio calculated from existing (2013) counts.

² FDOT Acceptable Range provided represents characteristics for an Urban Arterial.

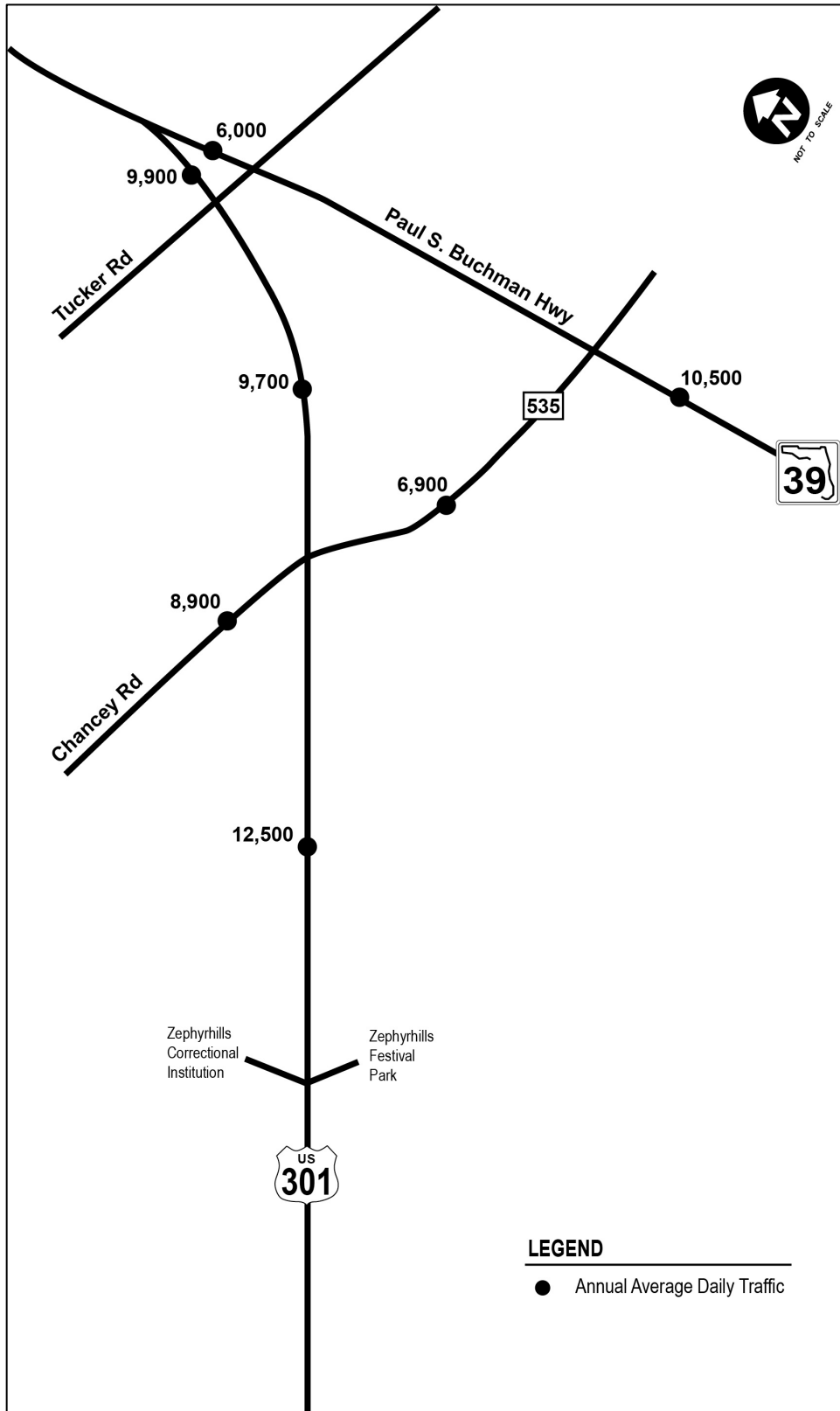
³ Historic and measured value provided represents daily truck factors.

⁴ T-Factor for the design hour assumes that half of the daily trucks (greater of historic or measured) travel during the peak hour [FDOT Project Traffic Forecasting Handbook, 2012].

2.4 EXISTING TRAFFIC VOLUMES

The AADT volumes for the Existing Year (2013) were developed from the 72-hour traffic counts using the Average Daily Traffic (ADT) volumes over a three-day period. The ADT volumes were adjusted using the applicable weekly Seasonal Factor (SF) and Axle Correction Factor (applied only to the volume counts), as documented in FDOT's *Florida Traffic Information & Highway Data* (2012) and provided in **Appendix D**. All of the AADT volumes were rounded to the nearest hundredth digit. The Existing Year (2013) AADT volumes are shown on **Figure 2-3**.

**FIGURE 2-3
EXISTING YEAR (2013) ANNUAL AVERAGE DAILY TRAFFIC (AADT)**



The peak-hour existing traffic was derived by applying the K- and D-factors described in Section 2.3 to the AADT volumes. The peak direction of travel was assumed to be consistent with the existing counts. At the intersections, the existing turning movement volumes were obtained by applying the existing turning movement percentages to the approach volumes. Detailed calculations are provided in **Appendix D**. For the a.m. peak hour, existing traffic volumes were obtained by reversing the reciprocal movements from the p.m. peak hour. Note that per the traffic methodology, no adjustments were required for the existing DDHVs. The Existing Year (2013) a.m. and p.m. peak hour traffic is shown on **Figure 2-4**.

2.5 EXISTING CONDITIONS TRAFFIC OPERATIONS ANALYSIS

Traffic operations analyses for the a.m. and p.m. peak hours were conducted to document the levels of service (LOS) within the study area for the Existing Year (2013). LOS is a qualitative measure of the traffic operations. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. The existing conditions analysis was performed using currently adopted procedures outlined in the 2010 Highway Capacity Manual (HCM) methodology module of SYNCHRO Version 8 software.

2.5.1 INTERSECTION OPERATIONS ANALYSIS

Intersection capacity analyses were conducted to assess the existing quality of flow at intersections in the study area using the existing DDHVs with existing geometry and signal timings. Existing signal timings were obtained from the Pasco County Traffic Operations Division and are provided in **Appendix D**. The existing Peak Hour Factor (PHF) was calculated from the existing turning movement counts and used in the analysis. At the intersection of US 301 and Chancey Road, PHFs of 0.94 and 0.92 were used for the a.m. and p.m. peak periods, respectively. The PHFs used for the a.m. and p.m. peak periods at the existing intersection of US 301 and SR 39 (Buchman Highway) are 0.93 and 0.96, respectively. In addition, the design speed along US 301 (Gall Boulevard) was assumed to be five mph greater than the posted speed limit. A standard of LOS D was applied to the study area intersections.

For signalized intersections, the analysis considers the operation of each lane or lane group entering the intersection and the LOS designation is for the overall conditions at the intersection. For unsignalized intersections, the LOS is only determined for left turns from the main street onto the minor/side street and all movements from the minor/side street. The Existing Year (2013) peak hour turning movement volumes for the a.m. and p.m. peak period were input into the SYNCHRO software and LOS standards at the intersections were examined as follows:

- A signalized intersection was considered to meet the LOS standard if the overall intersection LOS is at or better than the standard LOS. In addition, all of the approaches should operate at or better than LOS E.
- An unsignalized intersection was considered to meet the LOS standard if the major street left and minor street approach LOS is at or better than the standard LOS. Minor street approaches with a v/c ratio below 1.0 are not considered to be over capacity.

FIGURE 2-4
EXISTING YEAR (2013) AM/PM PEAK HOUR TURNING MOVEMENT VOLUMES

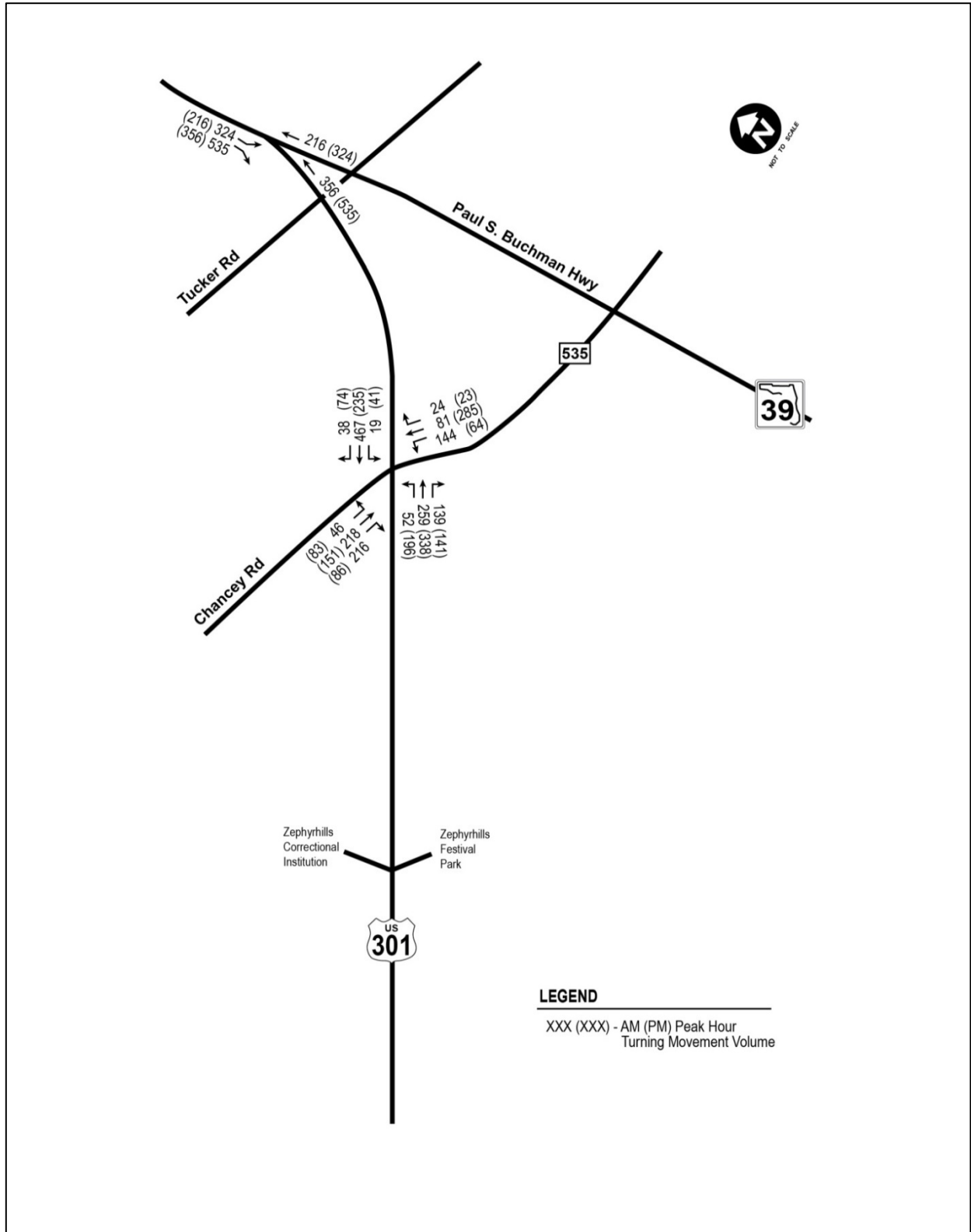


Table 2-3 shows the results of the existing intersection operations analysis; the SYNCHRO output sheets are provided in **Appendix D**. The results indicate that under the existing conditions, all of the study area intersections operate at or better than the LOS D standard on an overall intersection basis.

**TABLE 2-3
EXISTING YEAR (2013) INTERSECTION LOS**

Intersection	Control Type	Lane Group/ Approach	AM Peak			PM Peak		
			V/C Ratio	Average Delay	LOS	V/C Ratio	Average Delay	LOS
US 301 (Gall Boulevard) and Chancey Road	Signal	Eastbound	N/A	66.4	E	N/A	38.2	D
		Westbound	N/A	35.1	D	N/A	51.9	D
		Northbound	N/A	16.1	B	N/A	17.7	B
		Southbound	N/A	33.9	C	N/A	21.6	C
		Overall	N/A	38.5	D	N/A	29.7	C
US 301 (Gall Boulevard) and SR 39	Stop Control	Southbound Left	0.3	9.4	A	0.22	9.6	A
		Northbound Right	0.36	13.6	B	0.65	24.0	C

Notes: N/A = V/C Ratios for the approaches are not available in Synchro software; the output is measured in terms of average delay.
Delay measured in seconds per vehicle.

2.5.2 ARTERIAL OPERATIONS ANALYSIS

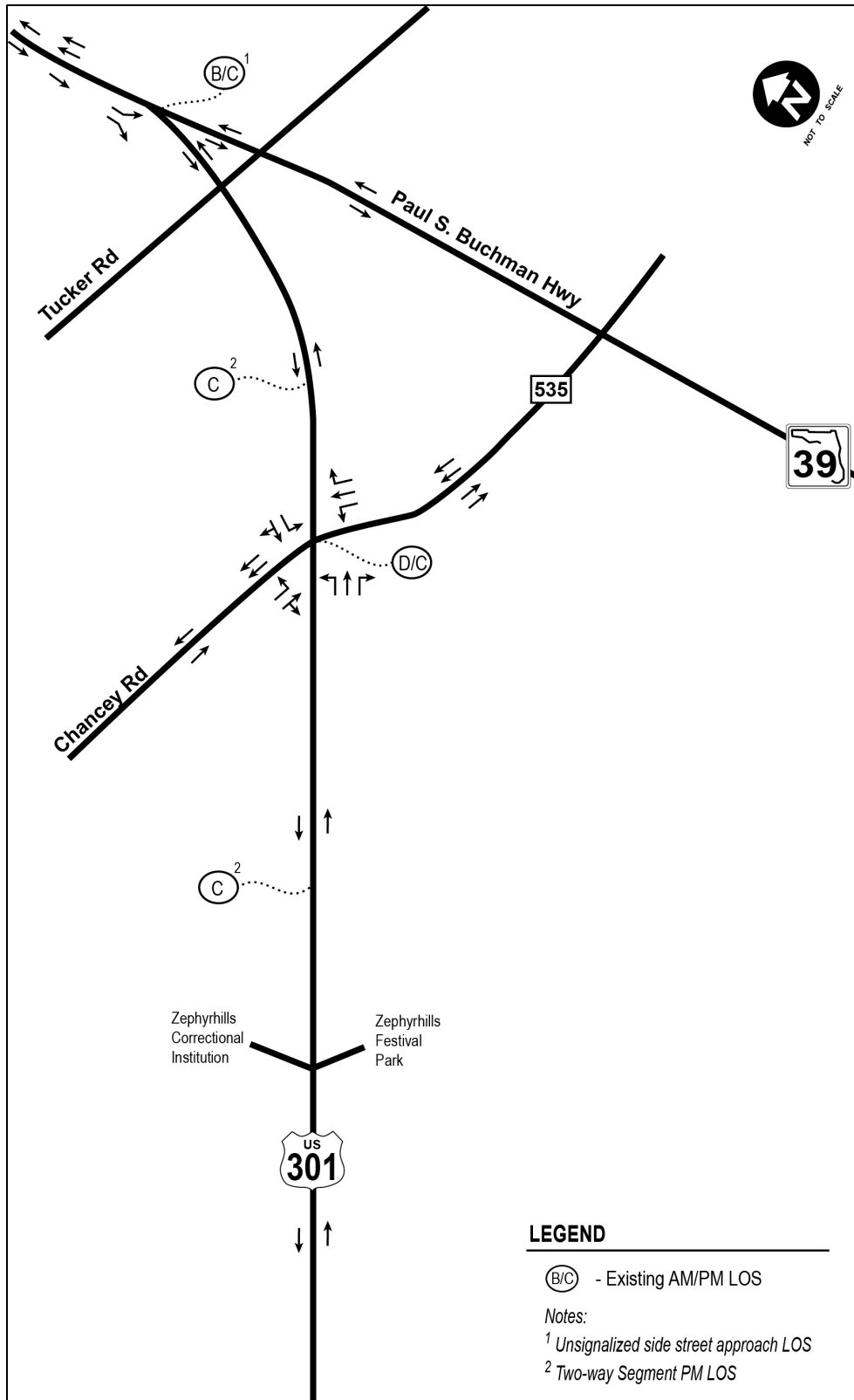
Arterial analysis was conducted along the US 301 (Gall Boulevard) corridor for the existing condition. The roadway segments were analyzed using the FDOT’s HIGHPLAN software which incorporates methodologies contained within the HCM 2010. The PHF values determined from the turning movement counts and truck percentages along US 301 (Gall Boulevard) [7.55 % south of Chancey Road and 4.34% south of SR 39] were used for the identified segments. A standard of LOS D was applied to the US 301 (Gall Boulevard) corridor. The HIGHPLAN analysis results are presented in **Table 2-4**; the HIGHPLAN output sheets are presented in **Appendix D**. The results indicate that the LOS for all US 301 (Gall Boulevard) segments in the study corridor are currently at or above the FDOT acceptable LOS standard. **Figure 2-5** illustrates the Existing Year (2013) LOS.

**TABLE 2-4
EXISTING YEAR (2013) ARTERIAL ANALYSIS RESULTS**

US 301 (Gall Boulevard) Segment	Lanes	Posted Speed	Area Type ¹ (LOS Standard)	AADT	V/C Ratio	LOS
Project Southern Terminus (MP 1.600) to Chancey Road	2	55	Transitioning/Urban (LOS D)	12,500	0.48	C
Chancey Road to SR 39 (Buchman Highway)	2	45	Transitioning/Urban (LOS D)	9,700	0.35	C

Notes: ¹ Area Type shown represents HIGHPLAN input parameter.

**FIGURE 2-5
EXISTING YEAR (2013) LOS**



2.6 CRASH DATA ANALYSIS

Crash data for the US 301 (Gall Boulevard) corridor from the proposed future connection of SR 56 to south of SR 39 (Buchman Highway) was obtained from the Pasco County Crash Data Management System (CDMS) for the five-year period from 2009 to 2013. Crash data is provided in **Appendix E**. Analysis of the available crash data within the study area is described in this section.

2.6.1 US 301 (GALL BOULEVARD) CORRIDOR CRASH ANALYSIS

The study corridor includes US 301 (Gall Boulevard) segments from the proposed future connection of SR 56 to south of SR 39 (Buchman Highway) for a total length of approximately 1.954 miles. For the five-year period (2009-2013), there were 84 crashes reported with an average of 16.8 crashes per year. Rear-end collisions were the most common crash type recorded for the corridor with 51.2 percent of total crashes followed by angle collisions (including left- and right-turn collisions) with 20.2 percent of the total crashes. Out of 84 total crashes, 47 (or 56.0 percent) were crashes with injuries and 35 (or 41.7 percent) were crashes with property damage only. There were two (or 2.3 percent) fatal crashes recorded along the corridor. Further, four out of 84 total crashes (4.8 percent) were related to medium or heavy trucks. Among the truck-related incidents, three crashes involved injuries. The corridor crash summary in terms of crash frequency by year and severity is shown in **Table 2-5**.

**TABLE 2-5
US 301 (GALL BOULEVARD) CORRIDOR CRASH SUMMARY**

Year	Crashes	Crash Severity		
		Fatality	Injury	Property Damage
2013	13	0	2	11
2012	10	0	5	5
2011	24	1	16	7
2010	19	1	16	2
2009	18	0	8	10
Total	84	2	47	35

Source: Pasco County Crash Data Management System (2009 - 2013).

In order to assess the corridor at a more detailed level, US 301 (Gall Boulevard) has been divided into three segments for the crash analysis. The highest number of crashes occurred for the segment from Shamrock Place (MP 2.367) to Chancey Road (MP 3.067), with 38 crashes reported. The calculated crash rate for the segment classified as rural principal arterial from the future SR 56 (MP 1.600) to Shamrock Place is 0.992 crashes per million vehicle miles traveled (MVMT). The crash rates for the two segments designated as urban-other principal arterial from Shamrock Place to Chancey Road (MP 2.367 to 3.067) and from Chancey Road to south of SR 39 (Buchman Highway) (MP 3.067 to MP 3.764) are 2.479 MVMT and 1.747 MVMT, respectively. The average crash rate for the corridor is 1.7391 MVMT. The FDOT statewide

average crash rates for similar facilities are 0.588 (rural principal arterial-other) and 2.116 (urban-other principal arterial) crashes per MVMT. **Table 2-6** presents the crash rate for each segment in comparison to the statewide averages for similar facilities.

**TABLE 2-6
US 301 (GALL BOULEVARD) SEGMENT CRASH SUMMARY**

Corridor Segment	Length	AADT	Number of Crashes	Segment Crash Rates	
				Segment Crash Rate	Statewide Crash Rate
Southern Project Limit to Shamrock Place	1.061	12,500	24	0.992	0.588
Shamrock Place to Chancey Road	0.700	12,000	38	2.479	2.116
Chancey Road to Northern Project Limit	0.697	9,900	22	1.747	2.116

Source: Pasco County Crash Data Management System (2009 – 2013)

As shown in Table 2-6, the highest crash rate occurred along the segment from Shamrock Place (MP 2.367) to Chancey Road (3.067) with a rate of 2.479 crashes per MVMT, which is higher than the FDOT statewide average crash rate of 2.116 for similar facilities. Within the corridor, the rural arterial segment between the southern project limit and Shamrock Place has also experienced a crash rate higher than the FDOT statewide average crash rate of 0.588 for similar facilities.

Based on the five-year crash history for the corridor, two fatal crashes were reported. Details regarding these incidents are summarized in **Table 2-7**.

**TABLE 2-7
US 301 (GALL BOULEVARD) CORRIDOR FATAL CRASH SUMMARY**

Date	Crash Location	Description/Contributing Cause
5/7/2011	US 301 (Gall Boulevard) @ Shamrock Place	Ran into a ditch/culvert and hitting a fence under dark conditions
2/18/2010	US 301 (Gall Boulevard) @ Old Crystal Springs	Bicyclist making a right turning under dark conditions (other details not coded)

Source: Pasco County Crash Data Management System (2009 - 2013).

2.6.2 INTERSECTION CRASH ANALYSIS

A review of the crashes occurring within 250 feet of the US 301 (Gall Boulevard) intersection at Chancey Road was conducted; a summary of the intersection crash analysis results is presented in **Table 2-8**. The intersection crash rate was calculated as crashes per million entering vehicles (MEV) and was compared with the statewide average for similar roadways. The formula used to calculate the intersection crash rate is as follows:

$$R = \frac{C \times 1,000,000}{V \times 365 \times N}$$

Where: R = Crash rate for intersection expressed as crashes per million entering vehicles (MEV)

C = Total number of intersection-related crashes. N = Number of years of data

V = Traffic volumes entering the intersection

**TABLE 2-8
US 301 (GALL BOULEVARD) INTERSECTION CRASH SUMMARY**

Mile Post	Location	Crashes Per Year						Intersection Crash Rates	
		2009	2010	2011	2012	2013	Total	Intersection Crash Rate (MEV)	Statewide Crash Rate (Crashes/MEV)
3.067	US 301 (Gall Boulevard) @ Chancey Road	8	5	13	6	8	40	0.545	0.369

Source: Pasco County Crash Data Management System (2009 - 2013).

The US 301 (Gall Boulevard) intersection at Chancey Road had 40 crashes occurring between 2009 and 2013. The crash rate for this location exceeds the FDOT average crash rates for similar facilities. Of the 40 crashes, 18 crashes resulted in an injury and 22 resulted in property damage. There were no fatalities recorded for the five-year period within the 250-foot intersection buffer area.

For crashes identified as occurring at or influenced by the intersections along the US 301 (Gall Boulevard) corridor, 28.6 percent were attributed to careless driving. The primary contributing causes for incidents in the study area include careless driving, failure to yield, and disregard for traffic signal/stop sign.

Detailed crash data and reports are included in **Appendix E**.

Section 3.0

PROJECT TRAFFIC FORECASTS

This section describes the travel demand modeling procedure as well as the development of future year AADTs and DDHVs for the US 301 (Gall Boulevard) corridor.

3.1 ANALYSIS YEARS

The years and scenarios assumed for the project traffic forecasts and analysis are as follows:

- Opening Year (No-Build & Build): 2020
- Interim Year (Build Only): 2030
- Design Year (No-Build & Build): 2040

3.2 TRAVEL DEMAND MODEL

In order to develop future year traffic volumes for the alternatives under consideration, the results of several versions of the regional planning model along with various socioeconomic (SE) datasets were produced. From this comparison, it was determined that the latest available version of the Tampa Bay Regional Planning Model for Managed Lanes (TBRPM-ML) “Starter Projects” network with the Pasco County Urban Land Institute (ULI) SE data would be used in development of traffic projections for this study. The TBRPM-ML is based on the Florida Standard Urban Transportation Modeling Structure (FSUTMS) and is recognized by the Tampa Bay Area MPOs as an accepted travel demand forecasting tool. The ultimate roadway network used reflects the latest available adopted Cost Affordable LRTPs for all counties in the region, as well as the “starter” projects planned for the managed lanes projects. Ultimately, this model version was recommended because it produces the most conservative traffic forecasts in the study area and includes the proposed extension of SR 56 to US 301 (Gall Boulevard). Documentation of the model results, subsequent coordination efforts, and ultimate model determination are provided in **Appendix F**.

The TBRPM-ML “Starter Projects” network with the Pasco County ULI SE Data was reviewed to ensure that it accurately reflects the timing of improvements to the surrounding roadway network, including the proposed future extension of SR 56 to US 301 (Gall Boulevard). In addition, note that numerous developments approved within eastern Pasco County are in various stages of planning and construction. For example, the County approved a Comprehensive Plan Amendment in 2008 for Pasadena Hills (Pasadena Hills Area Plan) consisting of 20,000 acres located adjacent to US 301 (Gall Boulevard), north of the project study area. In addition, several developments have been approved along the existing and future proposed sections of SR 56. As such, the SE data was reviewed to ensure that the latest approved development totals, including those specifically located along the US 301 (Gall Boulevard), SR 39, Chancey Road and future SR 56 corridors, are represented.

The impact of these developments is reflected in the projected increases in population, employment, and the number of dwelling units in the general area. A comparison of socioeconomic data within the study area between the 2006 base year and 2035 Pasco County ULI datasets indicates that the population in the traffic analysis zones (TAZs) surrounding the US 301 (Gall Boulevard) corridor is projected to grow from 4,973 in the year 2006 to 13,638 in the year 2035, with an estimated growth of 175 percent. Similarly, employment is projected to grow from 1,337 in the year 2006 to 5,392 in the year 2035, with an estimated growth of 300 percent.

3.3 FUTURE YEAR AADT VOLUMES

The Peak Season Weekday Average Daily Traffic (PSWADT) volumes obtained from the 2006 base year and 2035 design year models were converted to the respective AADT volumes through multiplication by a factor of 0.95, which is the Model Output Conversion Factor (MOCF) for Pasco County. A linear interpolation of the AADT volumes from 2006 to 2035 was used to forecast the Opening Year (2020) and Interim Year (2030) AADT volumes. Traffic projections for the Design Year (2040) were developed by applying a growth factor determined from historic traffic count data to the 2035 model volumes. Historic traffic counts for several FDOT traffic count stations within the US 301 (Gall Boulevard) study corridor were reviewed and the historic growth rates were calculated. A summary of historic growth in the study area is provided in **Table 3-1**. For locations where the historic growth rate was negative or less than one percent, a minimum growth rate of one percent was used. All of the future year AADT volumes were checked for reasonableness and verified to be greater than the Existing Year (2013) AADT volumes. **Figure 3-1** provides the future year AADT volumes for the study area; detailed calculations are included in **Appendix F**.

3.4 FUTURE YEAR DHVs AND DDHVs

Future year DHVs were developed by applying the recommended design traffic factors described in Section 2.3 (K-Factor = 9.0 percent; D-Factor = 60.0 percent) to the future year AADT volumes for each of the analysis years and scenarios. The future year DDHVs were then derived by applying turn percentages obtained from the existing turning movement counts to the DHVs. The DDHVs for the a.m. peak hour were determined using the reciprocal movement of the p.m. peak hour volumes. The initial DDHVs were reviewed for reasonableness and compared to the existing peak hour turning movement volumes. As necessary, the DDHVs were adjusted for one or more of the following reasons:

- For consistency of volume flow between count locations;
- To obtain peak hour volumes that more closely represent the proposed K- and D-Factors;
- To balance the approach and departure volumes associated with adjacent intersections;
- To increase individual turning movement volumes that are estimated to be lower than actual measured volumes; and
- To reduce individual turning movement volumes which are estimated to be significantly higher than the actual measured volumes.

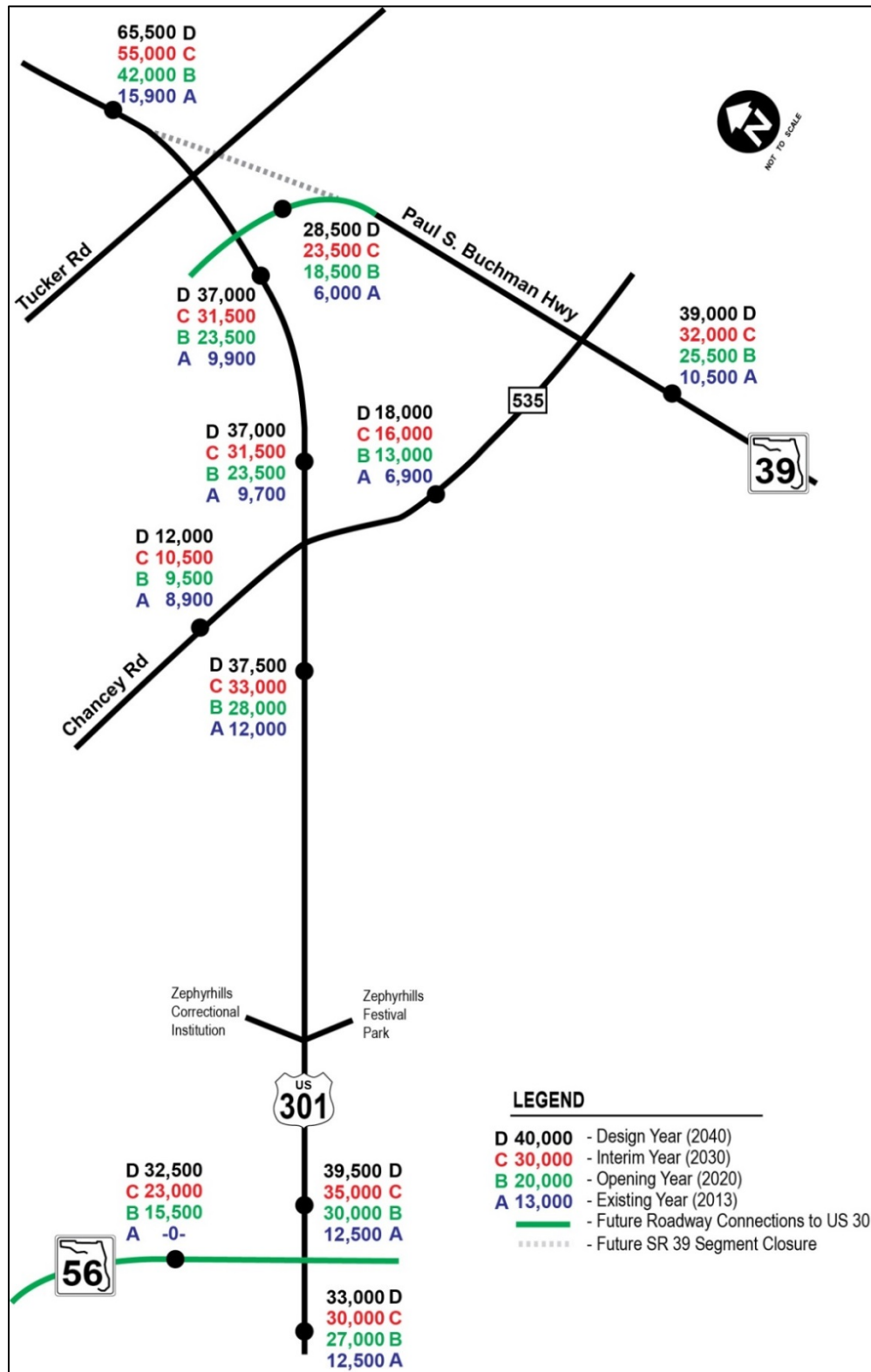
**TABLE 3-1
HISTORIC GROWTH RATES**

Count Site	Location	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	Growth/Year	
5501	US 301 South of Chancey Road	N/A	N/A	N/A	N/A	N/A	N/A	18200	9200	11100	14300	16500	13900	15000	12700	14400	13300	-2.99%	
0016	US 301 South of SR 39	8800	9100	9800	9600	10800	11200	11200	2800	18000	15800	15700	13900	14500	13400	14200	13800	3.79%	
0022	US 301 North of SR 39	17300	17800	16500	17200	17900	18100	18700	19000	36500	25500	22000	26500	22500	22500	20300	21500	1.62%	
US 301 Historic Average																		0.80%	
5308	SR 39 South of Chancey Road	8000	7700	7700	8300	8100	7900	8300	9300	11300	13800	12700	11600	11700	11700	10900	11600	3.00%	
0023	SR 39 South of US 301	N/A	N/A	N/A	N/A	N/A	N/A	6100	6200	6200	7800	6900	6400	6700	6700	6900	6700	1.09%	
SR 39 Historic Average																		2.05%	
9025	Chancey Road West of US 301	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	8600	8900	3.49%
6019	Chancey Road East of SR 39	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	7100	6500	6600	6600	6800	-1.06%
Chancey Road Historic Average																		1.22%	

Source: Florida Transportation Information 2012

N/A = Not Available

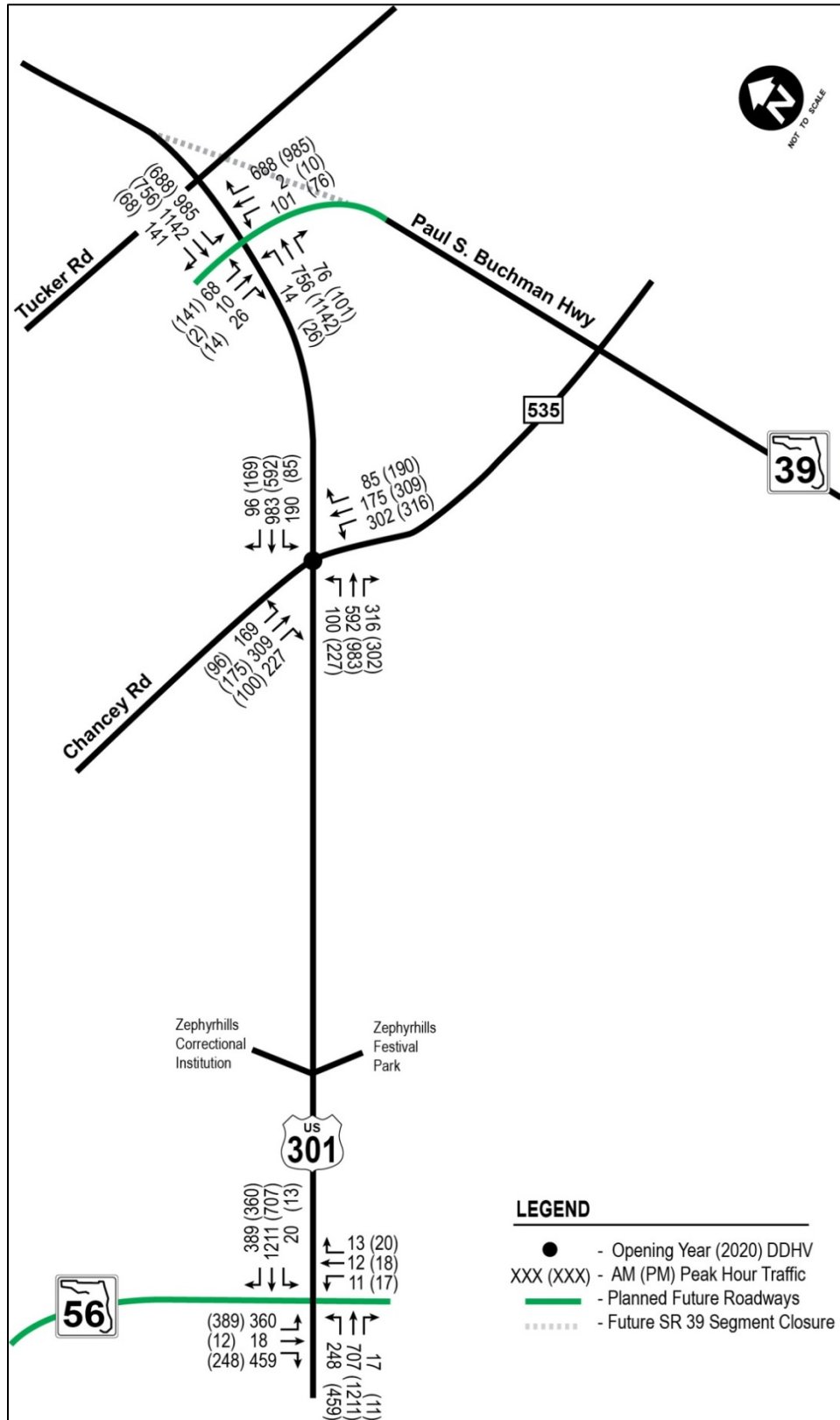
**FIGURE 3-1
FUTURE YEAR AADT VOLUMES**



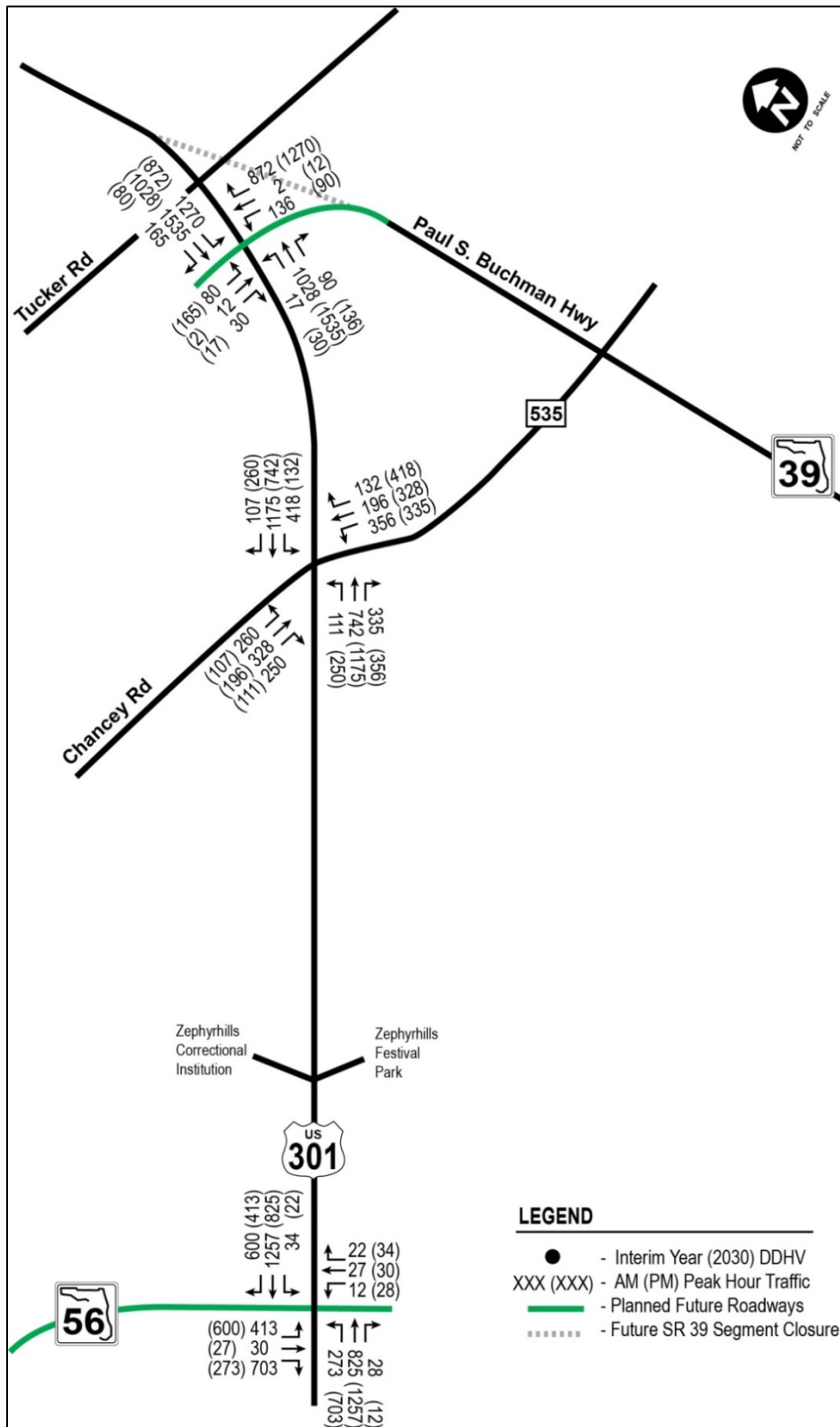
Where adjustments were required, deviation from the approved K- and D-Factors was kept at a minimum on segments of US 301 (Gall Boulevard) compared to the side streets. Any deviations were also maintained within acceptable ranges as specified in the *FDOT Project Traffic Forecasting Handbook 2012*. Specifically at the intersection of US 301 and Chancey Road, the turning movement percentages and DDHVs were adjusted and traffic redistributed in order to maintain the approved K- and D-Factors on US 301 due to 1) the heavy volume projected north of SR 39 (Buchman Highway) [from 15,900 vehicles per day (vpd) existing to 65,500 vpd in the Design Year (2040)] and 2) the future realignment and configuration (from an unsignalized T-intersection to a signalized four-leg intersection) at the intersection of US 301 and SR 39.

Figures 3-2 through 3-4 show the future year DDHVs for the Opening Year (2020), Interim Year (2030) and Design Year (2040), respectively; detailed calculations are included in **Appendix F**.

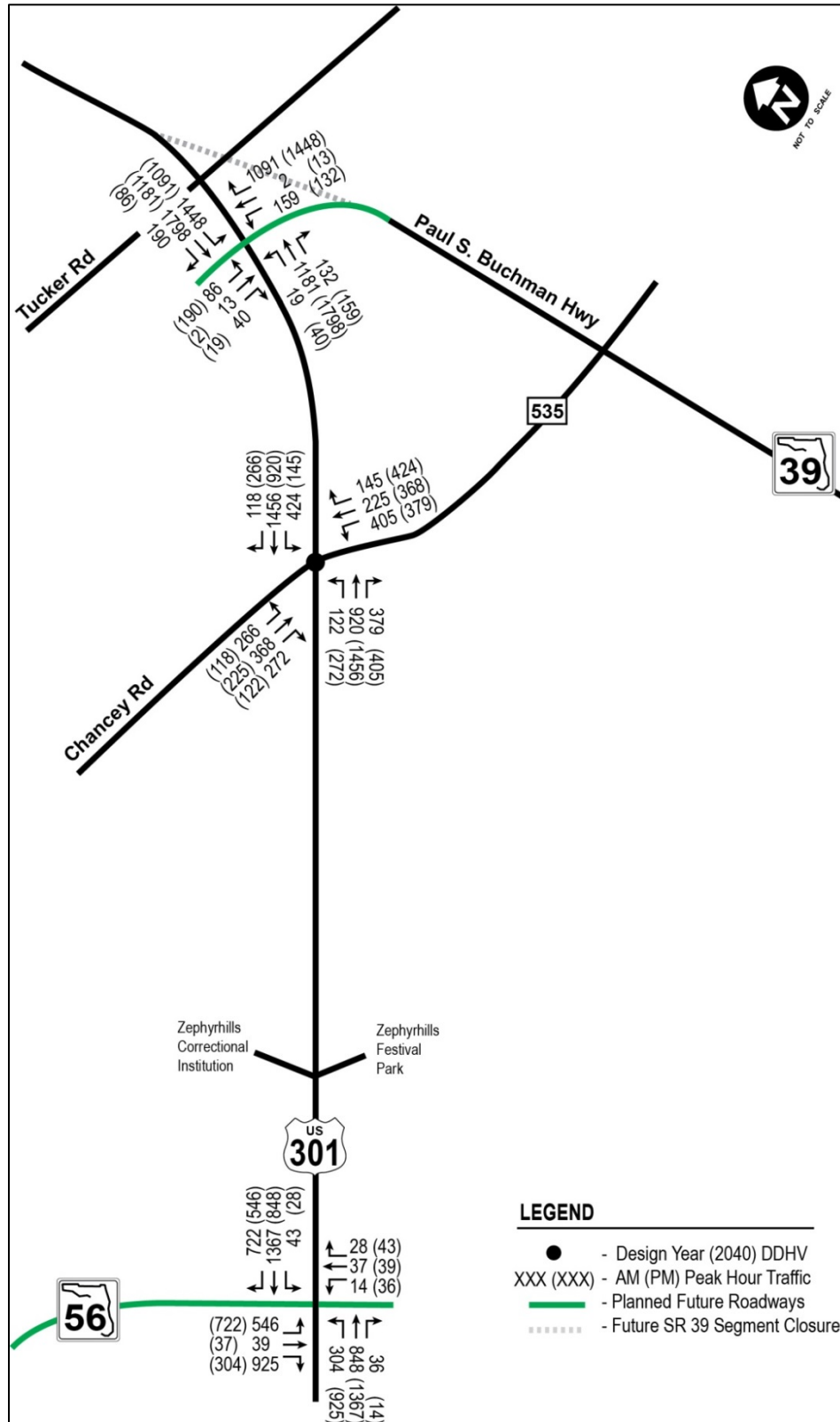
**FIGURE 3-2
OPENING YEAR (2020) DDHVs**



**FIGURE 3-3
INTERIM YEAR (2030) DDHVs**



**FIGURE 3-4
DESIGN YEAR (2040) DDHVs**



Section 4.0

FUTURE CONDITIONS

TRAFFIC OPERATIONS ANALYSIS

Future conditions traffic operations analysis was conducted to evaluate the performance of the roadway segments and intersections within the study area. The methodology and all input parameters are consistent with the existing conditions analysis, with the exception that the PHF was considered to be 0.95 for the future condition. The future conditions analysis was performed using SYNCHRO Version 8.0 software. For signalized intersections, the signal timings were optimized for all future year alternatives. The traffic volumes and number of lanes are specific to the location, alternative, and analysis year as described further below.

4.1 FUTURE ANALYSIS SCENARIOS

Two alternatives (the No-Build and Build Alternative) have been analyzed in this DTTM. The analysis was conducted for the years and scenarios described in Section 3.1, namely the Opening Year (2020) Build and No-Build Alternatives, Interim Year (2030) Build Alternative and Design Year (2040) Build and No-Build Alternatives.

4.1.1 NO-BUILD ALTERNATIVE

The No-Build Alternative assumes the existing roadway geometry within the study area plus those improvements programmed in the Pasco County 2035 LRTP Cost-Affordable Plan and/or FDOT Five Year Work Program, except for US 301 which is assumed to remain as a two-lane roadway. The No-Build geometry also includes:

- The intersection realignment, signalization, and future geometry at the intersection of US 301 (Gall Boulevard) and SR 39 (Buchman Highway) based on the 2010 *US 301/SR 41 (Gall Boulevard) from SR 39 (Buchman Highway) to South of CR 54 (Eiland Boulevard) Final Design Traffic Technical Memorandum*, and
- The four-lane widening and extension of SR 56 to US 301 (Gall Boulevard) with reasonable turn-lanes at the intersection.

4.1.2 BUILD ALTERNATIVE

The Build Alternative assumes the same geometry as the No-Build Alternative, plus includes the widening of US 301 to four lanes. Any additional improvements needed to achieve an acceptable LOS within the study area have been identified for each of the analysis years.

4.2 FUTURE NO-BUILD LEVEL OF SERVICE ANALYSIS

For the No-Build Alternative, all of the study area intersections were analyzed to evaluate operational conditions for the Opening Year (2020) and Design Year (2040). The No-Build Alternative geometry described in Section 4.1 and the DDHVs for the a.m. and p.m. peak period were input into SYNCHRO to obtain the LOS. The LOS for signalized intersections was considered acceptable if the overall intersection operates at or above the LOS D standard and all approaches operate at LOS E or better. **Table 4-1** provides the results of the No-Build Alternative intersection analysis for the Opening Year (2020) and Design Year (2040). The SYNCHRO output sheets are provided in **Appendix G**. As shown in **Table 4-1**, most of the intersections in the study area operate below the acceptable LOS standard under the No-Build Alternative which demonstrates the need for additional improvements by the Opening Year (2020) in order to accommodate projected growth.

**TABLE 4-1
NO-BUILD ALTERNATIVE INTERSECTION LOS**

Intersection	Control Type	Lane Group/ Approach	Opening Year (2020) (AM/PM)		Design Year (2040) (AM/PM)	
			Average Delay	LOS	Average Delay	LOS
US 301 (Gall Boulevard) at SR 39	Signal	Eastbound	44.6/59.7	D/E	163.8/189.1	F/F
		Westbound	19.3/30.8	B /C	37.5/119.0	D/F
		Northbound	29.2 /28.3	C/C	79.2/130.8	E/F
		Southbound	20.8/26.9	C/C	50.4/94.4	D/F
		Overall	22.9/29.7	C /C	56.6/115.8	E/F
US 301 (Gall Boulevard) at Chancey Road	Signal	Eastbound	173.9 /114.3	F /F	288.0/171.1	F/F
		Westbound	127.5/119.9	F /F	213.1/151.6	F/F
		Northbound	37.6/84.0	D/F	142.6/274.5	F /F
		Southbound	214.3 /49.0	F/D	399.4 /228.9	F /F
		Overall	142.2 /87.0	F/F	279.8/225.0	F/F
US 301 (Gall Boulevard) at SR 56 (Proposed)	Signal	Eastbound	106.3/180.4	F/F	284.5/287.3	F /F
		Westbound	127.4/61.7	F /E	169.0/97.9	F /F
		Northbound	66.7/68.1	E/E	99.5 /323.2	F /F
		Southbound	114.3/40.1	F/D	232.9/224.5	F /F
		Overall	99.2/80.3	F /F	215.5 /281.4	F /F

Notes: Existing plus LRTP Cost Affordable geometry was assumed for the No-Build Alternative intersection analysis
US 301 (Gall Boulevard) was assumed to remain two lanes.

Arterial analysis was conducted along the US 301 (Gall Boulevard) corridor for the No-Build Alternative with the existing two lanes using SYNCHRO software. The No-Build Alternative arterial analysis results for the Opening Year (2020) and Design Year (2040) are presented in **Table 4-2**. The SYNCHRO output sheets are provided in **Appendix G**.

**TABLE 4-2
NO-BUILD ALTERNATIVE ARTERIAL ANALYSIS RESULTS**

US 301 (Gall Boulevard) Segment	Opening Year (2020)				Design Year (2040)			
	Northbound (AM/PM)		Southbound (AM/PM)		Northbound (AM/PM)		Southbound (AM/PM)	
	Average Speed (mph)	LOS	Average Speed (mph)	LOS	Average Speed (mph)	LOS	Average Speed (mph)	LOS
SR 56 (Proposed) to Chancey Road	35.3/25.7	B/D	22.3/37.3	D/B	18.2/11.6	E/F	12.3/12.6	F/F
Chancey Road to SR 39 (Buchman Highway)	26.8/27.5	D/C	7.3/21.4	F/D	15.5/11.0	F/F	4.6/7.0	F/F
Overall	30.4/22.4	C/D	15.0/30.2	F/C	16.7/9.1	E/F	9.0/10.9	F/F

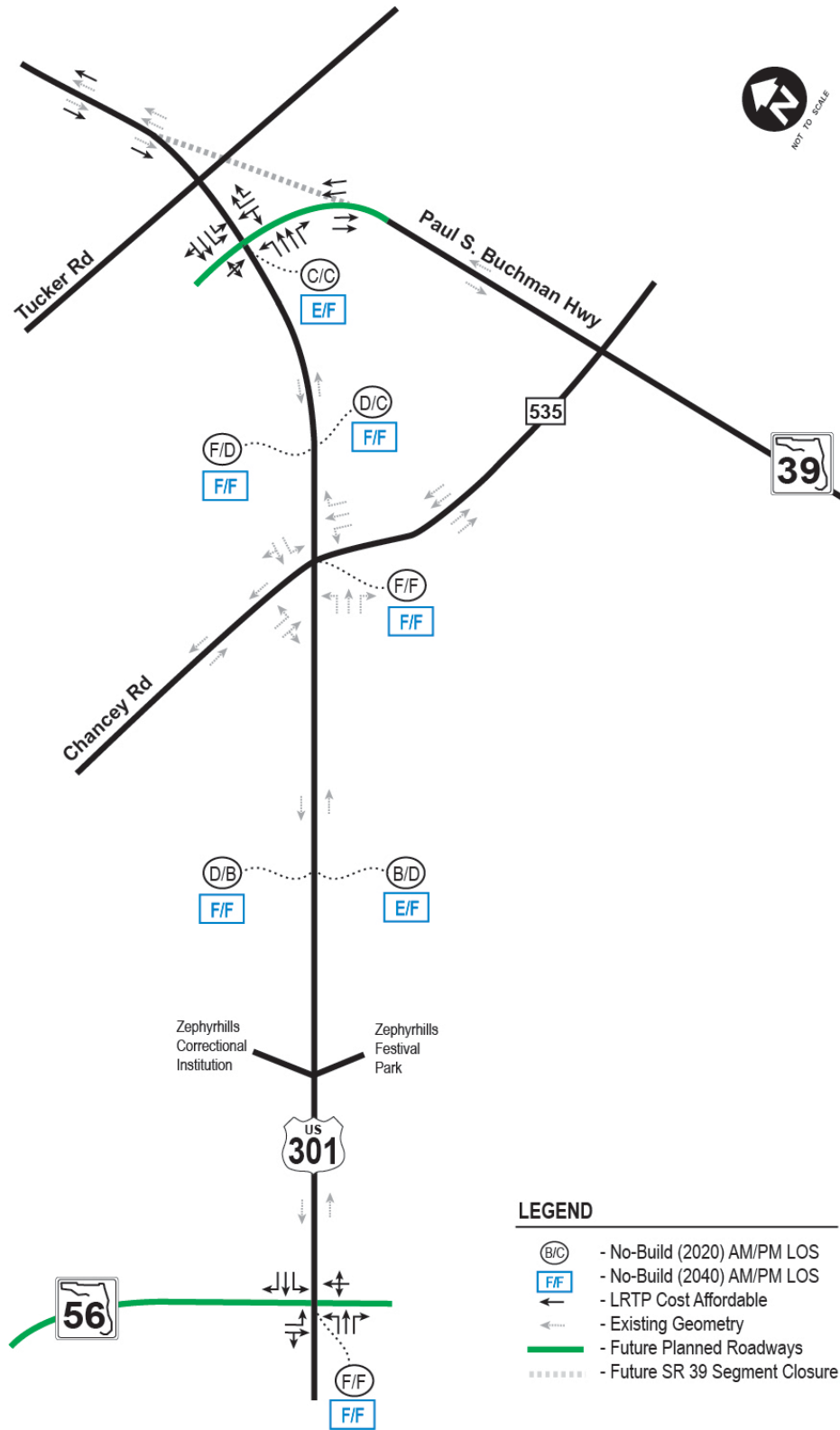
Under the No-Build Alternative, the results indicate that US 301 (Gall Boulevard) is generally anticipated to operate at or better than the LOS D standard for the Opening Year (2020), with exception being the segment between Chancey Road and SR 39 (Buchman Highway) in the southbound direction during the a.m. peak hour. For the Design Year (2040), all segments of US 301 (Gall Boulevard) are projected to operate below the LOS D standard. These results indicate the need for capacity improvements along the corridor prior to the Design Year (2040) in order to accommodate the projected growth.

The No-Build Alternative geometry and LOS results for the Opening Year (2020) and Design Year (2040) are graphically shown on **Figures 4-1 and 4-2**.

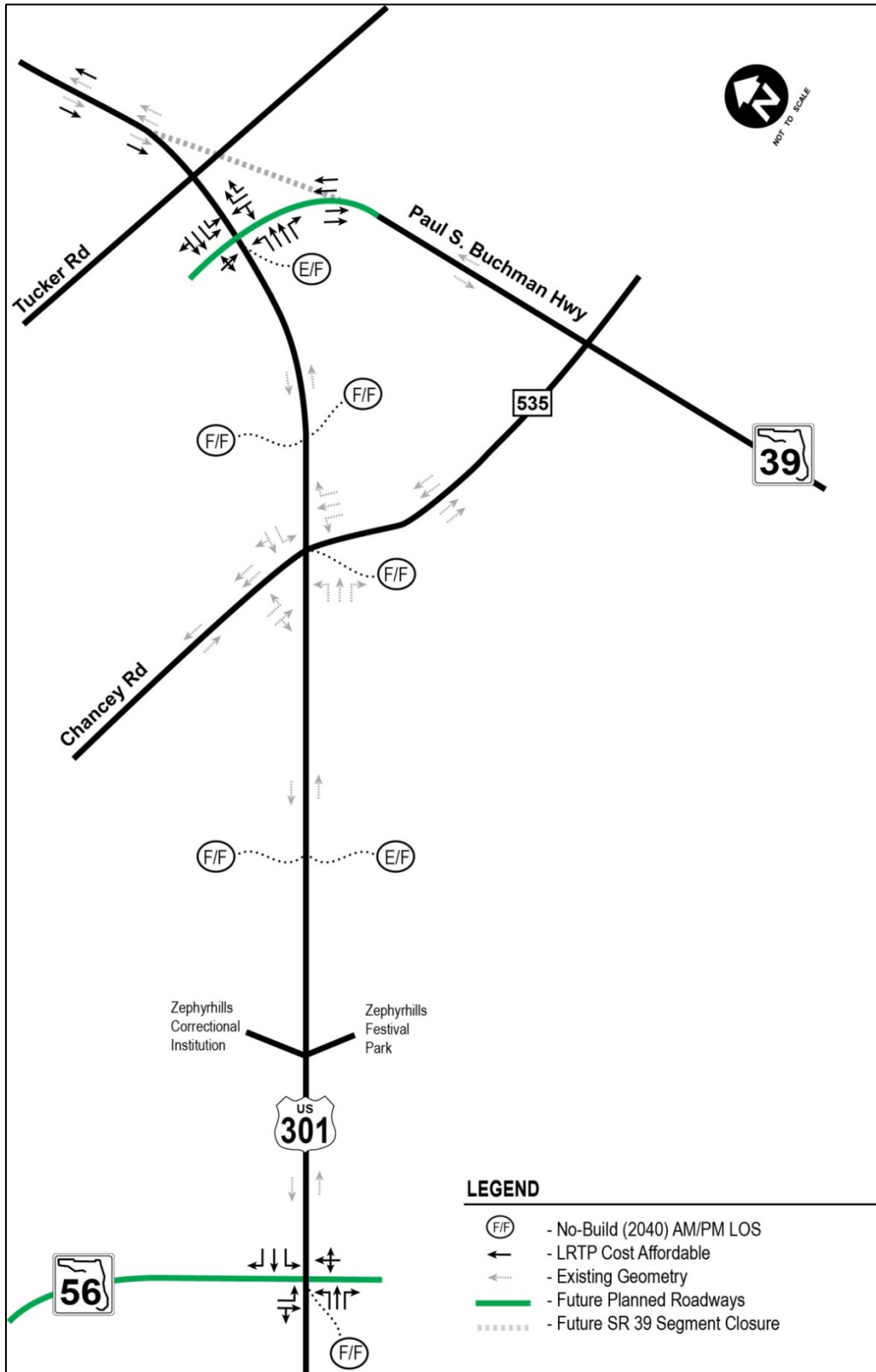
4.3 FUTURE BUILD LEVEL OF SERVICE ANALYSIS

For the Build Alternative, all of the study area intersections were analyzed to evaluate operational conditions for the Opening Year (2020), Interim Year (2030) and Design Year (2040). The Build Alternative geometry described in Section 4.1 and the DDHVs for the a.m. and p.m. peak period were input into SYNCHRO to obtain the LOS. The analysis was initially conducted using the existing network plus the LRTP Cost Affordable improvements, which includes US 301 (Gall Boulevard) as a four-lane facility. Any additional improvements needed at the intersections were determined in order to achieve an acceptable LOS. An iterative approach was conducted assuming the improvements required to achieve acceptable LOSs in the prior analysis year(s) plus those improvements needed in the analysis year under consideration. In general terms, a “step-by-step approach” was employed by adding improvements to the intersection for each of the analysis years (2020, 2030 and 2040) until acceptable LOS were achieved. **Tables 4-3 through 4-5** provide the results of the Build Alternative intersection analysis for the Opening Year (2020), Interim Year (2030) and Design Year (2040). The SYNCHRO output sheets are provided in **Appendix G**.

**FIGURE 4-1
OPENING YEAR (2020) NO-BUILD ALTERNATIVE GEOMETRY AND LOS**



**FIGURE 4-2
DESIGN YEAR (2040) NO-BUILD ALTERNATIVE GEOMETRY AND LOS**



**TABLE 4-3
OPENING YEAR (2020) BUILD ALTERNATIVE INTERSECTION LOS**

Intersection	Control Type	Lane Group/ Approach	2020 AM/PM		2020 AM/PM		
			Existing Plus LRTP Cost Affordable Improvements ¹		With Additional Improvements		
			Average Delay	LOS	Recommended Improvement	Average Delay	LOS
US 301 (Gall Boulevard) and SR 39	Signal	Eastbound	44.6/59.7	D/E	-	-	-
		Westbound	19.3/30.8	B/C	-	-	-
		Northbound	29.2/28.3	C/C	-	-	-
		Southbound	20.8/26.9	C/C	-	-	-
		Overall	22.9/29.7	C/C	-	-	-
US 301 (Gall Boulevard) and Chancey Road	Signal	Eastbound	71.7/55.6	E/E	• Exclusive Eastbound Right-Turn Lane	40.2/33.9	D/C
		Westbound	70.3/41.7	E/D		75.1/39.4	E/D
		Northbound	37.8/32.3	D/C		26.8/28.8	C/C
		Southbound	66.6/35.0	E/C		34.8/31.9	C/C
		Overall	60.0/37.5	E/D		40.0/32.5	D/C
US 301 (Gall Boulevard) and SR 56	Signal	Eastbound	48.3/63.2	C/E	-	-	-
		Westbound	33.7/28.4	C/C	-	-	-
		Northbound	24.8/23.0	C/C	-	-	-
		Southbound	25.1/23.4	C/C	-	-	-
		Overall	30.7/30.7	C/C	-	-	-

Notes: ¹ Includes the four-lane widening of US 301 (Gall Boulevard).

**TABLE 4-4
INTERIM YEAR (2030) BUILD ALTERNATIVE INTERSECTION LOS**

Intersection	Control Type	Lane Group/ Approach	2030 AM/PM		2030 AM/PM		
			Existing Plus LRTP Cost Affordable Improvements ¹		With Additional Improvements ²		
			Average Delay	LOS	Recommended Improvement	Average Delay	LOS
US 301 (Gall Boulevard) and SR 39	Signalized	EB Approach	61.2/79.0	E/E	<ul style="list-style-type: none"> • Exclusive Eastbound Left-Turn Lane • Exclusive Westbound Left-Turn Lane • Exclusive Southbound Right-Turn Lane 	45.0/63.3	D/E
		WB Approach	23.6/72.4	C/E		27.7/79.1	C/E
		NB Approach	49.9/66.6	D/E		30.1/43.5	C/D
		SB Approach	38.2/55.3	D/E		26.9/43.3	C/D
		<i>Overall</i>	38.5/64.3	D/E		28.2/53.5	C/D
US 301 (Gall Boulevard) and Chancey Road	Signalized	EB Approach	85.7/70.8	F/E	<ul style="list-style-type: none"> • Exclusive Eastbound Right-Turn Lane • Exclusive Southbound Right-Turn Lane 	52.3/40.5	D/D
		WB Approach	96.4/47.1	F/D		72.1/52.1	E/D
		NB Approach	47.5/51.2	D/D		39.2/31.2	D/C
		SB Approach	195.0/48.1	F/D		51.7/25.0	D/C
		<i>Overall</i>	119.2/51.3	F/D		51.6/35.6	D/D
US 301 (Gall Boulevard) and SR 56	Signalized	EB Approach	65.1/134.0	E/F	<ul style="list-style-type: none"> • Eastbound Left-Turn Lane (Dual) • Exclusive Eastbound Right-Turn Lane • Northbound Left-Turn Lane (Dual) 	60.8/75.1	E/E
		WB Approach	60.5/79.1	E/E		28.2/39.3	C/D
		NB Approach	42.9/85.6	D/F		34.6/51.0	C/D
		SB Approach	47.2/71.9	D/E		37.6/26.9	D/C
		<i>Overall</i>	51.1/91.7	D/F		43.0/48.7	D/D

Notes: ¹ Includes the four-lane widening of US 301 (Gall Boulevard).

² Cumulative improvements analysis [includes additional improvements cited for the Opening Year (2020)].

**TABLE 4-5
DESIGN YEAR (2040) BUILD ALTERNATIVE INTERSECTION LOS**

Intersection	Control Type	Lane Group/Approach	2040 AM/PM		2040 AM/PM		
			Existing plus LRTP Cost Affordable Improvements ¹		With Additional Improvements ²		
			Average Delay	LOS	Recommended Improvement	Average Delay	LOS
US 301 (Gall Boulevard) and SR 39	Signal	EB Approach	152.9/179.3	F/F	<ul style="list-style-type: none"> • Exclusive Eastbound Left-Turn Lane • Exclusive Westbound Left-Turn Lane • Exclusive Southbound Right-Turn Lane • <i>Operational Improvement: Additional Northbound and Southbound Through Lane</i> 	43.1/58.4	D/E
		WB Approach	38.6/117.7	D/F		25.8/61.7	C/E
		NB Approach	47.8/116.0	D/F		40.0/47.5	D/D
		SB Approach	53.7/96.2	D/F		26.5/54.9	C/D
		<i>Overall</i>	51.6/111.0	D/F		29.7/54.4	C/D
US 301 (Gall Boulevard) and Chancey Road	Signal	EB Approach	158.1/113.7	F/F	<ul style="list-style-type: none"> • Exclusive Eastbound Right-Turn Lane • Exclusive Southbound Right-Turn Lane • Additional Southbound Left-Turn Lane (Dual) • Additional Westbound Left (Dual) and Right-Turn Lane (Dual) 	61.3/61.8	E/E
		WB Approach	122.6/85.6	F/F		79.4/65.2	E/E
		NB Approach	86.4/69.9	F/E		40.6/50.5	D/D
		SB Approach	173.3/51.3	F/D		51.6/34.1	D/C
		<i>Overall</i>	138.7/72.7	F/E		54.5/50.6	D/D
US 301 (Gall Boulevard) and SR 56	Signal	EB Approach	138.1/206.9	F/F	<ul style="list-style-type: none"> • Additional Eastbound Left-Turn Lane (Dual) • Additional Eastbound Right-Turn Lane (Dual) • Additional Northbound Left-Turn Lane (Dual) • Exclusive Westbound Left and Right-Turn Lanes 	51.9/63.2	D/E
		WB Approach	157.7/97.9	F/F		35.9/45.3	D/D
		NB Approach	70.9/144.6	E/F		40.3/50.5	D/D
		SB Approach	80.0/120.1	F/F		33.5/48.0	C/D
		<i>Overall</i>	96.9/149.9	F/F		40.8/52.4	D/D

Note: ¹ Includes the four-lane widening of US 301 (Gall Boulevard).

² Cumulative improvements analysis [includes additional improvements cited for the Opening Year (2020) and Interim Year (2030)].

As shown in **Table 4-5**, the analysis shows that an additional lane in both the northbound and southbound direction may be needed on US 301 (Gall Boulevard) through the SR 39 (Buchman Highway) intersection in order to meet the LOS D standard in the Design Year (2040). Note that the need for this improvement is not due to capacity constraints on the US 301 (Gall Boulevard) corridor within the study area (south of SR 39); rather, it is needed due to the heavy localized traffic demand projected to enter/exit the intersection from north of SR 39.

The arterial analysis for US 301 (Gall Boulevard) was initially conducted using the existing network plus the LRTP Cost Affordable improvements, which includes US 301 (Gall Boulevard) as a four-lane facility. Any additional improvements required in order to achieve an acceptable LOS were determined in an iterative manner for the analysis years. The Build Alternative arterial analysis results for the Opening Year (2020), Interim Year (2030), and Design Year (2040) are presented in **Tables 4-6 through 4-8**. The SYNCHRO output sheets are provided in **Appendix G**.

**TABLE 4-6
OPENING YEAR (2020) BUILD ALTERNATIVE ARTERIAL ANALYSIS RESULTS**

US 301 (Gall Boulevard) Segment	Opening Year (2020) with Existing plus LRTP Cost Affordable Improvements ¹				Opening Year (2020) with Additional Improvements ²			
	Northbound (AM/PM)		Southbound (AM/PM)		Northbound (AM/PM)		Southbound (AM/PM)	
	Average Speed (mph)	LOS	Average Speed (mph)	LOS	Average Speed (mph)	LOS	Average Speed (mph)	LOS
SR 56 (Proposed) to Chancey Road	35.8/38.0	B/B	43.1/43.0	A/A	38.8/39.0	B/B	43.1/43.0	A/A
Chancey Road to SR 39 (Buchman Highway)	27.4/28.0	C/C	18.1/25.5	E/D	27.4/28.0	C/C	25.5/26.6	D/D
Overall	31.5/32.4	C/C	30.4/34.5	C/B	32.9/32.9	C/C	34.6/35.0	B/B

Notes: ¹ Includes the four-lane widening of US 301 (Gall Boulevard).

² Refer to Table 4-3 for additional improvements at the study area intersections in the Opening Year (2020).

**TABLE 4-7
INTERIM YEAR (2030) BUILD ALTERNATIVE ARTERIAL ANALYSIS RESULTS**

US 301 (Gall Boulevard) Segment	Interim Year (2030) with Existing plus LRTP Cost Affordable Improvements ¹				Interim Year (2030) with Additional Improvements ²			
	Northbound (AM/PM)		Southbound (AM/PM)		Northbound (AM/PM)		Southbound (AM/PM)	
	Average Speed (mph)	LOS	Average Speed (mph)	LOS	Average Speed (mph)	LOS	Average Speed (mph)	LOS
SR 56 (Proposed) to Chancey Road	33.2/33.4	C/C	33.4/27.5	C/C	33.7/37.1	C/B	36.8/41.4	B/B
Chancey Road to SR 39 (Buchman Highway)	21.1/17.9	D/E	11.6/21.9	F/D	27.2/22.8	C/D	23.6/27.6	D/C
Overall	27.2/25.0	C/D	22.0/25.5	D/D	29.4/29.2	C/C	31.0/34.6	C/B

Notes: ¹ Includes the four-lane widening of US 301 (Gall Boulevard).

² Refer to Table 4-4 for additional improvements at the study area intersections in the Interim Year (2030).

**TABLE 4-8
DESIGN YEAR (2040) BUILD ALTERNATIVE ARTERIAL ANALYSIS RESULTS**

US 301 (Gall Boulevard) Segment	Design Year (2040) with Existing plus LRTP Cost Affordable Improvements ¹				Design Year (2040) with Additional Improvements ^{2,3}			
	Northbound (AM/PM)		Southbound (AM/PM)		Northbound (AM/PM)		Southbound (AM/PM)	
	Average Speed (mph)	LOS	Average Speed (mph)	LOS	Average Speed (mph)	LOS	Average Speed (mph)	LOS
SR 56 (Proposed) to Chancey Road	25.2/29.4	D/C	26.1/19.3	D/E	35.4/33.3	B/C	39.0/33.3	B/C
Chancey Road to SR 39 (Buchman Highway)	21.5/12.1	D/F	10.2/21.5	F/D	23.7/21.8	D/D	21.8/24.8	D/D
Overall	22.8/20.0	D/E	18.4/20.0	E/E	29.0/26.8	C/D	31.1/29.3	C/C

Notes: ¹ Includes the four-lane widening of US 301 (Gall Boulevard).

² Refer to Table 4-5 for additional improvements at the study area intersections in the Design Year (2040).

³ Includes the through-lane operational improvement provided on Table 4-5 at US 301 (Gall Boulevard) and SR 39.

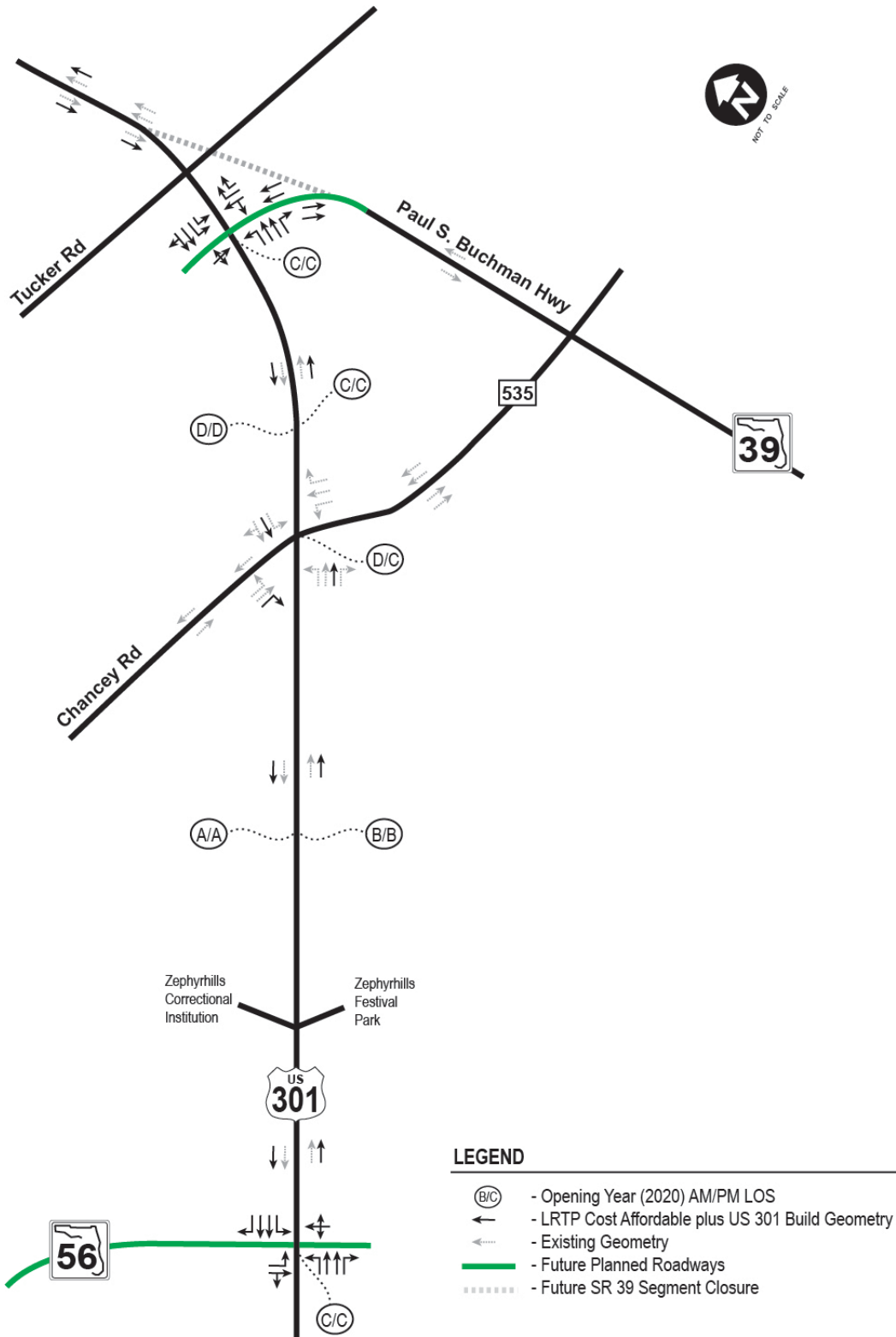
The results indicate that the US 301 (Gall Boulevard) corridor is projected to operate at or above acceptable LOS through the Interim Year (2030). However, the segment between Chancey Road and SR 39 (Buchman Highway) may deteriorate to unacceptable LOS by the Design Year (2040) if additional improvements are not made. Note that the deficient LOS results on this segment are due to the operational issues previously described at the US 301 (Gall Boulevard) and SR 39 (Buchman Highway) intersection.

The Build Alternative geometry and LOS results for the Opening Year (2020), Interim Year (2030) and Design Year (2040) are graphically shown on **Figures 4-3 through 4-5**.

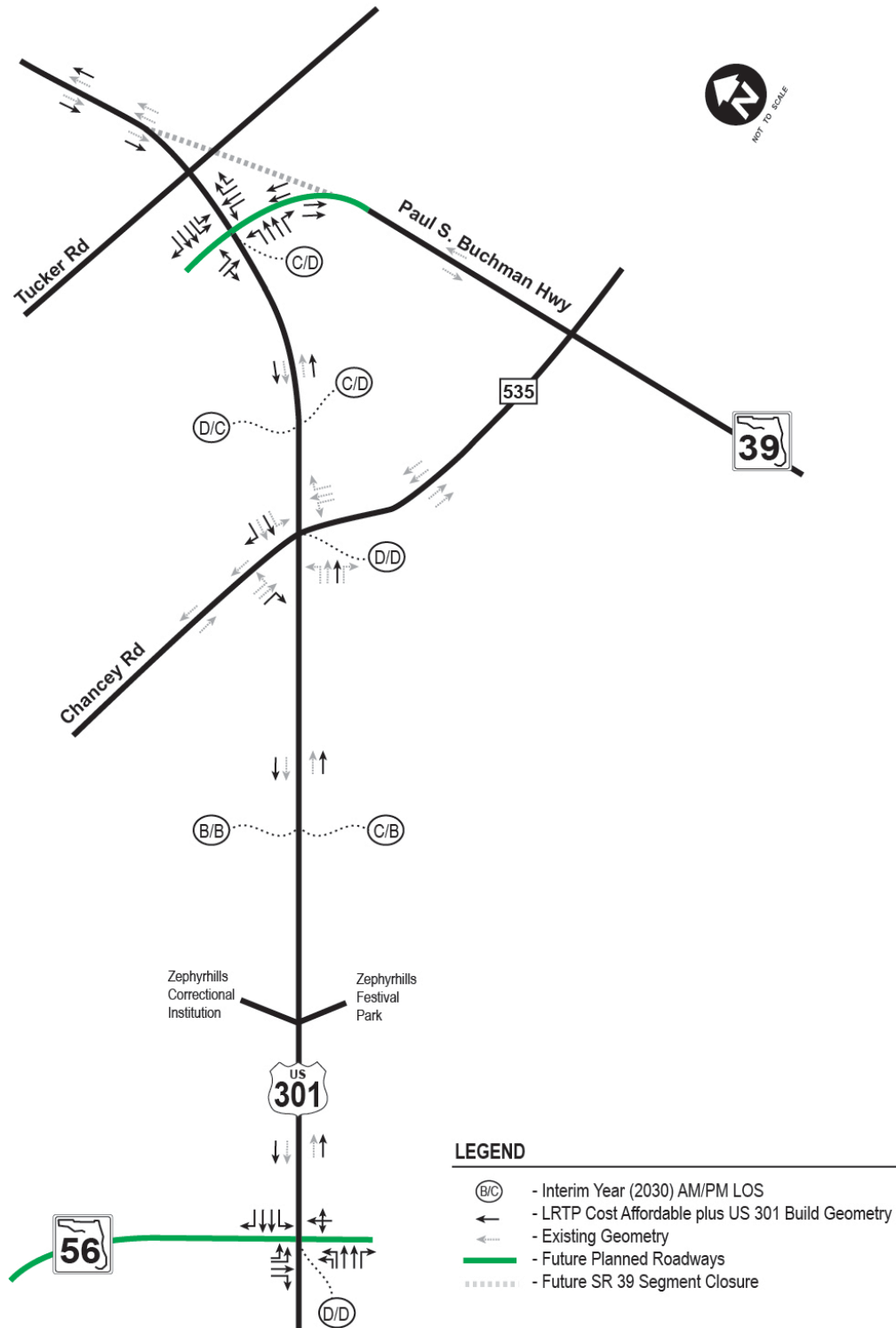
4.4 DESIGN YEAR QUEUE ANALYSIS

A planning-level queue analysis was performed for the Design Year (2040) Build Alternative. The queue lengths for each lane group at the study intersections were determined from the field data and intersection analysis using SYNCHRO software. The existing lane geometry and storage lengths and the 95th percentile queue and recommended storage lengths for the Design Year (2040), with additional improvements shown in Figure 4-5, are provided in **Table 4-9**. The reported queue lengths were rounded to the nearest 25 feet with a minimum queue length recommendation of 50 feet. All existing turn lanes and acceleration lanes were maintained in development of the Design Year (2040) Build Alternative recommendations. In addition, it should be noted that the specific lengths do not include taper or deceleration distances. Actual storage length requirements will be determined during the Design phase of the project.

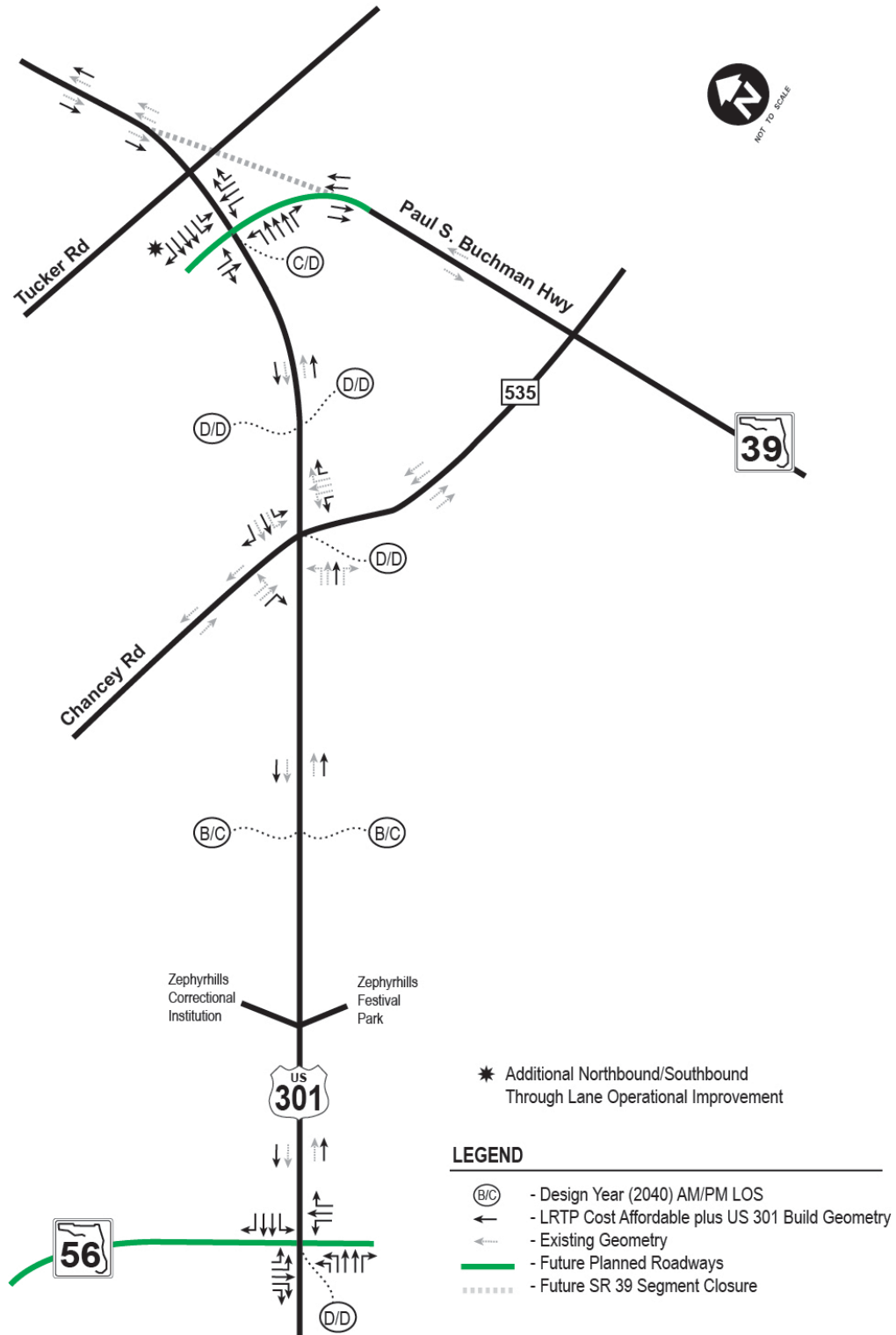
**FIGURE 4-3
OPENING YEAR (2020) BUILD ALTERNATIVE GEOMETRY AND LOS**



**FIGURE 4-4
INTERIM YEAR (2030) BUILD ALTERNATIVE GEOMETRY AND LOS**



**FIGURE 4-5
DESIGN YEAR (2040) BUILD ALTERNATIVE GEOMETRY AND LOS**



**TABLE 4-9
INTERSECTION TURN-LANE STORAGE LENGTHS**

Intersection	Approach	Movement	Existing Geometry		Existing plus LRTP Cost Affordable Geometry			Build Alternative with Recommended Geometry			Design Year (2040) Recommended Storage Length (feet)
			Lane(s)	Storage Length (feet)	Lane(s)	95th Percentile Queue		Lane(s)	95th Percentile Queue		
						AM	PM		AM	PM	
US 301 and SR 39 ¹	Eastbound	Left	-	-	-	-	-	1	125	250	250
		Thru-Right	-	-	-	-	-	1	50	25	50
	Westbound	Left	-	-	-	-	-	1	275	175	275
		Right	-	-	2	525	1100	2	400	1000	1000
	Northbound	Left	-	-	1	25	50	1	25	50	50
		Right	-	-	1	25	25	1	25	25	50
	Southbound	Left	1	350	2	950	825	2	800	750	800
		Right	-	-	-	-	-	1	25	25	50
US 301 and Chancey Road	Eastbound	Left	1	150	1	225	125	1	325	200	325
		Right	-	-	-	-	-	1	175	25	175
	Westbound	Left	1	200	1	675	600	2	325	275	325
		Right	-	-	1	50	400	2	75	200	200
	Northbound	Left	1	150	1	225	425	1	200	425	425
		Right	1	500	1	100	50	1	100	50	500
	Southbound	Left	1	150	1	650	225	2	275	100	275
		Right	-	-	-	-	-	1	25	150	150
US 301 and SR 56	Eastbound	Left	-	-	1	650	1200	2	375	525	525
		Right	-	-	-	-	-	2	625	75	625
	Westbound	Left	-	-	-	-	-	1	25	75	75
		Right	-	-	-	-	-	1	25	25	50
	Northbound	Left	-	-	1	525	1600	2	250	650	650
		Right	-	-	1	25	25	1	25	25	50
	Southbound	Left	-	-	1	50	50	1	75	50	75
		Right	-	-	1	450	325	1	250	250	250

Note: ¹ Design Year (2040) recommended queue lengths calculated for the Build Alternative based on four through lanes on US 301 (Gall Boulevard) at SR 39.

Section 5.0

CONCLUSIONS AND RECOMMENDATIONS

This Final DTTM has been prepared in support of the PD&E Study for the US 301 (Gall Boulevard)/SR 41 corridor in Pasco County, Florida. Key facts and findings of the analysis are summarized, as follows:

5.1 CONCLUSIONS

Existing Conditions

- Existing daily traffic along US 301 (Gall Boulevard) in the study area ranges from 9,700 vehicles per day (vpd) to 12,500 vpd.
- The study corridor has significant truck traffic (as high as 15.10 percent daily/ 7.55 percent peak hour) on US 301 (Gall Boulevard) south of Chancey Road.
- Review of historic traffic data shows that traffic counts have decreased since 2003 for the segment of US 301 (Gall Boulevard) south of Chancey Road. However, most segments within the study area experienced traffic growth of approximately 1-3 percent per year between 1997 and 2013.
- Under existing conditions, all US 301 (Gall Boulevard) roadway segments and intersections operate at or better than the LOS D standard.

Alternatives Evaluated

- The No-Build Alternative assumes the existing two lanes of US 301 (Gall Boulevard) remain unchanged and no widening occurs. The intersection realignment, signalization, and future geometry at the intersection of US 301 (Gall Boulevard) and SR 39 (Buchman Highway) were also assumed based on the 2010 *US 301/SR 41 (Gall Boulevard) from SR 39 (Buchman Highway) to South of CR 54 (Eiland Boulevard) Final Design Traffic Technical Memorandum*. In addition, the No-Build Alternative includes the new four-lane extension of SR 56 with reasonable turn-lanes at the intersection with US 301 (Gall Boulevard).
- The Build Alternative assumes the same geometry as the No-Build Alternative, plus includes the widening of US 301 to four lanes. Any additional improvements needed to achieve an acceptable LOS within the study area have been identified for each of the analysis years.

Future Conditions Analysis

- Future traffic volumes were developed using the TBRPM-ML with Pasco ULI SE Data along with historic growth rates. Manual adjustments were made, if necessary, after reasonableness checks and balancing of volumes.
- Projected daily traffic along US 301 (Gall Boulevard) in the study area ranges from 23,500 vpd to 30,000 vpd for the Opening Year (2020); 30,000 vpd to 35,000 vpd for the Interim Year (2030); and 33,000 vpd to 39,500 vpd for the Design Year (2040).
- Under the No-Build Alternative, all segments of US 301 (Gall Boulevard) operate below the LOS D standard by the Design Year (2040). Most of study area intersections, as well as the segment of US 301 (Gall Boulevard) between Chancey Road and SR 39, begin to deteriorate below the LOS D standard by the Opening Year (2020) if no improvements are implemented.
- Under the Build Alternative (with additional improvements), all segments and intersections on US 301 (Gall Boulevard) operate at or better than the LOS D standard through the Interim Year (2030). By the Design Year (2040), the analysis shows that an additional lane in both the northbound and southbound direction may be needed on US 301 (Gall Boulevard) through the SR 39 (Buchman Highway) intersection in order to meet the LOS D standard. Note that the need for this improvement is not due to capacity constraints on the US 301 (Gall Boulevard) corridor within the study area (south of SR 39); rather, it is needed due to the heavy localized traffic demand projected to enter/exit the intersection from north of SR 39. As such, the feasibility of additional operational improvements at this intersection will be evaluated further when warranted.
- Overall, the Build Alternative (with additional improvements) provides better LOS than the No-Build Alternative.

5.2 RECOMMENDATIONS

The following summarizes the ultimate build improvements recommended along the US 301 (Gall Boulevard) corridor based on traffic projections analyzed as part of this Final DTTM. These improvements are also provided graphically on **Figure 5-1**.

Recommended Build Improvements

US 301 (Gall Boulevard)

- Widening to four lanes from SR 56 (Proposed) to the new realigned SR 39 (Buchman Highway) intersection.

Recommended Build Improvements (Continued)

US 301 (Gall Boulevard) and the Realigned SR 39 (Buchman Highway) Intersection

- Addition of an exclusive eastbound left-turn lane;
- Addition of an exclusive westbound left-turn lane;
- Addition of an exclusive southbound right turn-lane; and
- Addition of appropriate receiving/transition lanes on SR 39 (Buchman Highway) east of US 301 (Gall Boulevard).

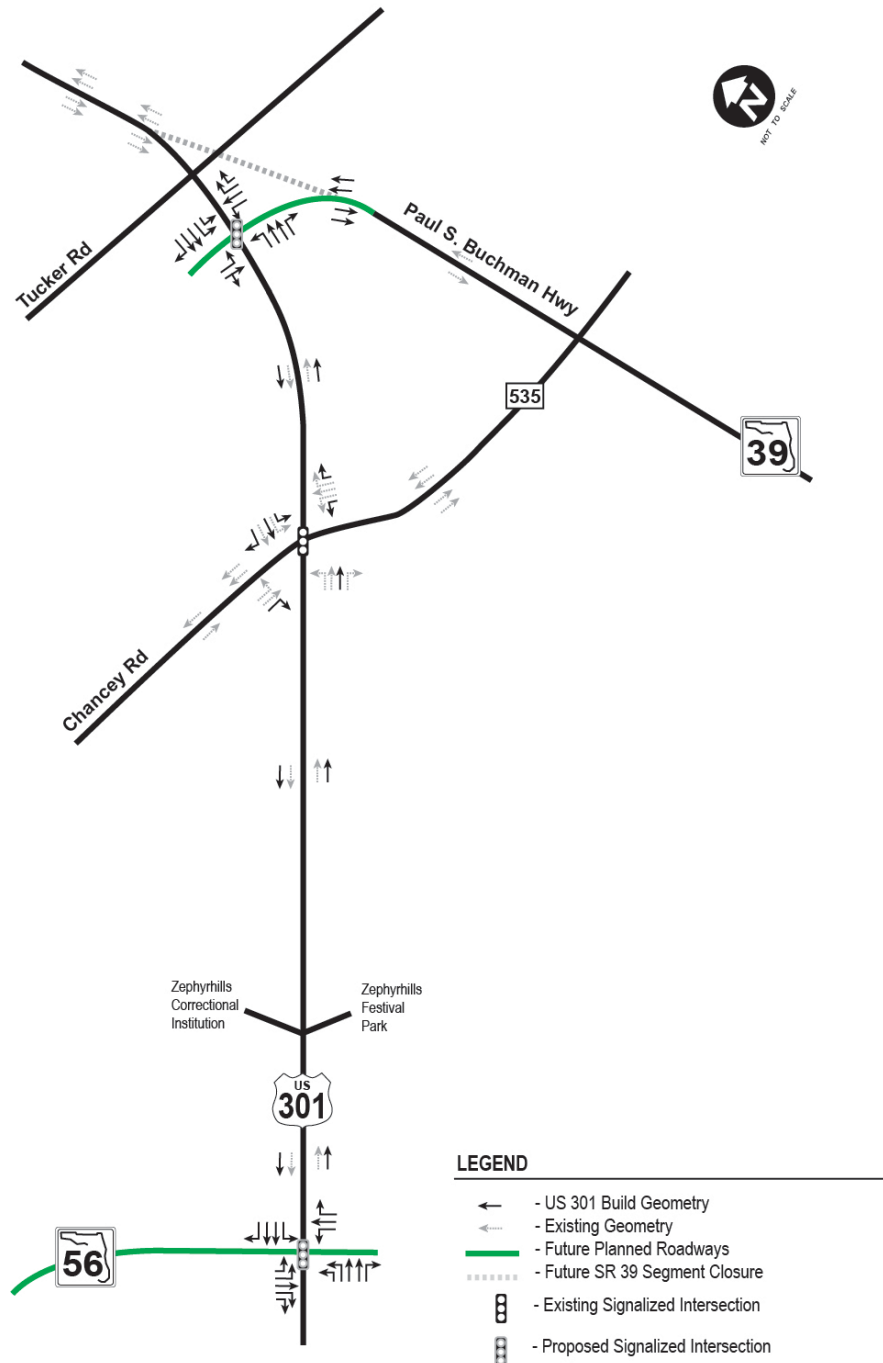
US 301 (Gall Boulevard) and Chancey Road Intersection

- Addition of an exclusive eastbound right-turn lane;
- Addition of an exclusive southbound right-turn lane;
- Addition of a second exclusive southbound left-turn lane;
- Addition of a second exclusive westbound left- turn lane; and
- Addition of a second exclusive westbound right- turn lane.

US 301 (Gall Boulevard) and SR 56 (Proposed) Intersection

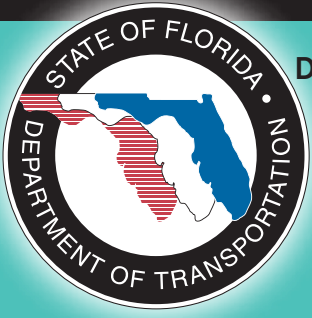
- Addition of a second exclusive eastbound left-turn lane;
- Addition of two exclusive eastbound right-turn lanes;
- Addition of a second exclusive northbound left-turn lane; and
- Addition of exclusive westbound left- and right-turn lanes.

**FIGURE 5-1
RECOMMENDED BUILD IMPROVEMENTS**



APPENDIX A

Traffic Methodology Statement



District Seven

US 301 (Gall Blvd.) Project Development & Environment Study

from S. of Proposed SR 56 to S. of SR 39 (Buchman Hwy.)

Pasco County, Florida

Financial Management No.: 416564-1 || F.A.P. No.: 3112-024 P

Traffic Methodology Statement

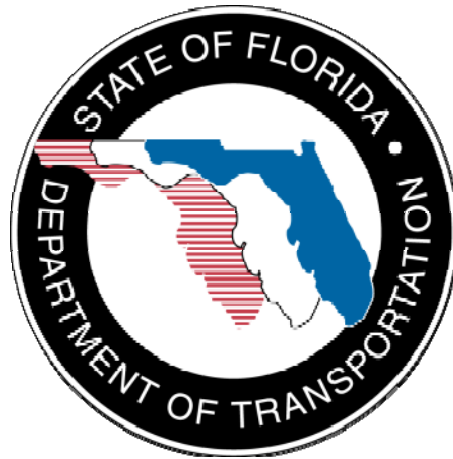


August 2013

TRAFFIC METHODOLOGY STATEMENT

US 301 (Gall Blvd.)
Project Development & Environment Study
From SR 56 (Proposed) to SR 39 (Buchman Hwy.)

FPID: 416564-1
FAP No. 3112-024P



August 2013

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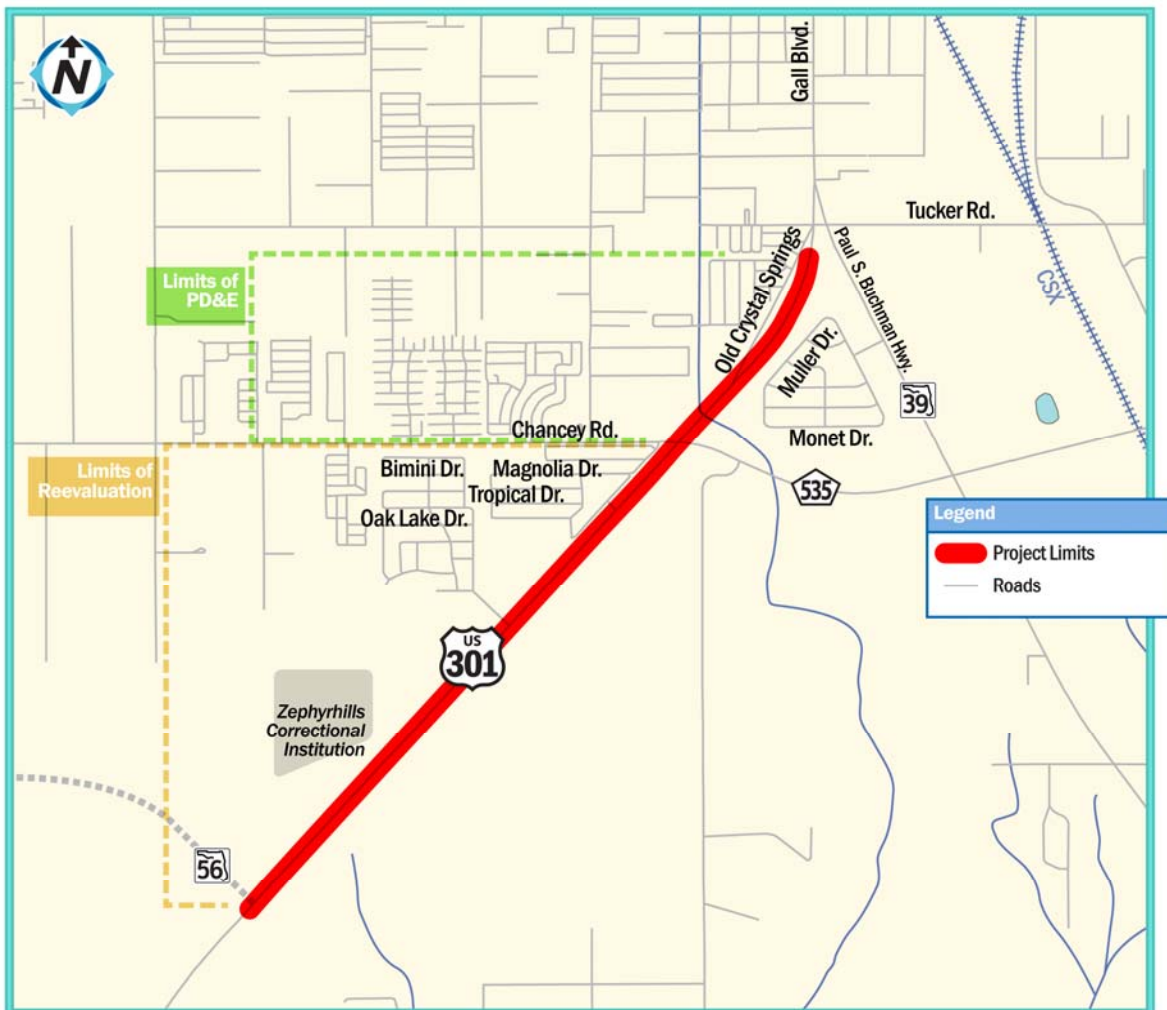
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Section 1.0 INTRODUCTION

The Florida Department of Transportation (FDOT) District Seven is conducting a Project Development & Environment (PD&E) Study to evaluate capacity improvements to the existing US 301 (Gall Boulevard) corridor in Pasco County, Florida. As shown in **Figure 1**, the project limits extend from the proposed future connection of State Road (SR) 56 on the south (Mile Post 1.600) to SR 39 (Buchman Highway) on the north (Mile Post 3.554), a distance of approximately 1.954 miles.

The purpose of this *Traffic Methodology Statement* is to outline the traffic procedure and analysis requirements to be used in preparation of the *Design Traffic Technical Memorandum (DTTM)* for the PD&E Study.

**FIGURE 1
PROJECT LIMITS**



The PD&E Study is subdivided into two separate segments: 1) a PD&E Design Change Reevaluation of the original SR 54 Environmental Assessment/Finding of No Significant Impact (EA/FONSI) for the segment from the proposed SR 56 intersection to Chancey Road and 2) a full PD&E Study as a Type 2 Categorical Exclusion (CE) in accordance with the Federal Highway Administration (FHWA) *National Environmental Policy Act of 1969* (NEPA) from Chancey Road to SR 39. Even though the structure of the PD&E Study is subdivided, the ***DTM*** will develop and analyze all traffic data for the entire corridor and provide the results as a single continuous segment.

Section 2.0

ANALYSIS YEARS

The traffic analysis years and scenarios to be evaluated during the PD&E Study and presented in the *DTTM* are as follows:

- Existing Year: 2013
- Opening Year (No-Build & Build): 2020
- Interim Year (Build Only): 2030
- Design Year (No-Build & Build): 2040

Section 3.0

CONSIDERATION OF OTHER ROADWAY IMPROVEMENTS

The FDOT District Seven, Pasco County Metropolitan Planning Organization (MPO), and Pasco County have all recognized the additional demands that will be placed on the transportation system in the future as a result of projected growth. Therefore, multiple activities are ongoing to help facilitate the implementation of the planned/programmed roadway improvements that are vital to southeastern Pasco County. The following provides a list of key roadway capacity improvements planned/programmed in the study area:

Fiscal Year 2013/14 – 2017/18 FDOT Work Program

US 301

- FPID 416564-1: SR 56 (Proposed) to SR 39/Buchman Highway - 4 Lanes Divided (PD&E FY 2013) [this PD&E Study]
- FPID 256422-2: SR 39 to South of CR 54 - 4 Lanes Divided (PE FY 2013/14; ROW FY 2014-2016; Anticipated Letting Date 07/03/2018)
- FPID 408075-2: South of CR 54/Eiland Boulevard to North of Kossik Road - 6 Lanes Divided (PE FY 2013/2014; Anticipated Letting Date 10/09/2020)

Pasco County MPO 2035 Cost Affordable Long Range Transportation Plan (LRTP)

US 301

- CR 54 to CR 530 Ext/Kossik Road - 6 Lanes Divided (Construction 2031-2035)
- SR 39 to CR 54 - 6 Lanes Divided/3 One-Way Pair (Construction 2026-2035)
- SR 56 to SR 39 - 4 Lanes Divided (Construction 2031-2035)

SR 56

- Meadow Pointe Boulevard to Morris Bridge Road - 4 Lanes Divided (Construction 2016-2020)
- Morris Bridge Road to US 301 - 2 Lanes Undivided (Construction 2021-2025)
- Morris Bridge Road to US 301 - 4 Lanes Divided (Construction 2031-2035)
- SR 54/56 from US 19 to US 301 - Managed Lanes (Construction 2026-2035)

In addition, the US 301/SR 39 intersection will be realigned to the south (signalized) and a new intersection will be provided at the proposed extension of SR 56 with US 301.

Section 4.0

DATA COLLECTION

4.1 EXISTING ROADWAY CHARACTERISTICS

Existing roadway characteristics including functional classification, lane geometry, pedestrian accommodations, bicycle facilities, traffic control devices, access locations and spacing, and posted speed limits will be obtained and documented in the *Existing Conditions Technical Memorandum* and the *DTTM*.

4.2 TRAFFIC DATA

Traffic data and characteristics for the study area will be obtained from available sources [i.e., FDOT *Florida Traffic Information & Highway Data* (2012)] and traffic counts conducted by URS. Existing Year (2013) daily vehicle counts and turning movement counts will be taken in the study area. Daily vehicle counts will be conducted for seventy-two (72) hours and peak hour turning movement counts will be conducted from 6:00 to 9:00 a.m. and from 3:00 to 7:00 p.m. for the morning and evening peak hours, respectively. Per agreement with FDOT District Seven during the staff hour negotiations and scoping effort for the PD&E Study, traffic counts will be conducted at the following locations:

72-Hour Bi-Directional Classification Machine Counts

- US 301 - North of the Department of Corrections Entrance
- US 301 - South of SR 39
- SR 39 - South of Chancey Road
- SR 39 - South of US 301
- Chancey Road - West of US 301
- Chancey Road - Between US 301 and SR 39

72-Hour Bi-Directional Volume Machine Counts

- US 301 - South of Chancey Road
- US 301 - North of Chancey Road

Intersections

- US 301 at Chancey Road
- US 301 at SR 39

All relevant traffic data collected for the project will be provided in an appendix to the *Existing Conditions Technical Memorandum* and the *DTTM*.

4.3 CRASH DATA

Available data for the most recent five-year period (2008-2012) will be obtained from FDOT (and local sources, if necessary). The data collected shall include the number and type of crashes, crash locations, number of fatalities and injuries, and estimates of property damage and economic loss.

4.4 TRANSPORTATION PLAN CONSISTENCY

The latest adopted transportation plans available will be reviewed; a summary of the project's consistency status will be provided in the *DTTM*.

Section 5.0

EXISTING CONDITIONS ANALYSIS

5.1 TRAFFIC OPERATIONS ANALYSIS

Traffic operations analyses for the a.m. and p.m. peak hours will be conducted to document the levels of service within the study area for the Existing Year (2013). The existing conditions analysis will be performed using currently adopted procedures outlined in the 2010 Highway Capacity Manual (HCM) methodology module of SYNCHRO Version 8 software and will include the following major intersections and roadway segments in the study area:

Intersections

- US 301 at Chancey Road
- US 301 at SR 39

Roadway Segments

- US 301 from the project's southern limit to Chancey Road
- US 301 from Chancey Road to SR 39

The results of the existing conditions analysis will be summarized in graphical and/or tabular format and presented in the *DTTM*.

5.2 CRASH DATA ANALYSIS

The study will include an evaluation of the most recent five years of crash records available (2008-2012) in the study area. The evaluation will identify safety deficiencies of the existing facility and propose improvements, as needed.

Section 6.0

TRAVEL DEMAND FORECASTING

In order to develop future year traffic volumes for the alternatives under consideration, the latest available version of the Tampa Bay Regional Planning Model (TBRPM) or the Tampa Bay Regional Planning Model for Managed Lanes (TBRPM-ML) will be utilized to develop the future year daily traffic projections¹. The TBRPM and TBRPM-ML are based on the Florida Standard Urban Transportation Modeling Structure (FSUTMS) and are recognized by both FDOT District Seven, as well as the Tampa Bay Area MPOs, as accepted travel demand forecasting tools. The ultimate roadway network to be used will reflect the latest available adopted Cost Affordable LRTPs for all counties in the district.

The TBRPM or TBRPM-ML will be reviewed to ensure that it accurately reflects the development characteristics of the study area and the timing of improvements to the surrounding roadway network. The latest socioeconomic (SE) data approved for the Pasco County MPO 2035 LRTP will be obtained from Pasco County/FDOT District Seven and used in the development of the travel forecasts. This SE data will also be reviewed to ensure the latest approved development totals, including those specifically located along the US 301, SR 39 and Chancey Road corridors, are included in the model.

The Peak Season Weekday Average Daily Traffic (PSWADT) volumes obtained from the 2006 base year and 2035 design year models will be converted to the respective Annual Average Daily Traffic (AADT) volumes through multiplication by a factor of 0.95, which is the Model Output Conversion Factor (MOCF) for Pasco County. A linear interpolation of the AADT volumes from 2006 to 2035 will be used to forecast the Opening Year (2020) and Interim Year (2030) AADT volumes². Traffic projections for 2040 will be developed by applying a reasonable growth factor (to be approved by FDOT) to the 2035 volumes.

Model socioeconomic data, network modifications and AADT projections shall be reviewed and approved by FDOT District Seven prior to proceeding with the development of the design hour traffic volumes. A *Travel Demand Forecasting Technical Memorandum* will be provided to facilitate such review and approval process. The Consultant will provide access to travel demand model files (input and output files) to FDOT District Seven for the purpose of reviewing and approving the future year traffic projections, if requested. Once approved, the AADT volumes for all analysis years will be provided in graphical and/or tabular format and presented in the *DTM*.

¹Determination of which model is most appropriate to use for the PD&E Study is pending further modeling /sensitivity analyses and coordination with FDOT District Seven.

²Currently, the Pasco County MPO 2035 Cost Affordable LRTP shows that the SR 56 extension will not connect two lanes to US 301 until the 2021-2025 timeframe. In addition, the roadway is not planned to be four lanes to US 301 until the 2031-2035 timeframe. Therefore, several model sensitivity analyses may be conducted utilizing various network configurations (i.e., with and without the SR 56 connection to US 301) prior to finalizing the Opening Year (2020) and Interim Year (2030) forecasts.

Section 7.0

DESIGN TRAFFIC FACTORS & DEVELOPMENT OF DESIGN HOUR VOLUMES

7.1 DESIGN TRAFFIC FACTORS

The Design Hour Volumes (DHVs) and Directional Design Hour Volumes (DDHVs) will be derived from the existing and future year AADT volumes using the appropriate Design Hour Factor (K) and Directional Distribution Factor (D). These factors provide the ratio of the AADT that occurs during the design hour for the design year and the proportion of traffic traveling in the peak direction, respectively, and represent the amount of traffic demand that a roadway is typically designed to accommodate.

7.1.1 Design Hour Factor (K)

Based on information obtained from FDOT *Florida Traffic Information & Highway Data* (2012) and as agreed to in the Traffic Methodology Meeting held on July 2, 2013 at FDOT District Seven, a Standard K-Factor of **9.0 percent** will be used in development of the DHVs for the PD&E Study. This is the predominant K-Factor utilized in urbanized, transitioning to urbanized and urban areas and represents a typical weekday peak hour.

7.1.2 Directional Distribution Factor (D)

The D-Factor used in the analysis will be derived by considering historical traffic data and existing measured traffic characteristics from traffic counts. Portable traffic monitoring sites along US 301, SR 39 and Chancey Road [available from FDOT *Florida Traffic Information & Highway Data* (2012)] will be used to determine the historical D values from 1997 to 2012 (as available). The results from both methods will be evaluated and a recommended D-Factor will be presented to FDOT District Seven for review and approval prior to developing the DHVs/DDHVs.

7.1.3 Truck Factor (T)

The Truck Factors (T) to be used in the analysis will be derived by considering historical traffic data and existing measured traffic characteristics from traffic counts. Portable traffic monitoring sites along US 301, SR 39 and Chancey Road [available from FDOT *Florida Traffic Information & Highway Data* (2012)] will be used to determine the historical daily truck factors (T_{24}) from 1997 to 2012 (as available). As outlined in the *FDOT Project Traffic Forecasting Handbook*

2012 and based on the assumption that only half as many trucks travel on the roadway during the peak hour, the T-Factor(s) will be derived by dividing the daily truck factors by two. The results from both methods will be evaluated and a recommended T-Factor will be presented to FDOT District Seven for review and approval prior to initiation of the traffic analysis for the *DTTM*.

7.2 DESIGN HOUR VOLUMES

The DHVs and DDHVs will be derived from the future year AADT volumes using the approved K and D Factors. For the off-peak direction, the reciprocal movements of the peak direction will be assumed. The DDHVs may be adjusted for one or more of the following reasons, if necessary:

- For consistency of volume flow between count locations;
- To obtain peak hour volumes that more closely represent the proposed K and D Factors;
- To balance the approach and departure volumes associated with adjacent intersections;
- To increase individual turning movement volumes that are estimated to be lower than actual measured volumes; and
- To reduce individual turning movement volumes which are estimated to be significantly higher than the actual measured volumes.

If adjustments are necessary, the K and D Factors will be maintained within acceptable ranges as specified in the *FDOT Project Traffic Forecasting Handbook 2012*.

Additional design traffic factors include:

- Peak Hour Factor (PHF): Actual PHF for existing conditions and 0.95 PHF for future conditions
- US 301 Design Speed: Posted speed plus 5 miles per hour

The DHVs and DDHVs for all analysis years will be provided in graphical and/or tabular format and presented to FDOT District Seven for review and approval prior to initiation of the traffic analysis for the *DTTM*.

Section 8.0

OPERATIONAL ANALYSIS

Traffic operations analyses for the a.m. and p.m. peak hours will be conducted to document the projected levels of service within the study area for the Opening Year (2020) Build and No-Build Alternatives, Interim Year (2030) Build Alternative and Design Year (2040) Build and No-Build Alternatives. The future conditions analysis will be performed using currently adopted procedures outlined in the 2010 HCM methodology module of SYNCHRO Version 8 software and will include the following major intersections and roadway segments in the study area:

Intersections

- US 301 at SR 56 (Proposed)
- US 301 at Chancey Road
- US 301 at SR 39

Roadway Segments

- US 301 from SR 56 (Proposed) to Chancey Road
- US 301 from Chancey Road to SR 39

A Level of Service (LOS) D standard will be used for US 301 in the study area. Signalized intersections analyzed will also utilize the LOS D standard. Any improvements required to achieve the LOS standard will be analyzed in an iterative manner from the Opening Year (2020) to the Design Year (2040). The results of the future conditions analysis will be summarized in graphical and/or tabular format and presented in the *DTM*.

APPENDIX B

Transportation Plans



MOBILITY 2040



Pasco County MPO
Transportation Plan

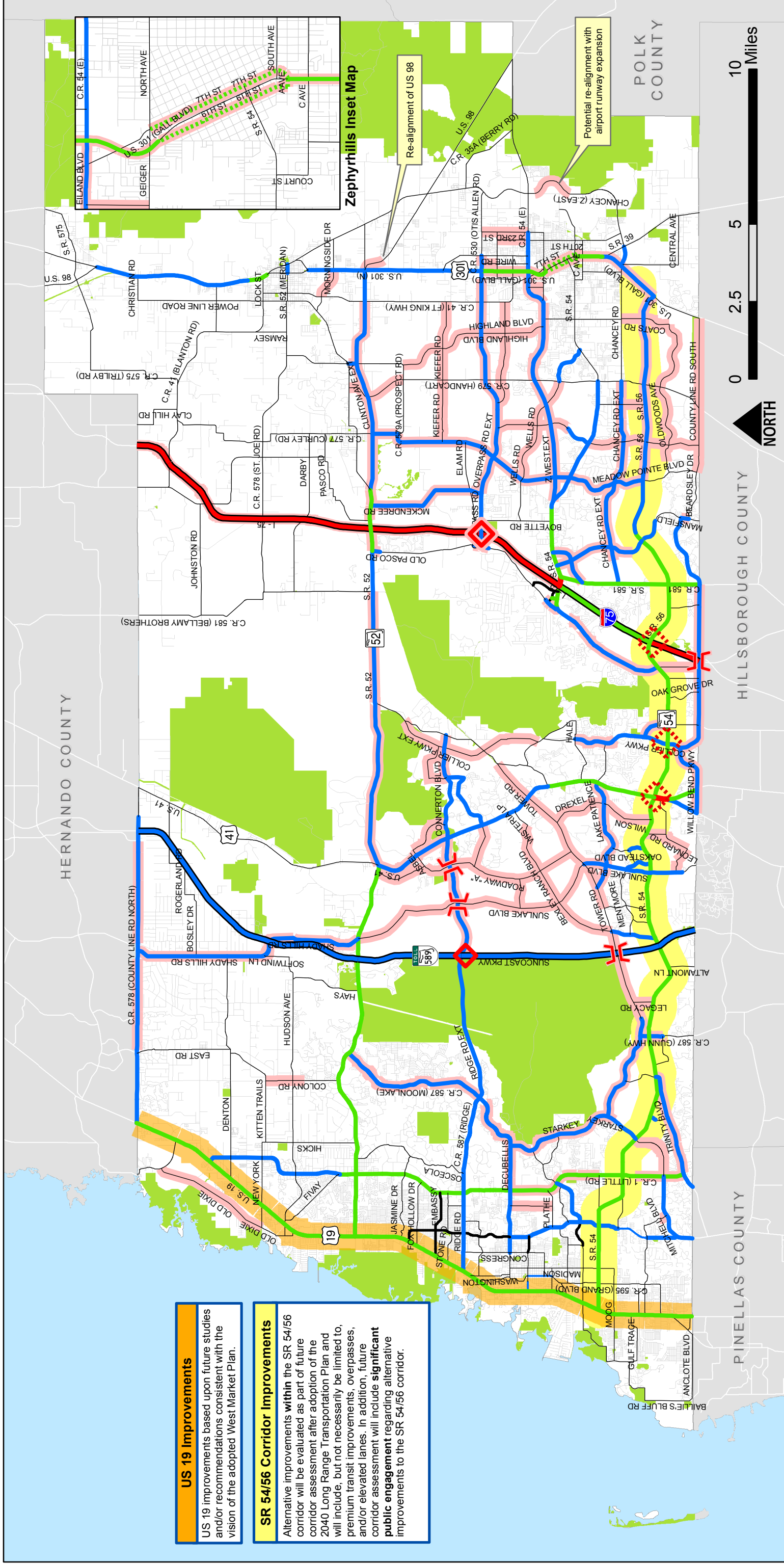
Pasco County MPO MOBILITY 2040 Long Range Transportation Plan

Board Adoption Report 2040 Cost Affordable Transportation Plan

Final Report

December 11, 2014

Map 2-3: 2040 Roadway Capacity Improvements and Number of Lanes (2020-2040)



US 19 Improvements
 US 19 improvements based upon future studies and/or recommendations consistent with the vision of the adopted West Market Plan.

SR 54/56 Corridor Improvements
 Alternative improvements within the SR 54/56 corridor will be evaluated as part of future corridor assessment after adoption of the 2040 Long Range Transportation Plan and will include, but not necessarily be limited to, premium transit improvements, overpasses, and/or elevated lanes. In addition, future corridor assessment will include **significant public engagement** regarding alternative improvements to the SR 54/56 corridor.

Legend

- 4 Lanes Undivided
- 4 Lanes Divided
- 4 Lane Freeway
- 6 Lanes Divided
- 6 Lane Freeway
- 2020-2040 Improvements

- Conservation/Parks/Public Lands
- US 19 Corridor Improvements
- SR 54/56 Corridor Improvements

- New Overpass
- New Interchange/Interchange Modification
- Partially funded Interchange (See table 2-1 for details)

- Notes:**
- Refer to Cost Affordable Plan (Table 2-1) for details on phasing.
 - Map reflects projects constructed by 2040.
 - All alignments are conceptual.
 - Any additional lanes for express toll lane corridors are in addition to the mapped number of lanes.

MOBILITY 2040
 Polk County MPO
 Transportation Plan



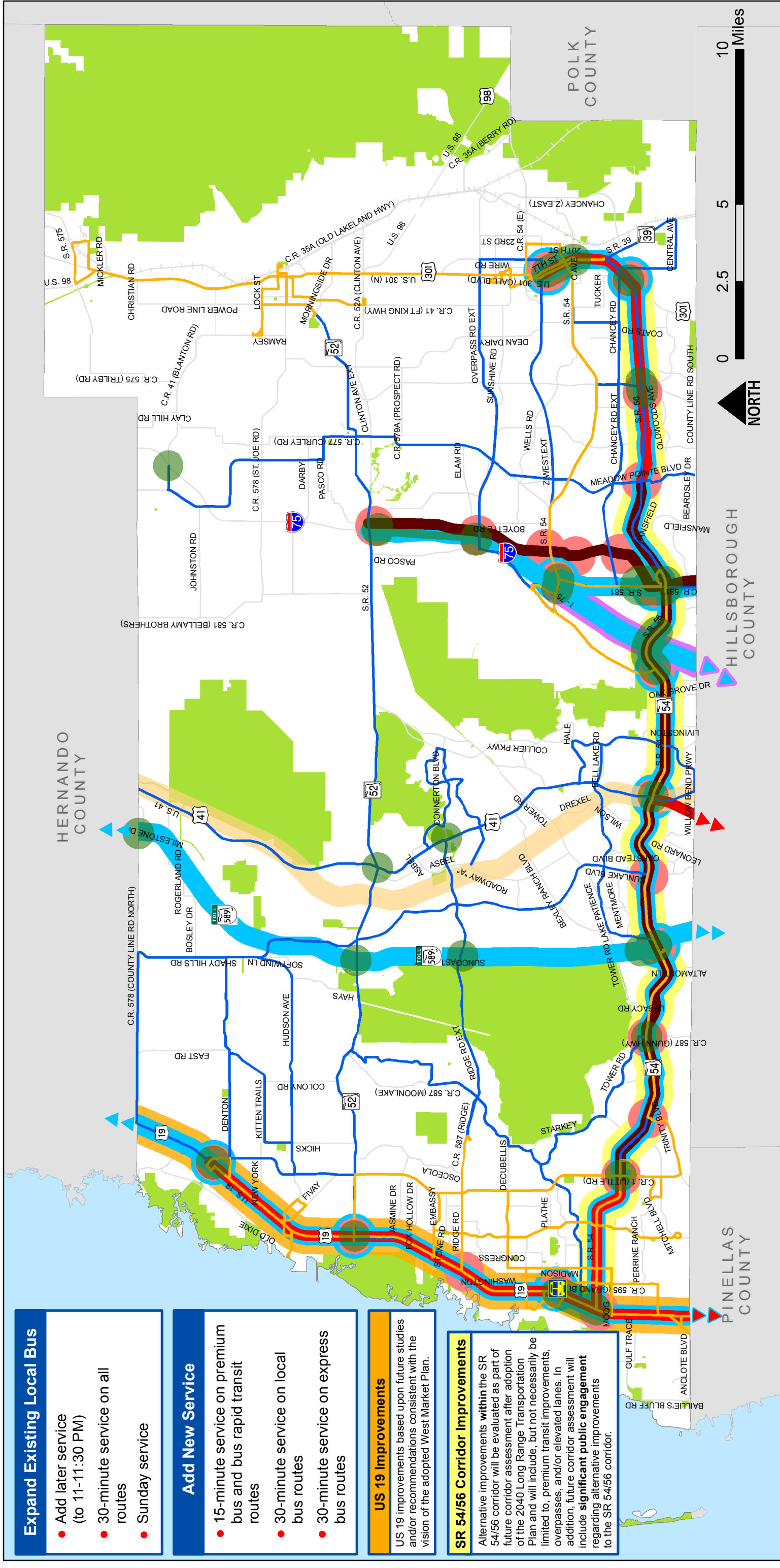
Table 2-1
Roadway Project Costs and Revenues (2020-2040), in Year of Expenditure

Project Number	On Street	From	To	Jurisdiction	2019 Lanes	2040 Lanes	Source	Timing	Design	Source	Timing	Right of Way	Source	Timing	Construction	Total Cost
SIS Roadways																
548	I-75	S.R. 52	HERNANDO CO	State	6F	8F	SIS	2020-2025	\$6,273,000	SIS	2026-2030		SIS	2026-2030	\$93,810,000	\$100,083,000
549	I-75	OVERPASS RD	OVERPASS RD	State	6F	8F	SIS	2026-2030	\$8,427,000	SIS	2026-2030		SIS	2031-2040	\$79,200,000	\$87,627,000
902	I-75	HILLSBOROUGH CL	S.R. 56	State		TBD	SIS	2026-2030	\$38,160,000							\$38,160,000
State Interchanges																
	I-75 and SR 56, West of C.R. 54 to West of Cypress Ridge Blvd.						CoMF	2026-2030	\$4,620,000	None	Unfunded	\$0	None	Unfunded	\$0	\$1,330,813
	I-75 and OVERPASS RD						None	Committed	\$0	CoGen	2020-2025	\$15,982,000	CoVOPH	2020-2025	\$5,034,816	
													CoMF	2020-2025	\$21,280,950	
										CoGen			CoVOPH	2020-2025	\$19,604,121	
													CoVOPH	2020-2025	\$3,255,154	
														Total		\$49,175,042
	US 41 and SR 54		Partial ROW only				SIS	Committed	\$0	CoMF	2031-2040	\$5,910,000	None	Unfunded	\$0	\$5,910,000
	SR 54 and COLLIER PKWY						SIS	2026-2030	\$22,055,000	SIS	2031-2040	\$37,400,000	None	Unfunded	\$0	\$59,455,000
State Roadways																
610	U.S. 301 (GALL BLVD)	6TH STREET	C.R. 530 EXT (KOSSIK RD)	State	4D	6D	OA	Committed	\$0	OA	2020-2025	\$35,220,874	OA	2020-2025	\$35,220,874	\$70,441,747
574	CLINTON AVE EXT	S.R. 52	C.R. 577 (CURLEY RD)	State	00	4D	OA	None	\$0	OA	2020-2025	\$8,451,114	OA	2026-2030	\$22,850,264	\$31,301,378
575	CLINTON AVE EXT	C.R. 577 (CURLEY RD)	PASADENA RD	State	2U	4D	CoGen	2026-2030	\$3,309,925	CoGen	2026-2030	\$16,549,621	CoGen	2026-2030	\$38,064,128	\$57,923,674
576	C.R. 52A (CLINTON AVE)	PASADENA RD	C.R. 41 (FT KING HWY)	State	2U	4D	CoGen	2026-2030	\$712,738	CoGen	2026-2030	\$3,563,688	CoGen	2026-2030	\$8,196,479	\$12,472,905
528	U.S. 41	RIDGE RD EXT	S.R. 52	State	4D	4D	OA	2026-2030	\$9,012,456	None	Committed	\$0	OA	2026-2030	\$40,965,699	\$49,978,154
613	U.S. 301 (GALL BLVD)	S.R. 39	S.R. 39	State	2U	4D	OA	2020-2025	\$6,385,722	OA	2031-2040	\$43,649,786	OA	2031-2040	\$43,649,786	\$93,685,295
612	U.S. 301 (GALL BLVD)	S.R. 39	A AVE	State	2U	6D	OA	2020-2025	\$2,938,494	OA	2031-2040	\$20,086,161	TMA	2031-2040	\$43,110,816	\$66,135,411
611	6TH ST/7TH ST (ONE WAY PAIR)	S.R. 39	NORTH AVE	State	20	30	CoGen	Committed	\$0	CoGen	Committed	\$0	OA	2031-2040	\$14,015,896	\$14,015,896
900	S.R. 52	OLD PASCO RD	I-75 SB RAMPS	State	4D	6D	TMA	2020-2025	\$55,820,900	TMA	2031-2040	\$3,815,654	TMA	2031-2040	\$3,815,654	\$8,189,517
573	S.R. 52	MCKENDREE RD	CLINTON AVE EXT	State	4D	4D	OA	2026-2030	\$4,216,352	CoGen	2026-2030	\$19,165,235	TMA	2026-2030	\$19,165,235	\$42,546,823
530	S.R. 52	U.S. 41	C.R. 581 (BELLAMY BROTHERS)	State	2U	4D	None	Committed	\$0	CoGen	2031-2040	\$23,963,606	CoGen	2031-2040	\$182,335,578	\$206,299,184
600	U.S. 98 REALIGNMENT	US 301	0.5 MILES EAST OF US 301	State	00	2U	OA	2031-2040	\$2,335,411	CoGen	2031-2040	\$10,615,509	TMA	2031-2040	\$10,615,509	\$23,566,428
SR 54/56 Corridor Improvements																
	S.R. 54/56		Corridor improvements to be determined										CoMF	2020-2025	\$27,798,745	
			Total does not include transit money set aside for this corridor										CoMF	2026-2030	\$34,990,701	
													CoMF	2031-2040	\$43,794,095	
													TMA	2031-2040	\$5,807,962	\$112,331,503
US 19 Corridor Improvements																
	U.S. 19		Corridor improvements to be determined													
			Total does not include transit money set aside for this corridor													
													TMA	2020-2025	\$27,150,000	
													TMA	2026-2030	\$3,800,000	
													CoGen	2031-2040	\$17,000,000	\$47,950,000
County Overpasses																
INCH 3	TOWER RD OVER SUNCOAST PKWY			County												\$8,115,800
INCH 1	HILLSBOROUGH CO. LINE RD OVER I-75			County												\$29,156,000
INCH 4	SUNLAKE RD OVER RIDGE RD			County												\$2,931,360
INCH 5	ASBEL RD OVER RIDGE RD			County												\$2,931,360

Roadway codes: 2U= 2 lanes undivided, 4D= 4 lanes divided, 6D= 6 lanes freeway, 6F=6 lanes freeway, 00=roadway not built or substandard

Funding Source Codes: OA= Other Arterial Funds, TMA = Transportation Management Area Funds, SIS = Federal Funds for Strategic Intermodal System Roadways, CoMF = County Mobility Fees, COVPH = County Village of Pasadena Hills Funds, CoGen = County General Transportation Funds, Dev = Developer funded

Map 2-4: Existing and 2040 Transit Services and Facilities



Expand Existing Local Bus

- Add later service (to 11-11:30 PM)
- 30-minute service on all routes
- Sunday service

Add New Service

- 15-minute service on premium bus and bus rapid transit routes
- 30-minute service on local bus routes
- 30-minute service on express bus routes

US 19 Improvements
 US 19 improvements based upon future studies and/or recommendations consistent with the vision of the adopted West Market Plan.

SR 54/56 Corridor Improvements
 Alternative improvements within the SR 54/56 corridor will be evaluated as part of future corridor assessment after adoption of the 2040 Long Range Transportation Plan and will include, but not necessarily be limited to, premium transit improvements, overpasses, and/or elevated lanes. In addition, future corridor assessment will include **significant public engagement** regarding alternative improvements to the SR 54/56 corridor.

Local/Express Bus

- Existing Local Bus
- Future Local Bus
- Future Express Bus

Premium Transit

- Premium Bus (mixed traffic)
- Bus Rapid Transit (add exclusive lanes)
- Express Bus in Express Lanes
- Fixed Guideway Transit/CSX Joint Use Corridor Study (Hillsborough County MPO)

Transit Access

- Intermodal Center*
- Park-and-Ride Vision Areas*
- Major Transit Stations/Stops*
- Major Transit Stations/Stops with Express Bus Service*

Premium Transit

- US 19 Premium Transit Corridor
- SR 54/56 Premium Transit Corridor

Transit Access

- Intermodal Center*
- Park-and-Ride Vision Areas*
- Major Transit Stations/Stops*
- Major Transit Stations/Stops with Express Bus Service*

Transit Access

- Intermodal Center*
- Park-and-Ride Vision Areas*
- Major Transit Stations/Stops*
- Major Transit Stations/Stops with Express Bus Service*

Transit Access

- Intermodal Center*
- Park-and-Ride Vision Areas*
- Major Transit Stations/Stops*
- Major Transit Stations/Stops with Express Bus Service*

Transit Access

- Intermodal Center*
- Park-and-Ride Vision Areas*
- Major Transit Stations/Stops*
- Major Transit Stations/Stops with Express Bus Service*

Transit Access

- Intermodal Center*
- Park-and-Ride Vision Areas*
- Major Transit Stations/Stops*
- Major Transit Stations/Stops with Express Bus Service*



MOBILITY 2040
 Pasco County MPO
 Transportation Plan

* Note: Locations are conceptual. Actual location will be determined based upon future studies and/or recommendations.

**Table 2-2
Cost Affordable Transit Plan (2020-2040)**

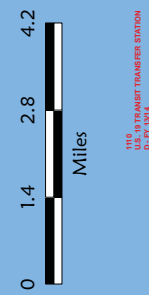
Project Description	Implementation Year	Capital Costs (Year of Expenditure)			Operating Cost (Year of Expenditure)	Total Cost (Year of Expenditure)
		Replacement Vehicles for Existing Services	Vehicle Purchases for New Services	Infrastructure		
Continue existing fixed-route service	Ongoing	\$35,305,081	\$0	\$0	\$141,398,721	\$176,703,802
Continue existing paratransit service (ADA & TD)	Ongoing	\$2,683,910	\$0	\$0	\$73,317,525	\$76,001,435
Support vehicles	Ongoing	\$341,814	\$0	\$0	\$0	\$341,814
Implement 60-minute frequency and Saturday service on Route 54	2015	\$0	\$2,801,429	\$0	\$21,888,831	\$24,690,260
Wesley Chapel/USF Express (500X)	2015	\$0	\$0	\$0	\$48,708,673	\$48,708,673
Expand hours of service on all routes (3 hrs @ night)	2025	\$0	\$0	\$0	\$22,625,895	\$22,625,895
Increase frequency to 30 minutes on existing routes	2025	\$0	\$28,200,754	\$0	\$86,121,761	\$114,322,515
Add Sunday service on existing routes	2025	\$0	\$0	\$0	\$21,185,072	\$21,185,072
US 19 15-minute premium transit	2036	\$0	\$11,739,723	\$100,000,000	\$32,325,497	\$144,065,220
Land O' Lakes circulator (roundtrip)	2031	\$0	\$1,892,930	\$0	\$18,276,906	\$20,169,836
US 41 local service	2031	\$0	\$3,785,861	\$0	\$36,553,815	\$40,339,676
SR 52 cross county connector	2031	\$0	\$5,678,791	\$0	\$54,830,721	\$60,509,512
SR 54 cross county express	2031	\$0	\$4,416,838	\$0	\$42,646,118	\$47,062,956
Chancey Road local service	2039	\$0	\$4,795,815	\$0	\$8,044,394	\$12,840,209
Trouble Creek/River Crossing local service	2039	\$0	\$2,397,908	\$0	\$4,022,196	\$6,420,104
Land O' Lakes/Hudson connector	2039	\$0	\$6,394,420	\$0	\$10,725,858	\$17,120,278
Hudson area circulator (roundtrip)	2038	\$0	\$3,104,088	\$0	\$7,947,416	\$11,051,504
Zephyrhills to Wesley Chapel local service	2039	\$0	\$2,397,908	\$0	\$4,022,196	\$6,420,104
Blanton/Wiregrass park-and-ride local service	2039	\$0	\$3,996,513	\$0	\$6,703,662	\$10,700,175
Zephyrhills to Cypress Creek local service	2039	\$0	\$3,996,513	\$0	\$6,703,662	\$10,700,175
Zephyrhills to Bruce B. Downs Blvd local service	2039	\$0	\$3,197,210	\$0	\$5,362,929	\$8,560,139
Ridge Road connector local service	2038	\$0	\$2,328,066	\$0	\$5,960,562	\$8,288,628
Moon Lake connector	2016	\$0	\$2,801,429	\$0	\$18,826,050	\$21,627,479
Spring Hill connector limited express	2016	\$0	\$1,442,736	\$0	\$9,413,008	\$10,855,744
Wiregrass circulator	2031	\$0	\$1,892,930	\$0	\$18,276,906	\$20,169,836
SR 54 15-minute premium transit	2030	\$0	\$20,646,850	\$479,178,714	\$139,091,229	\$638,916,793
Suncoast express	2031	\$0	\$2,523,907	\$0	\$24,369,212	\$26,893,119
US 19 express (PHSC to Tarpon Mall)	2031	\$0	\$2,523,907	\$0	\$24,369,212	\$26,893,119
St. Leo--Dade City connector	2031	\$0	\$1,261,954	\$0	\$12,184,603	\$13,446,557
Starkey connector	2031	\$0	\$630,977	\$0	\$6,092,303	\$6,723,280
Connerton circulator	2031	\$0	\$1,261,954	\$0	\$12,184,603	\$13,446,557
Bruce B. Downs/Wesley Chapel BRT	2038	\$0	\$8,718,271	\$110,976,000	\$34,769,838	\$154,464,109
Regional express on I-75	2031	\$0	\$1,892,930	\$0	\$14,215,375	\$16,108,305
Paratransit (ADA) service for new local routes	2020-2040	\$0	\$1,874,430	\$0	\$4,548,848	\$6,423,278
Other capital infrastructure	2020-2040	-	-	\$5,359,871	-	\$5,359,871
Additional bus stop infrastructure (new routes)	2020-2040	-	-	\$3,400,000	-	\$3,400,000
Urban park-and-rides (includes land)	2020-2040	-	-	\$22,562,117	-	\$22,562,117
Remote/rural park-and-rides	2020-2040	-	-	\$4,953,517	-	\$4,953,517
Total		\$38,330,805	\$138,597,042	\$726,430,219	\$977,713,597	\$1,881,071,663

- Notes:
1. Transit improvements are funded by a mixture of local, state, and federal revenue sources. Fare revenues are only used to cover operating expenses.
 2. Local sources for operating include local general revenues as matching funds for Federal Section 5307, 5311, and FDOT Block Grants, and Tax Increment Financing (TIF) funds.
 3. For Capital, local sources include TIF, Mobility Fee, and Penny for Pasco funds.
 4. State sources for operating include FDOT Block Grant, Urban Corridor, and Service Development Grants while no state funds are assumed for transit capital projects.
 5. Federal Section 5307 and 5311 are assumed for funding both operating and capital improvements.
 6. Table below shows the distribution of various sources of transit funding for the L RTP transit improvements.
 7. For the purposes of this plan, it is assumed that the Charter County Surtax does not leverage additional Federal transit funding. This will likely change once the surtax is approved by referendum and is available to pursue additional Federal funding.

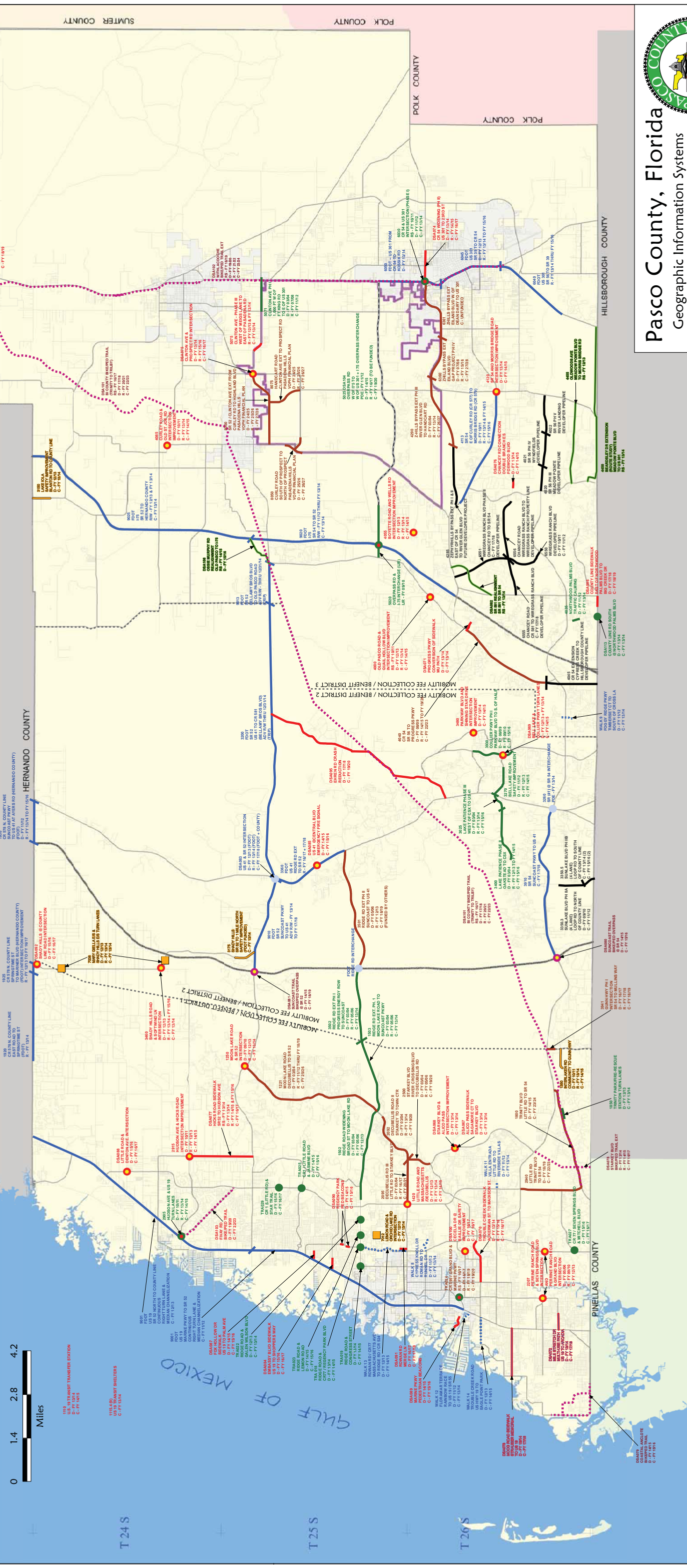
Funding Source	Operating	Capital	Overall
Local	22%	3%	16%
State	4%	0%	3%
Federal	1%	9%	3%
Fares	16%	0%	11%
Paratransit	6%	0%	4%
Local - Charter County Surtax	52%	88%	64%
Total	100%	100%	100%

R 15 E R 16 E R 17 E R 18 E R 19 E R 20 E R 21 E R 22 E

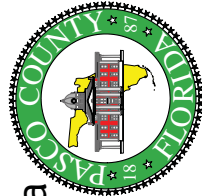
TRANSPORTATION CAPITAL IMPROVEMENT PROJECTS 2014 - 2028



US 19 TRANSPORTATION STATION



- PENNY FOR PASCO PROJECTS
- PIPELINE (DEVELOPER) PROJECTS (Per Development Agreements)
- PROJECTS SCHEDULED FOR CONSTRUCTION IN 5 YR CIP
- FDOT/PENNY FOR PASCO PROJECTS
- TRANSPORTATION IMPROVEMENTS (STATE FUNDED)
- MOBILITY FEE COLLECTION / BENEFIT DISTRICT
- CONCEPTUAL ALIGNMENT PENDING PD&E
- COUNTY ROUTE STUDY - DEVELOPER TO DESIGN/CONSTRUCT
- FDOT FUNDED SIDEWALK PROJECT
- FDOT PROJECTS (Shown for Informational Purposes Only)
- LONG RANGE PROJECTS (Construction Outside 5 Year CIP - Dates Tentative)
- PENNY FOR PASCO BIKE/PEDESTRIAN TRAILS
- FDOT
- PASCO COUNTY CIP INTERSECTION IMPROVEMENTS
- PENNY FOR PASCO INTERSECTION IMPROVEMENTS
- BIKE/PEDESTRIAN OVERPASS
- SIGNALIZATION PROJECTS
- TRANSPORTATION IMPROVEMENTS (STATE FUNDED)
- PASADENA HILLS BOUNDARY



Pasco County, Florida

Geographic Information Systems
(G.I.S.)
Engineering Services
Survey Department

Title: **Pasco County Transportation Capital Improvement Projects 2014 - 2028**

Created Date: 12/3/2013
Created By: AIKHUORIA
Updated: _____
Checked By: DB/DR

This map is for informational purposes only. The data is not intended for use without the supervision of or approval by a licensed surveyor. It is not intended for any legal use. The data does not meet the minimum technical standards under the Florida Administrative Code 61G17-6. The Pasco County Board of County Commissioners hereby disclaims any liability for errors or omissions of any kind contained in the data herein. All products and derivations from the data contained herein must retain this disclaimer.



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Web Application

Office of Work Program and Budget Lisa Saliba - Director

Five Year Work Program

Selection Criteria	
All in State 6 YEAR HISTORY Item Number:416564-1	2008-2013 AD (Updated: 3/6/2014-00:46:48)

[Display current records in a Report Style](#)
[Display current records in an Excel Document](#)

Project Summary						
Transportation System: NON-INTRASTATE STATE HIGHWAY			District 07 - Pasco County			
Description: US 301 (GALL BLVD) FROM SR 56 (PROPOSED) TO SR39/PAUL BUCHMAN HWY						
Type of Work: PD&E/EMO STUDY			View Scheduled Activities			
Item Number: 416564-1						
Length: 1.744			View Map of Item			
Project Detail						
Fiscal Year:	2008	2009	2010	2011	2012	2013
Highways/PD & E						
Amount:				\$32,746		\$553,192

This site is maintained by the Office of Work Program and Budget, located at 605 Suwannee Street, MS 21, Tallahassee, Florida 32399. For additional information please e-mail questions or comments to:

(Lisa Saliba: Lisa.Saliba@dot.state.fl.us or call 850-414-4622)

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```

                                FDOT- Work Program Administration
                                Item Segment Phase
                                03-04-2014
                                15:33:36
Requested Version: G1 Include Candidates: N (Y/N) MORE: +
Item/Segment: 416564 1 Status: 010 PRE-CONST.UNDERWAY Old Item Nbr:
Desc: US 301 (GALL BLVD) FROM SR 56 (PROPOSED) TO SR39/PAUL BUCHMAN HWY
Trans System: 05 NON-INTRASTATE STATE HIGHWAY Man Dist: 07 Box Item: N
Begin Search At Phase: _ _ FP Seq: _ _ Project Total: 652,030

```

Ver	Phase	Seq	Year	Fund	Pgm	PDC	Total	All	Dstr	Bud	Apr	St
						Amount	Amount	Typ	Typ/Area	Dist	Cat	
AD	2	C	01	2011	DS_	00	32,746	1		07		5
	2	1	01	2013	DIH_	00	3,259	1		07		5
	2	2	01	2013	SL_	00	549,933	1		07	M231	4
	2	9	01	2012	DIOH	00	28	1		07		4
			2013	DIOH	00	1,781	1,781	1		07		4
			2013	DIOH	00	33,766	33,766	1	G OH	07		5
			2014	DIOH	00	271	271	1		07		4
			2014	DIOH	00	30,246	30,246	1	G OH	07		4

AAA250-I: Successfully displayed.
 F1=Help F3=Exit F7=Bkwd F8=Frwd F15=Logoff



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Web Application

Office of Work Program and Budget Lisa Saliba - Director

Five Year Work Program

Selection Criteria	
District 07 (Updated: 1/19/2014-19:15:01) Item Number:256422-2	2014-2018 AD Pasco County

Transportation System Description	District	Length	Type of Work		Item	
			2014	2015	2016	2017
INTRASTATE STATE HIGHWAY	District 07 - Pasco County	2.623			ADD LANES & RECONSTRUCT	256422-2
US 301 (SR 41/GALL) FROM SR 39 TO S OF CR 54						
	Highways /Preliminary Engineering	\$10,708				
	Highways /Right of Way	\$1,243,900	\$16,733,792	\$7,250,908		

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Web Application

Office of Work Program and Budget Lisa Saliba - Director

Five Year Work Program

Selection Criteria	
District 07 (Updated: 1/19/2014-19:15:01) Item Number:408075-2	2014-2018 AD Pasco County

Transportation System Description	District	Length		Type of Work	Item	
		Fiscal Year:	2014		2015	2017
INTRASTATE STATE HIGHWAY	District 07 - Pasco County		2.027	ADD LANES & RECONSTRUCT	408075-2	
US 301 (SR 39) FM S OF CR 54/EILAND BLVD TO N OF KOSSIK RD						
	Highways /Preliminary Engineering		\$3,355,662			

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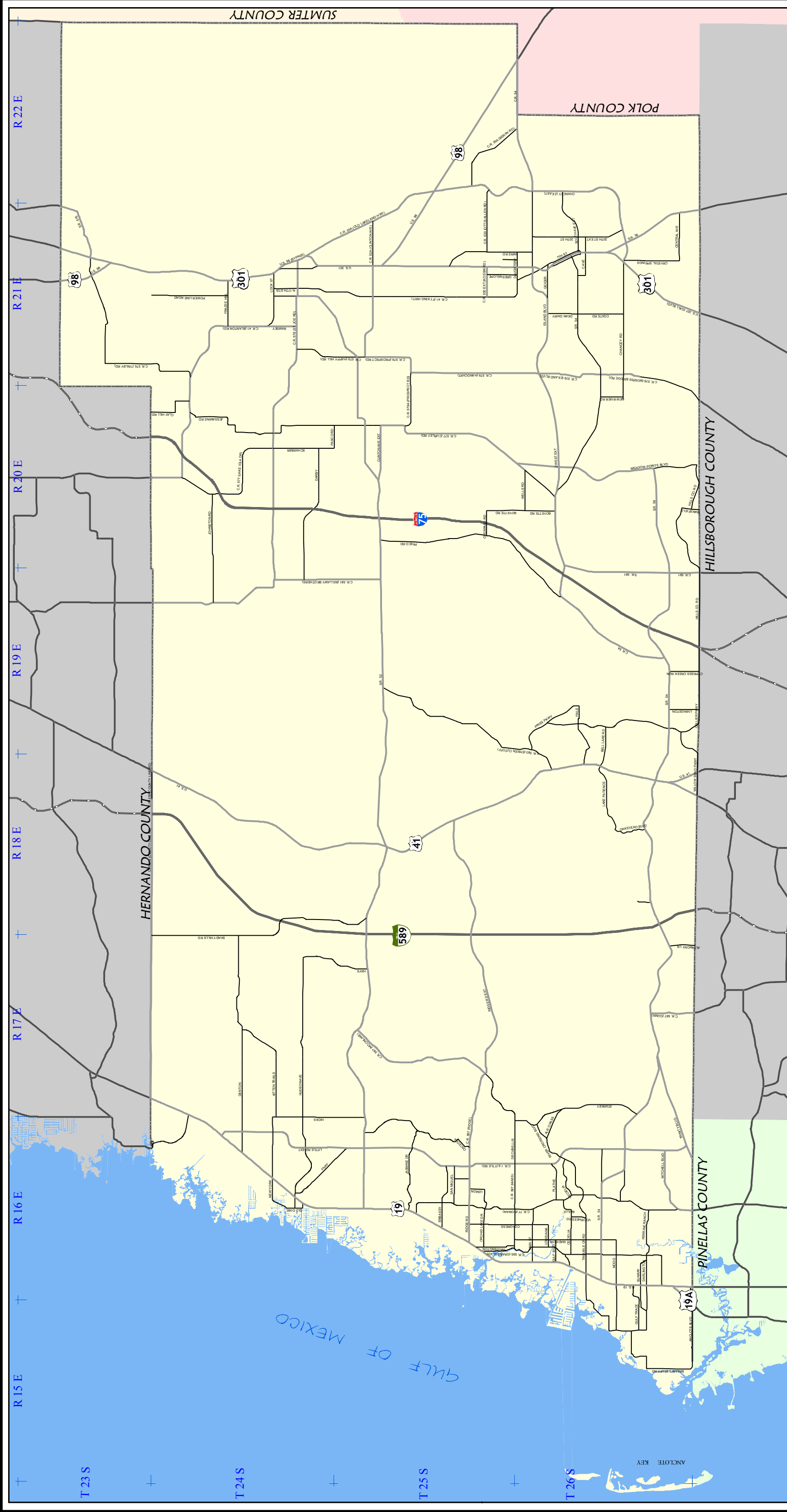
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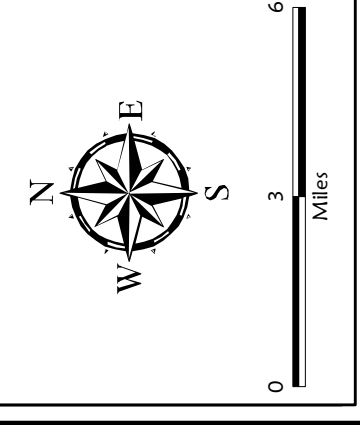
Florida Department of Transportation
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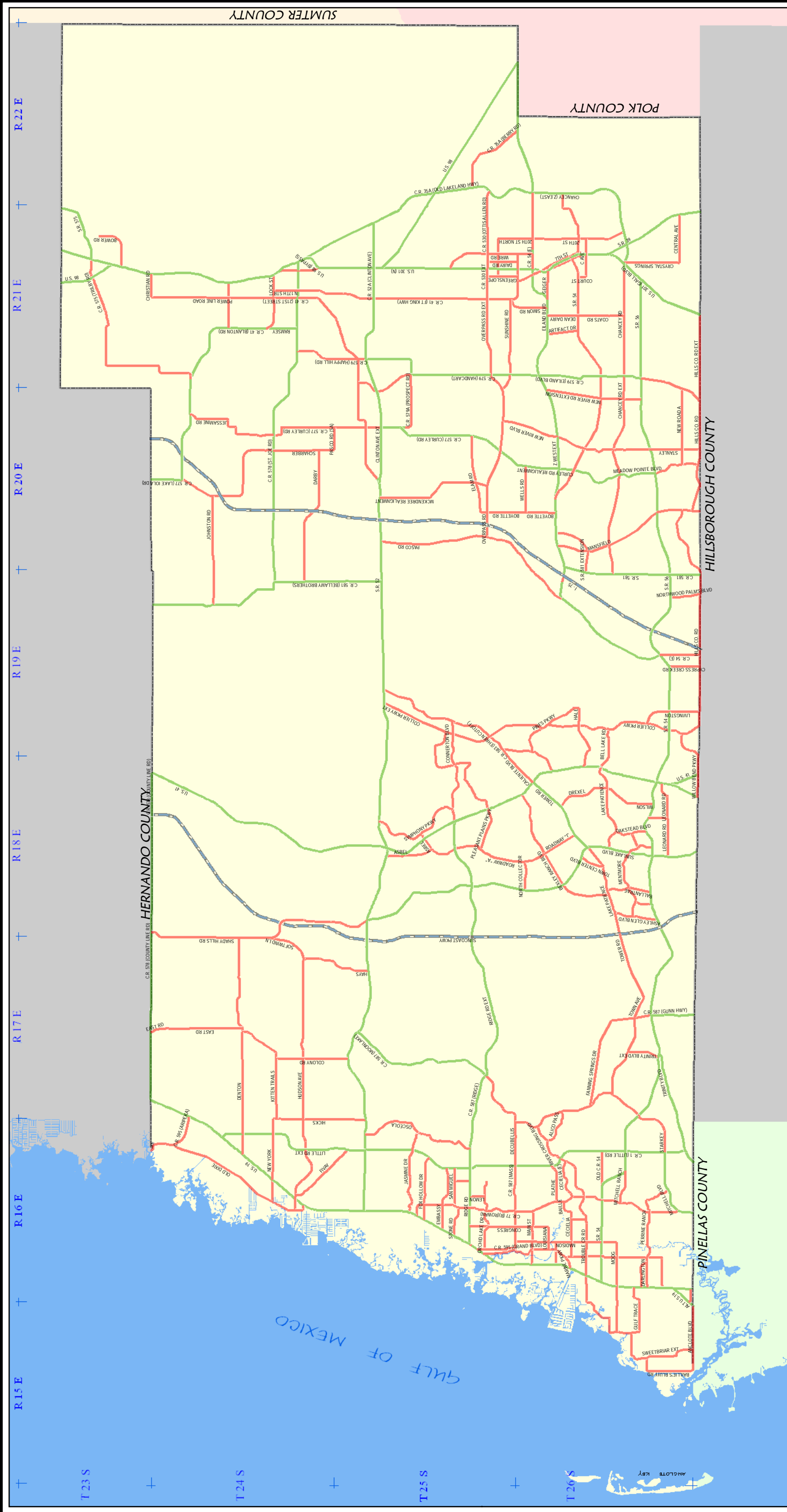


FUNCTIONAL CLASSIFICATION

-  ARTERIAL
-  COLLECTOR
-  FREEWAY

Note: Additional roads or intersections not shown on the map shall be considered "committed" if construction is scheduled to commence within the first three fiscal years of the County's most recently adopted Capital Improvements Element or construction is committed to commence within three years through an enforceable development agreement. Roads or intersections that are shown on the map, but that are no longer scheduled to commence within the first three fiscal years of the County's most recently adopted Capital Improvements Element, or that are no longer committed to commence within three years pursuant to an enforceable development agreement, shall not be considered "committed".







REVISIONS :

DATE	ORDINANCE #	DATE	ORDINANCE #
11/25/08	// 08-49		
01/12/10	// 10-01		


FUNCTIONAL CLASSIFICATION



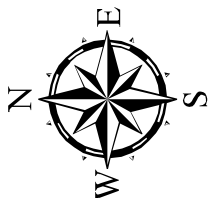
COLLECTOR

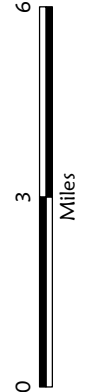


ARTERIAL

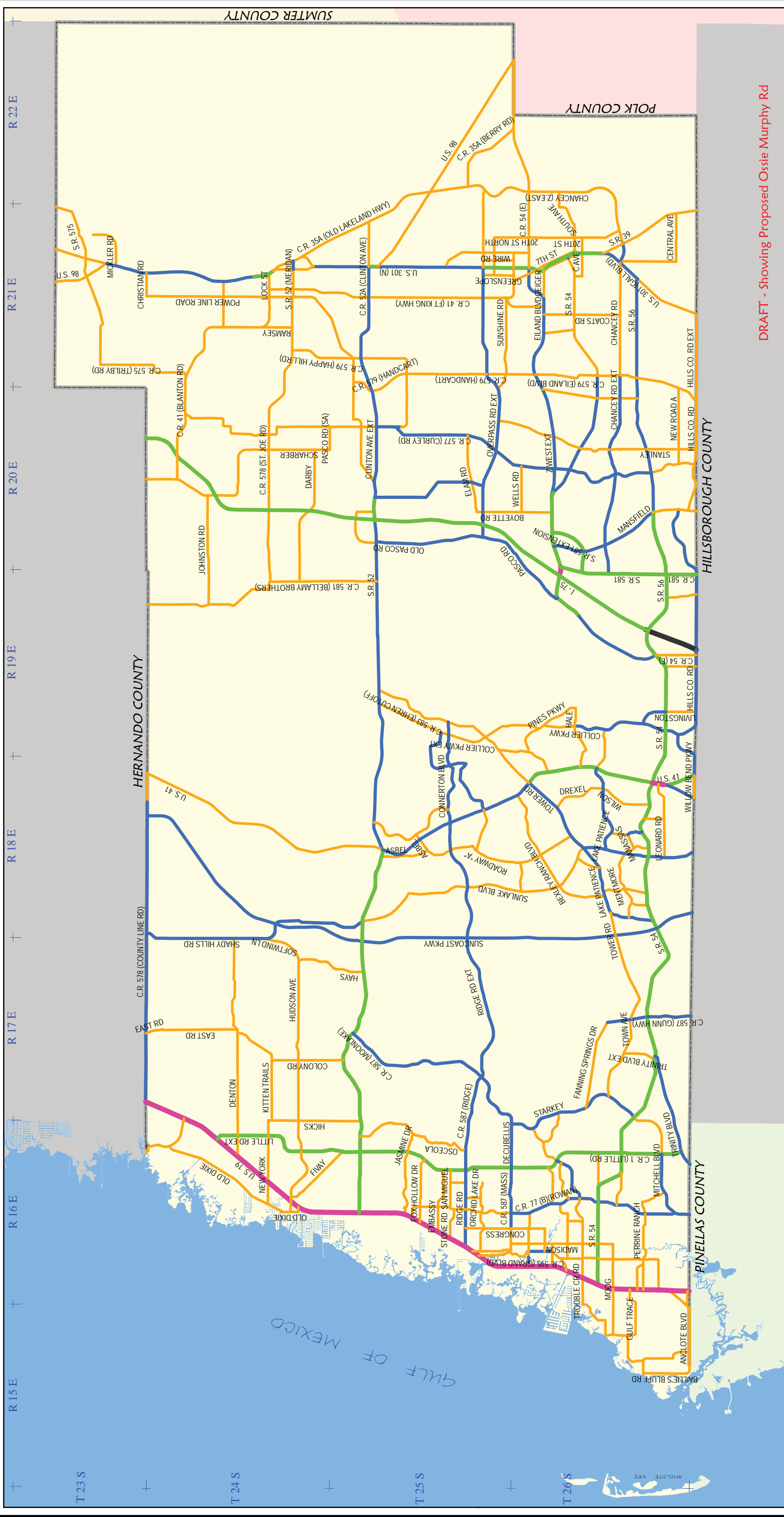


INTERSTATE





Miles

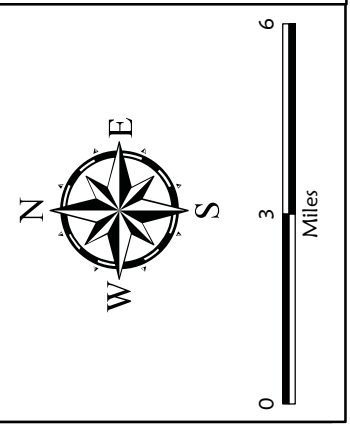


DRAFT - Showing Proposed Ossie Murphy Rd

THE COMPREHENSIVE PLAN
OF UNINCORPORATED
PASCO COUNTY



MAP 7 - 22
FUTURE NUMBER
OF LANES (2035)
Pasco GIS | 02.28.13 | JMH



NUMBER OF LANES



APPENDIX C

Traffic Data Collection

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FI 33607-1462

US 301
 North of Tucker Rd

Station ID: 1
 Site Code: ADR 20
 Latitude: 28' 12.963 North
 Longitude: 82' 10.800 West
US 301 NORTH OF TUCKER RD

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/07/1																
3	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
00:15	1	10	2	0	0	1	0	0	0	0	0	0	0	0	0	14
00:30	0	8	2	0	1	0	0	0	0	0	0	0	0	0	0	11
00:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
1	35	6	0	1	1	0	0	0	0	0	0	0	0	0	0	44
01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:15	0	4	2	0	0	1	0	0	0	0	0	0	0	0	0	7
01:30	1	6	1	0	0	1	0	0	0	0	0	0	0	0	0	9
01:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
1	21	4	0	0	2	0	0	0	0	0	0	0	0	0	0	28
02:00	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
02:45	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
1	9	2	0	0	0	1	0	0	1	0	0	0	0	0	0	14
03:00	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	4
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	3
03:45	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
1	14	1	0	0	1	0	1	0	0	0	0	0	0	0	0	18
04:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
04:15	1	4	3	0	0	1	0	0	0	0	0	0	0	0	0	9
04:30	1	6	4	0	0	1	0	0	1	0	0	0	0	0	0	13
04:45	1	4	2	0	0	0	0	0	0	0	0	0	0	0	0	7
3	20	12	0	0	2	0	0	0	1	0	0	0	0	0	0	38
05:00	0	8	3	0	0	0	0	0	1	0	0	0	0	0	0	12
05:15	0	7	2	0	0	1	0	0	0	0	0	0	0	0	0	10
05:30	2	10	2	0	0	0	0	1	0	0	0	0	0	1	0	16
05:45	1	15	5	0	0	0	0	1	0	0	0	0	0	0	0	22
3	40	12	0	0	1	0	2	1	0	0	0	0	0	1	0	60
06:00	2	22	4	0	1	1	0	1	0	0	0	0	0	0	0	31
06:15	0	10	6	0	1	1	0	0	1	0	0	0	0	0	0	19
06:30	0	20	8	0	0	0	0	3	0	0	0	0	0	0	0	31
06:45	1	20	8	1	0	1	0	4	0	0	0	0	0	0	0	35
3	72	26	1	2	3	0	8	1	0	0	0	0	0	0	0	116
07:00	2	26	7	2	0	3	0	3	0	0	0	0	0	0	0	43
07:15	0	33	9	0	1	2	1	3	0	0	0	0	0	0	0	49
07:30	0	40	7	0	2	0	0	6	0	0	0	0	0	0	0	55
07:45	1	59	16	0	1	1	0	3	0	0	0	0	0	0	0	81
3	158	39	2	4	6	1	15	0	0	0	0	0	0	0	0	228
08:00	0	46	12	1	1	1	0	2	0	0	0	0	0	0	0	63
08:15	3	36	13	1	2	0	0	1	0	0	0	0	0	0	0	56
08:30	1	38	13	0	2	0	0	3	0	0	0	0	0	0	0	57
08:45	0	50	16	0	2	2	1	0	1	0	0	0	0	0	0	72
4	170	54	2	7	3	1	6	1	0	0	0	0	0	0	0	248
09:00	1	44	11	0	1	2	0	2	0	2	0	0	0	0	0	63
09:15	2	40	16	0	0	2	0	1	1	1	0	0	0	0	0	63
09:30	1	46	15	0	1	2	0	1	0	1	0	0	0	0	0	67
09:45	0	45	11	0	1	1	1	1	0	0	0	0	0	0	0	60
4	175	53	0	3	7	1	5	1	4	0	0	0	0	0	0	253
10:00	0	46	9	0	2	4	0	4	0	1	0	0	0	0	0	66
10:15	3	42	10	0	1	1	0	2	0	0	0	0	0	0	0	59
10:30	3	51	11	1	1	2	2	3	0	0	0	0	0	0	0	74
10:45	1	39	8	0	2	0	0	2	0	0	0	0	0	0	0	52
7	178	38	1	6	7	2	11	0	1	0	0	0	0	0	0	251
11:00	2	40	10	0	1	5	1	3	0	0	0	0	0	0	0	62
11:15	3	52	9	1	1	1	0	0	0	1	0	0	0	0	0	68
11:30	2	60	17	1	1	0	1	0	0	0	0	0	0	0	0	82
11:45	2	49	19	0	2	2	0	0	0	0	0	0	0	0	0	74
9	201	55	2	5	8	2	3	0	1	0	0	0	0	0	0	286
Total	40	1093	302	8	28	42	7	51	6	6	0	0	0	1	0	1584
Percent	2.5%	69.0%	19.1%	0.5%	1.8%	2.7%	0.4%	3.2%	0.4%	0.4%	0.0%	0.0%	0.0%	0.1%	0.0%	

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FI 33607-1462

US 301
 North of Tucker Rd

Station ID: 1
 Site Code: ADR 20
 Latitude: 28' 12.963 North
 Longitude: 82' 10.800 West
US 301 NORTH OF TUCKER RD

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	2	45	17	0	1	0	0	3	1	0	0	0	0	0	0	69
12:15	1	46	7	1	1	2	0	1	0	0	0	0	0	0	0	59
12:30	1	48	13	1	3	0	0	4	0	0	0	0	0	1	0	71
12:45	1	51	14	0	3	1	0	1	0	0	0	0	0	0	0	71
	5	190	51	2	8	3	0	9	1	0	0	0	0	1	0	270
13:00	0	47	15	0	0	1	1	1	1	0	0	0	0	0	0	66
13:15	1	47	10	1	1	1	1	4	0	0	0	0	0	0	0	66
13:30	1	58	9	0	0	0	0	2	0	1	0	0	0	0	0	71
13:45	3	51	12	1	2	4	1	2	0	0	0	0	0	0	0	76
	5	203	46	2	3	6	3	9	1	1	0	0	0	0	0	279
14:00	3	50	18	0	1	2	0	1	0	1	0	0	0	0	0	76
14:15	0	47	15	2	3	1	0	4	0	0	0	0	0	0	0	72
14:30	1	52	13	3	0	3	0	3	3	0	0	0	0	0	0	78
14:45	2	41	19	0	2	2	0	1	0	0	0	0	0	0	0	67
	6	190	65	5	6	8	0	9	3	1	0	0	0	0	0	293
15:00	0	50	14	1	1	2	1	2	0	0	0	0	0	0	0	71
15:15	1	50	21	0	2	0	1	1	0	0	0	0	0	1	0	77
15:30	4	57	16	1	0	1	0	2	0	0	0	0	0	0	0	81
15:45	2	74	25	1	0	0	2	3	0	0	0	0	0	0	0	107
	7	231	76	3	3	3	4	8	0	0	0	0	0	1	0	336
16:00	1	77	25	1	5	0	0	6	0	0	0	0	0	0	0	115
16:15	4	83	20	2	3	2	1	2	1	0	0	0	0	0	0	118
16:30	3	83	24	0	0	1	0	4	1	0	0	0	0	0	0	116
16:45	0	69	24	1	3	0	0	3	1	0	0	0	0	0	0	101
	8	312	93	4	11	3	1	15	3	0	0	0	0	0	0	450
17:00	1	98	27	1	4	2	0	3	0	0	0	0	0	0	0	136
17:15	0	102	33	0	0	0	0	6	1	0	0	0	0	0	0	142
17:30	5	115	34	0	4	1	0	4	0	0	0	0	0	0	0	163
17:45	2	91	36	2	0	3	1	5	0	0	0	0	0	0	0	140
	8	406	130	3	8	6	1	18	1	0	0	0	0	0	0	581
18:00	6	94	20	1	1	1	2	2	0	0	0	0	0	0	0	127
18:15	2	97	18	0	3	1	1	2	0	0	0	0	1	0	0	125
18:30	1	62	13	2	2	0	0	3	1	0	0	0	0	0	0	84
18:45	2	66	15	0	0	5	1	1	0	0	0	0	0	0	0	90
	11	319	66	3	6	7	4	8	1	0	0	0	1	0	0	426
19:00	1	59	17	1	0	0	0	1	0	0	0	0	0	0	0	79
19:15	1	45	11	1	0	0	0	1	0	0	0	0	0	0	0	59
19:30	1	42	9	0	0	0	0	1	0	0	0	0	0	0	0	53
19:45	0	35	6	0	0	0	1	2	0	0	0	0	0	0	0	44
	3	181	43	2	0	0	1	5	0	0	0	0	0	0	0	235
20:00	1	29	9	0	0	0	0	1	0	0	0	0	0	0	0	40
20:15	0	34	7	0	0	1	0	0	0	0	0	0	0	0	0	42
20:30	1	29	9	0	1	1	1	0	0	0	1	0	0	0	0	43
20:45	0	34	2	0	0	0	0	1	0	0	0	0	0	0	0	37
	2	126	27	0	1	2	1	2	0	0	1	0	0	0	0	162
21:00	0	32	1	0	0	2	0	0	0	0	0	0	0	0	0	35
21:15	0	30	7	0	0	0	0	0	0	0	0	0	0	0	0	37
21:30	0	30	9	0	0	1	0	0	0	0	0	0	0	0	0	40
21:45	0	23	7	0	0	0	0	0	0	0	0	0	0	0	0	30
	0	115	24	0	0	3	0	0	0	0	0	0	0	0	0	142
22:00	2	16	2	0	0	0	0	0	0	0	0	0	0	0	0	20
22:15	0	20	2	0	0	1	0	0	0	0	0	0	0	0	0	23
22:30	0	30	3	0	0	0	0	0	0	0	0	0	0	0	0	33
22:45	0	19	3	0	0	0	0	0	0	0	0	0	0	0	0	22
	2	85	10	0	0	1	0	0	0	0	0	0	0	0	0	98
23:00	0	13	2	0	1	0	0	0	0	0	0	0	0	0	0	16
23:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
23:30	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
23:45	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
	0	46	8	0	1	0	0	0	0	0	0	0	0	0	0	55
Total	57	2404	639	24	47	42	15	83	10	2	1	0	1	2	0	3327
Percent	1.7%	72.3%	19.2%	0.7%	1.4%	1.3%	0.5%	2.5%	0.3%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	

URS Corporation
7650 W. Courtney Campbell Cswy
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US 301
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Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/08/1																
3	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
00:15	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
00:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
00:45	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
	0	35	6	0	0	0	0	0	0	0	0	0	0	0	0	41
01:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
01:15	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
01:30	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
01:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	0	31	8	0	0	0	0	0	0	0	0	0	0	0	0	39
02:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5
02:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
02:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	18	2	0	1	0	0	0	0	0	0	0	0	0	0	21
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	3	1	0	0	0	0	1	0	0	0	0	0	0	0	5
03:45	1	4	1	0	0	1	0	0	0	0	0	0	0	0	0	7
	1	14	3	0	0	1	0	1	0	0	0	0	0	0	0	20
04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
04:15	0	4	2	0	0	0	0	1	0	0	0	0	0	0	0	7
04:30	0	3	2	0	1	1	0	0	0	0	0	0	0	0	0	7
04:45	0	2	2	0	0	0	0	2	0	0	0	0	0	0	0	4
	0	13	7	0	1	1	0	1	0	0	0	0	0	0	0	23
05:00	0	6	2	0	0	2	0	2	0	0	0	0	0	0	0	12
05:15	0	12	3	0	1	0	0	0	0	0	0	0	0	0	0	16
05:30	1	12	4	0	0	0	0	3	0	0	0	0	0	0	0	20
05:45	0	10	7	0	1	1	0	0	0	0	0	0	0	0	0	19
	1	40	16	0	2	3	0	5	0	0	0	0	0	0	0	67
06:00	1	17	4	0	1	0	0	0	0	1	0	0	0	0	0	24
06:15	0	15	4	0	0	0	0	3	0	0	0	0	0	0	0	22
06:30	1	24	10	0	1	0	1	2	1	0	0	0	0	0	0	40
06:45	0	28	8	2	0	0	1	1	0	0	0	0	0	0	0	40
	2	84	26	2	2	0	2	6	1	1	0	0	0	0	0	126
07:00	0	25	4	3	2	1	0	1	0	0	0	0	1	0	0	37
07:15	1	38	8	0	0	2	3	3	0	0	0	0	0	0	0	55
07:30	0	51	9	0	2	0	1	4	1	0	0	0	0	0	0	68
07:45	0	57	11	2	0	1	0	4	0	0	0	0	0	0	0	75
	1	171	32	5	4	4	4	12	1	0	0	0	1	0	0	235
08:00	0	40	15	0	2	0	1	2	0	0	0	0	0	0	0	60
08:15	0	45	7	1	0	2	0	3	0	0	0	0	0	0	0	58
08:30	1	38	13	2	1	0	0	0	0	1	0	0	0	0	0	56
08:45	1	44	8	1	2	0	0	1	0	0	0	0	0	0	0	57
	2	167	43	4	5	2	1	6	0	1	0	0	0	0	0	231
09:00	0	41	13	0	0	1	1	2	1	0	0	0	0	0	0	59
09:15	3	48	19	0	3	1	0	2	0	0	0	0	0	0	0	76
09:30	0	56	14	0	2	0	0	2	0	0	0	0	0	0	0	74
09:45	1	38	6	0	3	0	1	2	0	0	0	0	0	0	0	51
	4	183	52	0	8	2	2	8	1	0	0	0	0	0	0	260
10:00	1	47	11	0	1	1	0	0	0	0	0	0	0	0	0	61
10:15	5	38	9	0	1	4	0	0	0	0	0	0	0	0	0	57
10:30	0	40	11	1	2	0	0	2	1	0	0	0	0	0	0	57
10:45	2	41	9	0	1	0	1	2	0	1	0	0	0	0	0	57
	8	166	40	1	5	5	1	4	1	1	0	0	0	0	0	232
11:00	1	34	16	1	0	0	1	1	0	0	0	0	0	0	0	54
11:15	1	39	9	1	2	0	0	2	0	0	0	0	0	0	0	54
11:30	4	43	12	0	0	2	0	0	0	0	0	0	0	0	0	61
11:45	2	40	12	0	2	0	0	0	0	0	0	0	0	0	0	56
	8	156	49	2	4	2	1	3	0	0	0	0	0	0	0	225
Total	27	1078	284	14	32	20	11	46	4	3	0	0	1	0	0	1520
Percent	1.8%	70.9%	18.7%	0.9%	2.1%	1.3%	0.7%	3.0%	0.3%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FI 33607-1462

US 301
 North of Tucker Rd

Station ID: 1
 Site Code: ADR 20
 Latitude: 28' 12.963 North
 Longitude: 82' 10.800 West
US 301 NORTH OF TUCKER RD

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	2	37	18	0	1	2	1	2	0	0	0	0	0	0	0	63
12:15	1	38	7	0	3	2	1	2	0	0	0	0	0	0	0	54
12:30	1	44	14	0	3	2	2	5	0	0	0	0	0	0	0	71
12:45	0	36	12	1	1	0	1	2	0	0	0	0	0	0	0	53
	4	155	51	1	8	6	5	11	0	0	0	0	0	0	0	241
13:00	0	46	15	1	0	1	0	3	0	0	0	0	0	0	0	66
13:15	1	46	19	0	2	1	0	1	1	0	0	0	0	0	0	71
13:30	1	42	12	0	3	1	0	1	0	0	0	0	0	0	0	60
13:45	2	44	16	0	0	1	0	4	0	0	0	0	0	0	0	67
	4	178	62	1	5	4	0	9	1	0	0	0	0	0	0	264
14:00	2	65	13	1	1	1	0	4	1	0	0	0	0	0	0	88
14:15	3	64	16	1	1	0	0	4	0	0	0	0	0	0	0	89
14:30	0	55	14	3	0	0	0	4	0	0	0	0	0	0	0	76
14:45	2	47	16	0	0	0	0	3	0	0	0	0	0	0	0	68
	7	231	59	5	2	1	0	15	1	0	0	0	0	0	0	321
15:00	1	47	18	1	0	2	0	5	0	0	0	0	0	0	0	74
15:15	1	56	19	1	1	1	1	2	0	0	0	0	0	1	0	83
15:30	1	62	23	0	2	1	2	3	0	0	0	0	0	0	0	94
15:45	3	76	24	2	0	2	1	3	0	1	0	0	0	0	0	112
	6	241	84	4	3	6	4	13	0	1	0	0	0	1	0	363
16:00	1	97	38	1	0	4	0	3	0	0	0	0	0	0	0	144
16:15	2	60	10	0	1	2	2	7	0	0	0	0	0	1	0	85
16:30	2	87	31	0	3	1	1	6	0	0	0	0	0	0	0	131
16:45	2	99	36	3	4	0	1	5	0	0	0	0	0	0	0	150
	7	343	115	4	8	7	4	21	0	0	0	0	0	1	0	510
17:00	5	79	25	1	2	2	0	4	0	0	0	0	0	0	0	118
17:15	3	107	25	1	2	4	0	6	2	1	0	0	0	0	0	151
17:30	3	111	34	0	0	2	1	6	1	0	0	0	0	0	0	158
17:45	2	122	24	1	0	4	2	4	0	1	0	0	0	0	0	160
	13	419	108	3	4	12	3	20	3	2	0	0	0	0	0	587
18:00	1	90	23	1	6	5	0	2	0	0	0	0	0	0	0	128
18:15	2	76	20	0	2	0	2	3	1	0	0	0	0	0	0	106
18:30	2	79	18	0	3	0	1	3	0	0	0	0	0	0	0	106
18:45	2	58	15	0	1	1	1	1	0	0	0	0	0	0	0	79
	7	303	76	1	12	6	4	9	1	0	0	0	0	0	0	419
19:00	1	52	17	0	2	1	0	2	0	0	0	0	0	0	0	75
19:15	3	49	8	0	1	2	0	0	1	0	0	0	0	0	0	64
19:30	0	51	15	0	1	1	1	4	0	0	0	0	0	0	0	73
19:45	0	39	9	0	0	0	0	1	0	0	0	0	0	0	0	49
	4	191	49	0	4	4	1	7	1	0	0	0	0	0	0	261
20:00	1	35	8	0	0	0	0	1	0	0	0	0	0	0	0	45
20:15	4	35	7	0	0	1	1	0	0	0	0	0	0	0	0	48
20:30	1	50	13	0	0	0	0	0	0	0	0	0	0	0	0	64
20:45	0	40	10	0	0	0	1	0	0	0	0	0	0	0	0	51
	6	160	38	0	0	1	2	1	0	0	0	0	0	0	0	208
21:00	0	37	2	0	0	1	0	1	0	0	0	0	0	0	0	41
21:15	0	40	4	1	0	0	0	1	0	0	0	0	0	0	0	46
21:30	1	35	5	0	0	1	0	1	0	0	0	0	0	0	0	43
21:45	1	29	5	0	0	0	0	0	0	0	0	0	0	0	0	35
	2	141	16	1	0	2	0	3	0	0	0	0	0	0	0	165
22:00	2	28	3	0	1	1	0	0	0	0	1	0	0	0	0	36
22:15	0	20	5	0	0	0	0	0	0	0	0	0	0	0	0	25
22:30	0	20	2	0	0	0	0	0	0	0	0	0	0	0	0	22
22:45	0	20	3	0	0	0	0	0	0	0	0	0	0	0	0	23
	2	88	13	0	1	1	0	0	0	0	1	0	0	0	0	106
23:00	1	15	3	0	0	0	0	1	0	0	0	0	0	0	0	20
23:15	2	15	1	0	0	0	0	2	0	0	0	0	0	0	0	20
23:30	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
23:45	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
	3	60	11	0	0	0	0	3	0	0	0	0	0	0	0	77
Total	65	2510	682	20	47	50	23	112	7	3	1	0	0	2	0	3522
Percent	1.8%	71.3%	19.4%	0.6%	1.3%	1.4%	0.7%	3.2%	0.2%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	

US 301
 North of Tucker Rd

Station ID: 1
 Site Code: ADR 20
 Latitude: 28' 12.963 North
 Longitude: 82' 10.800 West
US 301 NORTH OF TUCKER RD

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/09/1																
3	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
00:15	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
00:30	1	6	0	0	1	0	0	0	0	0	0	0	0	0	0	8
00:45	1	11	3	0	0	0	0	0	0	0	0	0	0	0	0	15
	2	37	8	0	1	0	0	0	0	0	0	0	0	0	0	48
01:00	0	7	2	1	1	0	0	0	0	0	0	0	0	0	0	11
01:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
01:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
01:45	0	1	1	0	1	0	0	0	1	0	0	0	0	0	0	4
	0	20	6	1	2	0	0	0	1	0	0	0	0	0	0	30
02:00	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
02:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	0	11	3	0	0	0	0	0	1	0	0	0	0	0	0	15
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	6
03:45	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
	0	13	2	0	1	0	0	1	1	0	0	0	0	0	0	18
04:00	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
04:15	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	10
04:30	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	9
04:45	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
	1	23	8	0	0	0	0	0	2	0	0	0	0	0	0	34
05:00	1	6	2	0	0	0	1	0	0	0	0	0	0	0	0	10
05:15	1	6	4	0	1	1	0	0	0	0	0	0	0	0	0	13
05:30	1	14	3	0	1	0	0	1	0	0	0	0	0	0	0	20
05:45	2	14	6	0	2	1	0	0	0	0	0	0	0	0	0	25
	5	40	15	0	4	2	1	1	0	0	0	0	0	0	0	68
06:00	0	25	8	0	0	0	0	0	0	0	0	0	0	0	0	33
06:15	0	20	4	0	0	1	0	3	0	0	0	0	0	0	0	28
06:30	1	29	6	0	1	1	0	5	0	0	0	0	0	0	0	43
06:45	0	19	8	1	0	0	0	4	0	0	0	0	0	0	0	32
	1	93	26	1	1	2	0	12	0	0	0	0	0	0	0	136
07:00	0	27	5	2	2	2	1	0	0	0	0	0	0	0	0	39
07:15	0	36	5	1	0	1	0	3	0	0	0	0	0	0	0	46
07:30	0	39	11	0	1	2	0	2	1	0	0	0	0	0	0	56
07:45	0	58	15	0	3	3	1	2	0	0	0	0	0	0	0	82
	0	160	36	3	6	8	2	7	1	0	0	0	0	0	0	223
08:00	0	42	10	2	1	1	1	8	0	0	0	0	0	0	0	65
08:15	1	35	10	1	4	2	1	1	0	0	0	0	0	0	0	55
08:30	1	42	10	1	2	0	0	0	0	0	0	0	0	0	0	56
08:45	1	40	13	0	5	0	1	2	1	0	0	0	0	0	0	63
	3	159	43	4	12	3	3	11	1	0	0	0	0	0	0	239
09:00	1	41	12	0	1	1	1	0	0	0	0	0	0	1	0	58
09:15	0	44	10	0	1	1	1	2	1	0	0	0	0	0	0	60
09:30	0	49	16	1	2	0	1	0	0	0	0	0	0	0	0	69
09:45	0	43	8	0	1	0	1	1	0	0	0	0	0	0	0	54
	1	177	46	1	5	2	4	3	1	0	0	0	0	0	1	241
10:00	2	37	11	1	1	1	0	2	0	0	0	0	0	0	0	55
10:15	0	29	17	3	2	0	0	1	0	0	0	0	0	0	0	52
10:30	1	34	17	0	3	1	2	1	0	0	0	0	0	0	0	59
10:45	1	50	12	0	0	0	0	2	0	0	0	0	0	0	0	65
	4	150	57	4	6	2	2	6	0	0	0	0	0	0	0	231
11:00	1	36	14	0	1	1	0	2	0	0	0	0	0	0	0	55
11:15	2	37	12	0	0	1	0	4	0	0	0	0	0	0	0	56
11:30	0	51	20	0	0	1	0	1	1	0	0	0	0	0	0	74
11:45	2	43	6	3	0	0	0	0	0	0	0	0	0	0	0	54
	5	167	52	3	1	3	0	7	1	0	0	0	0	0	0	239
Total	22	1050	302	17	39	22	12	48	9	0	0	0	0	1	0	1522
Percent	1.4%	69.0%	19.8%	1.1%	2.6%	1.4%	0.8%	3.2%	0.6%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	

US 301
 North of Tucker Rd

Station ID: 1
 Site Code: ADR 20
 Latitude: 28' 12.963 North
 Longitude: 82' 10.800 West
US 301 NORTH OF TUCKER RD

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	40	14	0	0	0	1	2	0	0	0	0	0	0	0	57
12:15	0	53	10	0	2	0	0	0	0	0	0	0	0	0	0	65
12:30	1	48	12	1	0	1	0	0	0	0	0	0	0	0	0	63
12:45	2	39	14	0	2	2	2	2	0	0	0	0	0	0	0	63
	3	180	50	1	4	3	3	4	0	0	0	0	0	0	0	248
13:00	2	50	16	0	3	1	0	0	0	0	0	0	0	0	0	72
13:15	1	46	8	1	0	1	0	1	0	0	0	0	0	0	0	58
13:30	4	59	27	0	2	3	1	2	0	0	0	0	0	0	0	98
13:45	0	46	13	0	1	1	3	1	0	0	0	0	0	0	0	65
	7	201	64	1	6	6	4	4	0	0	0	0	0	0	0	293
14:00	4	55	14	0	3	0	1	2	0	0	0	0	0	0	0	79
14:15	1	55	12	2	3	1	0	2	0	0	0	0	0	1	0	77
14:30	0	49	13	5	1	0	0	1	0	0	0	0	0	0	0	69
14:45	2	66	13	0	0	1	1	1	1	0	0	0	0	0	0	85
	7	225	52	7	7	2	2	6	1	0	0	0	0	1	0	310
15:00	2	55	18	0	0	2	1	1	0	0	0	0	0	0	0	79
15:15	1	69	16	0	0	2	0	2	0	0	0	0	0	0	0	90
15:30	3	57	23	0	2	3	1	3	0	1	0	0	0	0	0	93
15:45	1	71	21	1	1	3	0	2	0	0	0	0	0	0	0	100
	7	252	78	1	3	10	2	8	0	1	0	0	0	0	0	362
16:00	2	78	27	0	2	3	0	8	1	0	0	0	0	0	0	121
16:15	1	87	24	2	3	2	0	3	0	0	0	0	0	0	0	122
16:30	0	92	34	0	6	0	2	7	1	0	0	0	0	0	0	142
16:45	2	85	28	1	3	1	2	6	0	0	0	0	0	0	0	128
	5	342	113	3	14	6	4	24	2	0	0	0	0	0	0	513
17:00	1	91	27	1	0	1	0	7	1	0	0	0	0	0	0	129
17:15	3	99	27	0	4	2	3	1	0	0	0	0	0	0	0	139
17:30	3	114	21	0	1	0	0	5	0	1	0	0	0	0	0	145
17:45	2	96	27	0	2	4	1	3	0	0	0	0	0	1	0	136
	9	400	102	1	7	7	4	16	1	1	0	0	0	1	0	549
18:00	2	107	30	0	4	0	1	3	0	0	0	0	0	0	0	147
18:15	0	92	30	0	2	0	0	4	1	0	0	0	0	0	0	129
18:30	1	82	20	1	4	0	0	5	0	1	0	0	0	0	0	114
18:45	0	59	12	0	1	0	0	1	0	0	0	0	0	0	0	73
	3	340	92	1	11	0	1	13	1	1	0	0	0	0	0	463
19:00	3	52	10	0	2	2	0	3	0	0	0	0	0	0	0	72
19:15	0	41	10	0	2	0	0	2	1	0	0	0	0	0	0	56
19:30	1	50	12	0	2	0	0	1	0	0	0	0	0	0	0	66
19:45	0	30	11	0	0	0	1	0	0	0	0	0	0	0	0	42
	4	173	43	0	6	2	1	6	1	0	0	0	0	0	0	236
20:00	0	30	6	0	1	0	0	1	0	0	0	0	0	0	0	38
20:15	0	35	10	0	0	1	0	0	0	0	0	0	0	0	0	46
20:30	2	28	7	0	0	0	0	1	0	0	0	0	0	0	0	38
20:45	0	31	7	0	0	0	1	1	1	0	0	0	0	0	0	41
	2	124	30	0	1	1	1	3	1	0	0	0	0	0	0	163
21:00	0	31	5	0	1	0	0	1	0	0	0	0	0	0	0	38
21:15	0	47	8	0	0	0	0	0	0	0	0	0	0	0	0	55
21:30	1	38	4	0	1	0	0	2	0	0	0	0	1	0	0	47
21:45	0	25	7	0	0	0	0	0	0	0	0	0	0	0	0	32
	1	141	24	0	2	0	0	3	0	0	0	0	1	0	0	172
22:00	2	22	4	0	0	0	0	1	0	0	0	0	0	0	0	29
22:15	1	24	3	0	0	1	0	1	0	0	0	0	0	0	0	30
22:30	0	23	2	0	1	0	0	1	0	0	0	0	0	0	0	27
22:45	2	21	5	0	0	1	0	0	0	0	0	0	0	0	0	29
	5	90	14	0	1	2	0	3	0	0	0	0	0	0	0	115
23:00	2	12	4	0	1	0	0	1	1	0	0	0	0	0	0	21
23:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
23:30	0	15	3	0	0	1	0	0	0	0	0	0	0	0	0	19
23:45	2	15	3	0	0	0	0	0	0	0	0	0	0	0	0	20
	4	50	11	0	1	1	0	1	1	0	0	0	0	0	0	69
Total	57	2518	673	15	63	40	22	91	8	3	0	0	1	2	0	3493
Percent	1.6%	72.1%	19.3%	0.4%	1.8%	1.1%	0.6%	2.6%	0.2%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	
Grand Total	268	10653	2882	98	256	216	90	431	44	17	2	0	3	8	0	14968
Percent	1.8%	71.2%	19.3%	0.7%	1.7%	1.4%	0.6%	2.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FI 33607-1462

US 301
 North of Tucker Rd

Station ID: 1
 Site Code: ADR 20
 Latitude: 28' 12.963 North
 Longitude: 82' 10.800 West
US 301 NORTH OF TUCKER RD

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/07/1																
3	0	7	1	0	0	0	0	1	0	0	0	0	0	0	0	9
00:15	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
00:30	0	3	1	0	0	1	0	1	0	0	0	0	0	0	0	6
00:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	22	5	0	0	1	0	2	0	0	0	0	0	0	0	30
01:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
01:15	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
01:30	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	5
01:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	1	13	3	0	1	0	0	1	0	0	0	0	0	0	0	19
02:00	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4
02:15	0	6	1	0	0	0	0	1	0	0	0	0	0	0	0	8
02:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
	0	18	4	0	0	1	0	1	0	0	0	0	0	0	0	24
03:00	1	3	0	0	0	0	0	0	0	0	0	0	1	0	0	5
03:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
03:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
03:45	2	6	3	0	0	1	0	0	0	0	0	0	0	0	0	12
	3	23	3	0	0	1	0	0	0	0	0	0	1	0	0	31
04:00	0	9	5	0	1	0	0	1	0	0	0	0	0	0	0	16
04:15	1	11	6	0	2	0	0	0	0	0	0	0	0	0	0	20
04:30	0	10	6	0	1	0	0	0	0	0	0	0	0	0	0	17
04:45	0	13	4	0	2	0	0	0	1	0	0	0	0	0	0	20
	1	43	21	0	6	0	0	1	1	0	0	0	0	0	0	73
05:00	2	20	13	0	1	1	0	0	0	0	0	0	0	0	0	37
05:15	2	35	13	0	4	0	0	0	0	0	0	0	0	0	0	54
05:30	0	38	30	0	5	1	0	1	0	0	0	0	0	0	0	75
05:45	3	57	13	0	5	3	0	1	0	0	0	0	0	0	0	82
	7	150	69	0	15	5	0	2	0	0	0	0	0	0	0	248
06:00	2	70	20	1	6	0	0	3	0	0	0	0	0	0	0	102
06:15	1	71	31	0	9	0	0	1	1	0	0	0	0	0	0	114
06:30	1	83	36	1	1	1	0	1	0	1	0	0	0	0	0	125
06:45	1	99	31	1	4	3	0	2	0	0	0	0	0	0	0	141
	5	323	118	3	20	4	0	7	1	1	0	0	0	0	0	482
07:00	2	92	20	1	3	1	0	4	0	0	0	0	1	0	0	124
07:15	1	106	33	0	7	2	0	6	0	0	0	0	0	0	0	155
07:30	1	98	14	1	2	0	0	5	0	0	0	0	0	0	0	121
07:45	1	73	26	1	3	5	0	4	0	0	0	0	0	0	0	113
	5	369	93	3	15	8	0	19	0	0	0	0	1	0	0	513
08:00	1	54	19	0	2	2	0	1	0	0	0	0	0	0	0	79
08:15	1	68	26	1	0	1	0	2	0	1	0	0	0	0	0	100
08:30	0	54	16	2	4	2	1	0	1	0	0	0	0	0	0	80
08:45	0	43	21	0	3	1	0	3	0	1	0	0	0	0	0	72
	2	219	82	3	9	6	1	6	1	2	0	0	0	0	0	331
09:00	2	54	17	0	2	2	0	1	0	0	0	0	0	0	0	78
09:15	2	48	9	3	2	1	0	2	0	1	0	0	0	0	0	68
09:30	1	38	12	1	1	1	0	5	0	0	0	0	0	0	0	59
09:45	0	53	20	1	4	0	0	6	0	0	0	0	0	0	0	84
	5	193	58	5	9	4	0	14	0	1	0	0	0	0	0	289
10:00	0	39	6	0	3	2	0	4	0	0	0	0	0	0	0	54
10:15	0	59	12	0	2	0	0	1	1	0	0	0	0	0	0	75
10:30	1	53	10	0	2	0	0	0	0	1	0	0	0	0	0	67
10:45	0	49	17	0	2	2	0	0	0	0	0	0	0	0	0	70
	1	200	45	0	9	4	0	5	1	1	0	0	0	0	0	266
11:00	1	53	8	0	4	1	0	6	0	0	0	0	0	0	0	73
11:15	1	56	9	0	2	0	0	1	0	0	0	0	0	0	0	69
11:30	2	43	13	0	1	0	0	1	0	0	0	0	0	0	0	60
11:45	3	50	13	0	2	2	0	1	0	0	0	0	0	0	0	71
	7	202	43	0	9	3	0	9	0	0	0	0	0	0	0	273
Total	37	1775	544	14	93	37	1	67	4	5	0	0	2	0	0	2579
Percent	1.4%	68.8%	21.1%	0.5%	3.6%	1.4%	0.0%	2.6%	0.2%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	

US 301
 North of Tucker Rd

Station ID: 1
 Site Code: ADR 20
 Latitude: 28' 12.963 North
 Longitude: 82' 10.800 West
US 301 NORTH OF TUCKER RD

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	2	51	16	0	3	1	0	1	0	0	0	0	0	0	0	74
12:15	2	56	16	0	4	0	1	4	0	0	0	0	0	0	0	83
12:30	3	50	14	2	1	1	0	1	0	0	0	0	0	0	0	72
12:45	1	62	13	0	2	3	0	1	1	0	0	0	0	0	0	83
	8	219	59	2	10	5	1	7	1	0	0	0	0	0	0	312
13:00	1	46	17	1	1	0	0	2	0	0	0	0	0	0	0	68
13:15	4	48	18	0	0	2	0	4	0	0	0	0	0	0	0	76
13:30	0	42	11	0	6	0	0	0	0	0	0	0	0	0	0	59
13:45	0	44	15	0	2	0	0	5	1	0	0	0	0	0	0	67
	5	180	61	1	9	2	0	11	1	0	0	0	0	0	0	270
14:00	1	34	15	2	4	0	0	0	1	0	0	0	0	0	0	57
14:15	0	48	15	0	0	0	1	2	0	0	0	0	0	0	0	66
14:30	1	44	12	1	3	0	0	2	0	0	0	0	0	0	0	63
14:45	1	49	19	1	4	1	0	2	3	0	0	0	0	0	0	80
	3	175	61	4	11	1	1	6	4	0	0	0	0	0	0	266
15:00	0	48	17	2	1	2	0	2	1	0	0	0	0	0	0	73
15:15	3	52	16	3	1	3	1	0	0	0	0	0	0	0	0	79
15:30	3	53	14	0	1	1	2	2	0	1	0	0	0	1	0	78
15:45	1	27	18	0	4	2	0	0	0	0	0	0	0	0	0	52
	7	180	65	5	7	8	3	4	1	1	0	0	0	1	0	282
16:00	1	42	17	3	3	1	0	5	1	0	0	0	0	0	0	73
16:15	1	46	10	1	3	1	0	4	0	0	0	0	0	0	0	66
16:30	1	54	10	1	2	1	0	6	0	0	0	0	0	0	0	75
16:45	1	42	15	0	2	3	0	4	1	0	0	0	0	0	0	68
	4	184	52	5	10	6	0	19	2	0	0	0	0	0	0	282
17:00	1	50	11	0	4	1	0	3	0	0	0	0	0	0	0	70
17:15	3	40	14	1	3	8	0	2	0	0	0	0	0	0	0	71
17:30	2	50	9	0	1	0	1	4	0	1	0	0	0	0	0	68
17:45	0	39	14	0	0	1	0	2	0	0	0	0	0	0	0	56
	6	179	48	1	8	10	1	11	0	1	0	0	0	0	0	265
18:00	1	50	8	0	3	2	0	3	0	0	0	0	0	0	0	67
18:15	0	30	14	0	2	2	0	2	0	0	0	0	0	0	0	50
18:30	1	39	10	0	1	3	0	3	0	0	0	0	0	0	0	57
18:45	1	49	11	0	0	2	1	0	0	0	0	0	0	0	0	64
	3	168	43	0	6	9	1	8	0	0	0	0	0	0	0	238
19:00	1	38	13	0	0	0	0	1	0	0	0	0	0	0	0	53
19:15	3	22	8	0	3	1	0	0	0	0	0	0	0	0	0	37
19:30	1	24	2	0	1	0	0	3	0	0	0	0	0	0	0	31
19:45	1	31	5	0	2	0	0	0	0	0	0	0	0	0	0	39
	6	115	28	0	6	1	0	4	0	0	0	0	0	0	0	160
20:00	2	24	4	0	1	2	0	0	0	0	0	0	0	0	0	33
20:15	0	22	10	0	1	0	0	1	0	0	0	0	0	0	0	34
20:30	1	28	4	0	0	1	0	0	0	0	0	0	0	0	0	34
20:45	0	24	4	0	0	0	0	0	0	0	0	0	0	0	0	28
	3	98	22	0	2	3	0	1	0	0	0	0	0	0	0	129
21:00	0	21	8	0	0	0	0	0	0	0	0	0	0	0	0	29
21:15	0	27	4	0	0	1	0	2	1	0	0	0	0	0	0	35
21:30	1	17	3	0	0	0	0	0	0	0	0	0	0	0	0	21
21:45	0	20	4	0	1	0	0	1	0	0	0	0	0	0	0	26
	1	85	19	0	1	1	0	3	1	0	0	0	0	0	0	111
22:00	0	19	3	0	1	0	0	0	0	0	0	0	0	0	0	23
22:15	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
22:30	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
22:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	0	49	11	0	1	0	0	0	0	0	0	0	0	0	0	61
23:00	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
23:15	0	8	6	0	1	0	0	0	0	0	0	0	0	0	0	15
23:30	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
23:45	0	10	4	0	0	0	0	0	0	0	0	0	0	0	0	14
	0	39	12	0	1	0	0	0	0	0	0	0	0	0	0	52
Total	46	1671	481	18	72	46	7	74	10	2	0	0	0	1	0	2428
Percent	1.9%	68.8%	19.8%	0.7%	3.0%	1.9%	0.3%	3.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

US 301
 North of Tucker Rd

Station ID: 1
 Site Code: ADR 20
 Latitude: 28' 12.963 North
 Longitude: 82' 10.800 West
US 301 NORTH OF TUCKER RD

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/08/1																
3	0	8	0	0	1	0	0	0	0	0	0	0	0	0	0	9
00:15	1	7	0	0	1	1	0	0	1	0	0	0	0	0	0	11
00:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
00:45	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
1	30	0	0	2	1	0	0	0	1	0	0	0	0	0	0	35
01:00	1	2	2	0	0	0	0	0	0	0	0	0	0	0	0	5
01:15	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:30	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	4
01:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
3	15	3	0	0	1	0	0	0	0	0	0	0	0	0	0	22
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	8
02:30	0	7	1	0	1	0	0	1	0	0	0	0	0	0	0	10
02:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0	21	2	0	2	0	0	0	1	0	0	0	0	0	0	0	26
03:00	1	3	0	0	1	0	0	1	0	0	0	0	0	0	0	6
03:15	1	6	4	0	0	0	0	0	0	0	0	0	0	0	0	11
03:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	6	2	0	0	1	0	0	0	0	0	0	0	0	0	9
2	18	6	0	1	1	0	0	1	0	0	0	0	0	0	0	29
04:00	0	11	2	0	2	0	0	0	0	0	0	0	0	0	0	15
04:15	2	13	5	1	2	1	0	1	1	0	0	0	0	0	0	26
04:30	0	11	10	1	2	0	0	1	0	0	0	0	0	0	0	25
04:45	1	11	5	0	0	1	0	1	0	0	0	0	0	0	0	19
3	46	22	2	6	2	0	0	3	1	0	0	0	0	0	0	85
05:00	1	21	7	0	2	1	0	2	0	0	0	0	0	0	0	34
05:15	2	31	8	0	0	0	0	0	0	0	0	0	0	0	0	41
05:30	0	36	19	0	4	0	0	0	0	0	0	0	0	0	0	59
05:45	4	55	20	0	8	2	0	0	0	0	0	0	0	0	0	89
7	143	54	0	14	3	0	0	2	0	0	0	0	0	0	0	223
06:00	0	69	26	0	4	2	0	2	0	0	0	0	0	0	0	103
06:15	2	64	32	0	8	0	0	1	1	0	0	0	0	0	0	108
06:30	1	87	33	2	5	1	0	4	0	0	0	0	0	0	0	133
06:45	2	91	30	2	3	1	0	2	0	0	0	0	0	0	0	131
5	311	121	4	20	4	0	0	9	1	0	0	0	0	0	0	475
07:00	1	100	20	1	2	2	0	5	0	0	0	0	0	0	0	131
07:15	1	113	28	0	2	5	0	4	0	0	0	0	0	0	0	153
07:30	1	91	19	1	1	1	0	2	0	0	0	0	0	0	0	116
07:45	1	67	14	1	3	2	0	3	0	0	0	0	0	0	0	91
4	371	81	3	8	10	0	0	14	0	0	0	0	0	0	0	491
08:00	1	74	17	0	4	2	0	4	0	1	0	0	0	0	0	103
08:15	1	60	28	0	2	0	0	1	0	0	0	0	0	0	0	92
08:30	0	56	17	1	2	1	1	4	0	0	0	0	0	0	0	82
08:45	0	33	17	1	1	1	0	4	0	0	0	0	0	0	0	57
2	223	79	2	9	4	1	0	13	0	1	0	0	0	0	0	334
09:00	3	42	15	1	1	2	0	3	0	1	0	0	0	0	0	68
09:15	1	39	16	3	3	0	0	2	0	0	0	0	0	0	0	64
09:30	0	35	10	0	1	2	0	2	0	1	0	0	0	0	0	51
09:45	4	54	18	0	2	1	0	1	0	0	0	0	0	0	0	80
8	170	59	4	7	5	0	0	8	0	2	0	0	0	0	0	263
10:00	0	42	13	0	5	3	1	4	1	0	0	0	1	0	0	70
10:15	1	52	14	0	1	5	0	4	0	0	0	0	0	0	0	77
10:30	1	38	12	0	2	0	0	2	0	0	0	0	0	0	0	55
10:45	4	40	19	2	0	2	0	2	0	0	0	0	0	0	0	69
6	172	58	2	8	10	1	0	12	1	0	0	0	1	0	0	271
11:00	4	54	9	0	4	1	0	2	0	0	0	0	0	0	0	74
11:15	0	58	16	1	2	0	0	1	0	0	0	0	0	0	0	78
11:30	0	48	22	0	4	0	0	1	1	0	0	0	0	0	0	76
11:45	2	45	10	1	2	1	0	2	0	0	0	0	0	0	0	63
6	205	57	2	12	2	0	0	6	1	0	0	0	0	0	0	291
Total	47	1725	542	19	89	43	2	69	5	3	0	0	1	0	0	2545
Percent	1.8%	67.8%	21.3%	0.7%	3.5%	1.7%	0.1%	2.7%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

US 301
 North of Tucker Rd

Station ID: 1
 Site Code: ADR 20
 Latitude: 28' 12.963 North
 Longitude: 82' 10.800 West
US 301 NORTH OF TUCKER RD

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	1	45	16	0	1	0	0	3	1	0	0	0	0	0	0	67
12:15	3	59	12	0	2	0	0	2	0	0	0	0	0	0	0	78
12:30	2	45	12	0	1	3	0	3	0	0	0	0	0	0	0	66
12:45	2	48	15	0	2	2	0	1	2	0	0	0	0	0	0	72
13:00	8	197	55	0	6	5	0	9	3	0	0	0	0	0	0	283
13:15	0	42	7	0	1	0	1	1	0	0	0	0	0	0	0	52
13:30	2	44	28	0	3	1	0	6	0	0	0	0	0	0	0	84
13:45	0	52	15	3	7	1	0	3	0	0	0	0	0	0	0	81
14:00	0	46	13	0	3	0	0	1	0	0	0	0	0	0	0	63
14:15	2	184	63	3	14	2	1	11	0	0	0	0	0	0	0	280
14:30	2	43	17	1	3	1	1	2	1	0	1	0	0	0	0	72
14:45	0	49	19	0	3	1	0	3	0	0	0	0	0	0	0	75
15:00	3	53	20	0	1	1	0	2	0	0	0	0	0	0	0	80
15:15	0	39	21	0	3	1	0	5	0	0	0	0	0	0	0	69
15:30	5	184	77	1	10	4	1	12	1	0	1	0	0	0	0	296
15:45	0	51	23	1	6	1	0	5	0	1	0	0	0	0	0	88
16:00	3	65	12	1	2	1	0	2	1	0	0	0	0	0	0	87
16:15	5	43	14	2	2	2	0	1	0	1	0	0	0	0	0	70
16:30	0	40	10	0	2	2	1	2	0	0	0	0	0	0	0	57
16:45	8	199	59	4	12	6	1	10	1	2	0	0	0	0	0	302
17:00	1	53	10	0	2	1	0	3	1	0	0	0	0	0	0	71
17:15	2	58	8	0	5	1	1	7	0	0	0	0	0	0	0	82
17:30	2	51	10	0	1	1	1	2	0	0	0	0	0	0	0	68
17:45	1	50	13	0	2	0	0	6	0	0	0	0	0	0	0	72
18:00	6	212	41	0	10	3	2	18	1	0	0	0	0	0	0	293
18:15	0	50	12	0	5	0	1	6	1	1	1	0	0	0	0	77
18:30	2	46	13	0	4	0	0	2	0	0	0	0	0	1	0	68
18:45	1	45	13	1	2	3	1	7	0	0	0	0	0	0	0	73
19:00	1	40	7	0	1	0	0	3	0	0	0	0	0	0	0	52
19:15	4	181	45	1	12	3	2	18	1	1	1	0	0	1	0	270
19:30	4	53	10	0	3	3	0	4	1	0	0	0	0	0	0	78
19:45	1	43	12	0	2	1	0	4	0	0	0	0	0	0	0	63
20:00	1	41	12	0	3	0	0	1	0	1	0	0	0	0	0	59
20:15	1	42	15	0	2	1	0	2	1	0	0	0	0	0	0	64
20:30	7	179	49	0	10	5	0	11	2	1	0	0	0	0	0	264
20:45	0	32	9	0	3	2	0	0	0	0	0	0	0	0	0	46
21:00	0	27	8	0	0	0	0	2	0	0	0	0	0	0	0	37
21:15	3	25	5	1	2	0	0	1	0	0	0	0	0	0	0	37
21:30	2	28	6	0	2	1	0	0	0	0	0	0	0	0	0	39
21:45	5	112	28	1	7	3	0	3	0	0	0	0	0	0	0	159
22:00	1	25	4	0	2	0	0	0	0	0	0	0	0	0	0	32
22:15	1	28	7	0	1	0	0	2	0	0	0	0	0	0	0	39
22:30	1	20	9	0	0	1	0	2	0	0	0	0	0	0	0	33
22:45	2	30	3	0	3	1	0	0	0	0	0	0	0	0	0	39
23:00	5	103	23	0	6	2	0	4	0	0	0	0	0	0	0	143
23:15	0	25	6	0	0	1	0	0	0	0	0	0	0	0	0	32
23:30	0	23	4	0	1	2	0	2	0	0	0	0	0	0	0	32
23:45	0	17	2	0	0	0	0	1	0	0	0	0	0	0	0	20
24:00	1	17	2	0	2	0	0	0	0	0	0	0	0	0	0	22
24:15	1	82	14	0	3	3	0	3	0	0	0	0	0	0	0	106
24:30	0	16	6	0	0	0	0	0	0	0	0	0	0	0	0	22
24:45	0	14	4	0	0	1	0	0	0	0	0	0	0	0	0	19
25:00	0	15	2	0	1	0	0	0	0	0	0	0	0	0	0	18
25:15	0	11	2	1	0	0	0	1	0	0	0	0	0	0	0	15
25:30	0	56	14	1	1	1	0	1	0	0	0	0	0	0	0	74
25:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
26:00	0	9	3	0	1	0	0	0	0	0	0	0	0	0	0	13
26:15	1	3	5	0	0	1	0	0	0	0	0	0	0	0	0	10
26:30	0	10	2	0	0	1	0	0	0	0	0	0	0	0	0	13
26:45	1	27	11	0	1	2	0	0	0	0	0	0	0	0	0	42
Total	52	1716	479	11	92	39	7	100	9	4	2	0	0	1	0	2512
Percent	2.1%	68.3%	19.1%	0.4%	3.7%	1.6%	0.3%	4.0%	0.4%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

US 301
 North of Tucker Rd

Station ID: 1
 Site Code: ADR 20
 Latitude: 28' 12.963 North
 Longitude: 82' 10.800 West
US 301 NORTH OF TUCKER RD

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	3	43	18	0	3	1	0	3	0	0	0	0	0	0	0	71
12:15	0	51	19	0	2	2	0	3	1	0	0	0	0	0	0	78
12:30	0	38	7	0	1	1	0	2	0	0	0	0	0	0	0	49
12:45	0	38	8	3	5	0	0	3	1	0	0	0	0	0	0	58
13:00	3	170	52	3	11	4	0	11	2	0	0	0	0	0	0	256
13:15	0	40	19	2	3	1	0	1	0	0	0	0	0	0	0	66
13:30	0	58	11	0	2	1	0	0	0	0	0	0	0	0	0	72
13:30	1	41	15	0	3	0	0	2	1	0	0	0	0	0	0	63
13:45	0	43	15	1	2	0	0	2	0	0	0	0	0	0	0	63
14:00	1	182	60	3	10	2	0	5	1	0	0	0	0	0	0	264
14:15	0	57	15	1	3	2	0	3	1	0	0	0	0	0	0	82
14:15	2	41	17	1	4	3	0	4	1	2	0	0	0	0	0	75
14:30	1	50	17	1	2	0	0	2	1	1	0	0	0	0	0	75
14:45	2	43	14	0	2	1	0	4	0	0	0	0	0	0	0	66
15:00	5	191	63	3	11	6	0	13	3	3	0	0	0	0	0	298
15:00	0	52	12	1	2	1	0	4	0	0	0	0	0	0	0	72
15:15	2	56	16	1	2	0	0	1	0	1	0	0	0	0	0	79
15:30	3	46	14	1	0	1	0	4	0	1	0	0	0	0	0	70
15:45	2	33	14	0	4	0	0	1	1	0	0	0	0	0	0	55
16:00	7	187	56	3	8	2	0	10	1	2	0	0	0	0	0	276
16:00	0	42	21	0	4	1	0	2	0	0	0	0	0	0	0	70
16:15	0	49	15	1	1	1	0	4	0	0	0	0	0	0	0	71
16:30	0	41	15	0	2	1	0	3	0	0	0	0	1	0	0	63
16:45	0	55	14	0	3	2	0	2	0	0	0	0	0	0	0	76
17:00	0	187	65	1	10	5	0	11	0	0	0	0	1	0	0	280
17:00	1	60	19	0	3	3	1	2	0	0	0	0	0	0	0	89
17:15	2	66	17	0	3	0	0	4	0	1	0	0	0	0	0	93
17:30	0	50	8	1	1	0	0	6	0	1	0	0	0	0	0	67
17:45	0	47	16	0	5	4	1	5	0	0	0	0	0	0	0	78
18:00	3	223	60	1	12	7	2	17	0	2	0	0	0	0	0	327
18:00	3	37	11	1	0	2	0	7	1	0	0	0	0	0	0	62
18:15	1	29	10	0	1	0	0	2	0	0	0	0	0	0	0	43
18:30	0	30	11	0	1	1	0	4	0	0	0	0	0	0	0	47
18:45	1	29	10	0	2	3	1	2	1	0	0	0	0	0	0	49
19:00	5	125	42	1	4	6	1	15	2	0	0	0	0	0	0	201
19:00	5	37	4	0	4	1	0	3	0	0	0	0	0	0	0	54
19:15	1	25	6	0	3	0	0	1	0	0	0	0	0	0	0	36
19:30	3	26	12	0	2	0	0	2	0	0	0	0	0	0	0	45
19:45	0	27	3	0	1	0	1	1	0	0	0	0	0	0	0	33
20:00	9	115	25	0	10	1	1	7	0	0	0	0	0	0	0	168
20:00	1	32	5	0	1	1	0	0	0	0	0	0	0	0	0	40
20:15	1	33	7	0	0	0	0	2	0	0	0	0	0	0	0	43
20:30	0	26	11	0	2	1	0	3	0	0	0	0	0	0	0	43
20:45	0	22	9	0	1	0	0	0	0	0	0	0	0	0	0	32
21:00	2	113	32	0	4	2	0	5	0	0	0	0	0	0	0	158
21:00	0	23	2	0	1	0	1	1	1	0	0	0	0	0	0	29
21:15	0	19	5	0	2	0	0	2	0	0	0	0	0	0	0	28
21:30	0	22	7	0	0	0	0	0	0	0	0	0	0	0	0	29
21:45	2	17	5	0	1	1	0	0	0	0	0	0	0	0	0	26
22:00	2	81	19	0	4	1	1	3	1	0	0	0	0	0	0	112
22:00	2	23	7	0	0	1	0	0	0	0	0	0	0	0	0	33
22:15	0	24	3	0	1	0	0	2	0	0	0	0	0	0	0	30
22:30	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
22:45	1	17	2	0	0	0	0	0	0	0	0	0	0	0	0	20
23:00	3	79	16	0	1	1	0	2	0	0	0	0	0	0	0	102
23:00	0	7	3	0	1	0	0	0	0	0	0	0	0	0	0	11
23:15	0	9	2	0	1	0	0	1	0	0	0	0	0	0	0	13
23:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
23:45	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
Total	40	1681	499	15	87	37	5	100	10	7	0	0	1	0	0	2482
Percent	1.6%	67.7%	20.1%	0.6%	3.5%	1.5%	0.2%	4.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	264	10266	3100	97	531	234	26	472	44	27	2	0	5	2	0	15070
Percent	1.8%	68.1%	20.6%	0.6%	3.5%	1.6%	0.2%	3.1%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FI 33607-1462

US 301
 South of Chancey Rd

Station ID: 4
 Site Code: ADR 11
 Latitude: 28' 11.968 North
 Longitude: 82' 11.636 West
US 301 SOUTH OF CHANCEY RD

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/07/1	3	1	9	2	0	0	1	1	0	1	0	0	0	0	0	15
00:15	1	11	1	0	0	1	0	0	1	0	0	0	0	0	0	15
00:30	1	11	2	0	1	1	0	1	0	0	0	0	0	0	0	17
00:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
	3	35	7	0	1	3	1	1	2	0	0	0	0	0	0	53
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:15	1	4	5	0	0	2	0	0	1	0	0	0	0	0	0	13
01:30	1	7	1	0	0	1	0	0	0	0	0	0	0	0	0	10
01:45	2	5	1	0	0	2	0	0	0	0	0	0	0	0	0	10
	4	20	8	0	0	5	0	0	1	0	0	0	0	0	0	38
02:00	2	3	0	0	0	1	0	0	0	0	0	0	0	0	0	6
02:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	3	0	0	0	1	0	0	0	1	0	0	1	0	0	6
02:45	1	7	1	1	0	0	0	0	0	0	0	0	0	0	0	10
	3	14	3	1	0	2	0	0	0	1	0	0	1	0	0	25
03:00	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	4
03:15	2	4	1	0	0	1	0	0	1	0	0	0	0	0	0	9
03:30	1	4	2	0	0	1	0	0	0	0	0	0	0	0	0	8
03:45	1	7	2	0	0	2	0	2	0	0	0	0	0	0	0	14
	5	17	5	0	0	5	0	2	1	0	0	0	0	0	0	35
04:00	1	7	4	0	0	1	0	0	1	0	0	0	0	0	0	14
04:15	1	2	2	0	0	1	0	0	0	0	0	0	0	0	0	6
04:30	0	7	4	0	0	1	1	0	1	0	0	0	0	0	0	14
04:45	1	6	2	0	1	0	0	0	0	0	0	0	0	1	0	11
	3	22	12	0	1	3	1	0	2	0	0	0	0	1	0	45
05:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
05:15	0	8	3	0	0	1	0	0	2	0	0	0	0	0	0	14
05:30	2	13	0	0	0	7	0	0	2	1	0	0	0	0	0	25
05:45	1	11	7	1	0	6	0	1	0	0	0	0	0	1	0	28
	3	36	12	1	0	14	0	1	4	1	0	0	0	1	0	73
06:00	2	19	3	0	2	2	0	2	0	0	0	0	0	1	0	31
06:15	2	18	9	0	0	1	0	1	0	0	0	0	0	0	0	31
06:30	1	16	9	0	1	1	0	2	2	0	0	0	0	1	0	33
06:45	3	21	11	1	1	3	0	4	1	1	0	0	0	0	0	46
	8	74	32	1	4	7	0	9	3	1	0	0	0	2	0	141
07:00	1	18	11	1	0	3	1	2	2	1	0	0	0	0	0	40
07:15	1	23	5	0	2	2	0	2	2	1	0	0	0	0	0	38
07:30	1	38	9	0	2	7	1	4	2	0	0	0	0	0	0	64
07:45	2	40	8	1	4	6	0	3	0	0	0	0	0	0	0	64
	5	119	33	2	8	18	2	11	6	2	0	0	0	0	0	206
08:00	0	22	7	1	0	4	0	1	1	0	0	0	0	0	0	36
08:15	5	26	14	0	0	3	0	5	4	0	0	0	0	0	0	57
08:30	1	44	16	1	1	5	0	1	2	1	0	0	0	0	0	72
08:45	3	32	11	1	2	10	0	2	3	0	0	0	1	0	0	65
	9	124	48	3	3	22	0	9	10	1	0	0	1	0	0	230
09:00	4	25	8	0	2	6	0	4	1	1	0	0	0	0	0	51
09:15	2	25	8	1	2	4	0	1	0	1	0	0	0	0	0	44
09:30	4	39	13	1	6	7	0	3	3	0	0	0	0	0	0	76
09:45	1	34	15	0	3	5	2	2	0	0	0	0	0	0	0	62
	11	123	44	2	13	22	2	10	4	2	0	0	0	0	0	233
10:00	4	36	8	0	0	6	1	1	1	3	0	0	0	0	0	60
10:15	2	33	9	0	2	6	0	4	2	1	0	0	1	1	0	61
10:30	4	39	12	0	1	4	1	2	5	0	0	0	0	0	0	68
10:45	2	39	14	0	1	8	1	2	2	1	0	0	0	0	0	70
	12	147	43	0	4	24	3	9	10	5	0	0	1	1	0	259
11:00	3	41	12	0	0	7	0	1	0	1	0	0	1	0	0	66
11:15	7	42	10	0	3	7	0	2	3	0	0	0	0	1	0	75
11:30	4	56	20	1	2	6	2	0	1	0	0	0	0	0	0	92
11:45	4	49	20	1	3	7	0	2	1	2	0	0	1	0	0	90
	18	188	62	2	8	27	2	5	5	3	0	0	2	1	0	323
Total	84	919	309	12	42	152	11	57	48	16	0	0	5	6	0	1661
Percent	5.1%	55.3%	18.6%	0.7%	2.5%	9.2%	0.7%	3.4%	2.9%	1.0%	0.0%	0.0%	0.3%	0.4%	0.0%	

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FI 33607-1462

US 301
 South of Chancey Rd

Station ID: 4
 Site Code: ADR 11
 Latitude: 28' 11.968 North
 Longitude: 82' 11.636 West
US 301 SOUTH OF CHANCEY RD

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	5	32	9	0	2	5	0	2	2	1	0	0	0	0	0	58
12:15	2	41	11	0	1	6	0	1	2	1	0	0	1	1	0	67
12:30	2	47	13	0	4	5	0	2	1	1	0	0	0	1	0	76
12:45	3	39	17	0	4	8	1	2	4	1	0	0	0	0	0	79
13:00	12	159	50	0	11	24	1	7	9	4	0	0	1	2	0	280
13:00	2	47	15	0	3	4	2	3	1	0	0	0	0	0	0	77
13:15	3	44	8	1	1	6	1	2	1	0	0	0	0	0	0	67
13:30	5	65	12	0	1	7	0	5	2	1	0	0	0	0	0	98
13:45	6	42	14	1	3	8	0	3	0	1	0	0	0	0	0	78
14:00	16	198	49	2	8	25	3	13	4	2	0	0	0	0	0	320
14:00	6	41	13	0	3	7	0	1	2	1	0	0	0	1	0	75
14:15	4	51	18	2	4	5	1	4	1	0	0	0	0	0	0	90
14:30	1	54	15	1	3	2	1	8	1	2	0	0	1	0	0	89
14:45	3	47	25	1	6	7	1	2	3	1	0	0	0	0	0	96
15:00	14	193	71	4	16	21	3	15	7	4	0	0	1	1	0	350
15:00	2	52	18	0	3	5	0	5	2	1	0	0	1	0	0	89
15:15	6	57	19	1	2	5	0	3	0	0	0	0	1	0	0	94
15:30	2	67	20	1	3	8	0	9	0	0	0	0	1	0	0	111
15:45	1	89	33	2	2	1	0	5	1	1	0	0	0	1	0	136
16:00	11	265	90	4	10	19	0	22	3	2	0	0	3	1	0	430
16:00	3	95	40	3	7	0	1	5	2	0	0	0	0	0	0	156
16:15	6	96	33	2	5	5	1	7	0	1	0	0	0	0	0	156
16:30	4	118	43	0	1	3	0	5	0	1	0	0	0	0	0	175
16:45	2	127	37	0	7	6	0	7	1	1	0	0	1	0	0	189
17:00	15	436	153	5	20	14	2	24	3	3	0	0	1	0	0	676
17:00	6	124	42	4	8	8	2	9	1	1	0	0	2	1	0	208
17:15	1	115	49	3	8	17	2	13	3	2	0	0	0	3	0	216
17:30	3	167	49	1	4	10	3	5	1	1	0	0	0	0	0	244
17:45	2	148	52	1	13	4	0	13	0	0	0	0	0	0	0	233
18:00	12	554	192	9	33	39	7	40	5	4	0	0	2	4	0	901
18:00	8	135	33	0	10	9	0	4	0	0	0	0	1	1	0	201
18:15	1	127	37	1	15	6	1	5	1	1	0	0	0	0	0	195
18:30	2	90	29	1	4	3	0	2	1	4	0	0	0	0	0	136
18:45	1	70	20	1	2	0	0	1	1	0	0	0	0	0	0	96
19:00	12	422	119	3	31	18	1	12	3	5	0	0	1	1	0	628
19:00	1	65	21	1	1	3	1	0	1	0	0	0	0	0	0	94
19:15	0	54	15	0	1	2	0	2	0	0	0	0	0	0	0	74
19:30	1	64	12	0	2	1	0	2	2	0	0	0	0	0	0	84
19:45	1	40	11	1	0	2	0	1	1	1	0	0	0	0	0	58
20:00	3	223	59	2	4	8	1	5	4	1	0	0	0	0	0	310
20:00	0	38	5	0	2	0	0	2	0	1	0	0	0	0	0	48
20:15	1	44	7	0	2	1	1	0	0	0	0	0	0	0	0	56
20:30	2	39	6	0	2	0	1	2	1	1	0	0	0	0	0	54
20:45	0	29	5	0	0	0	1	0	1	0	0	0	0	0	0	36
21:00	3	150	23	0	6	1	3	4	2	2	0	0	0	0	0	194
21:00	0	37	3	0	3	1	0	0	0	0	0	0	0	0	0	44
21:15	1	32	6	0	1	2	0	1	0	0	0	0	0	0	0	43
21:30	0	34	4	0	2	2	0	2	0	0	0	0	0	0	0	44
21:45	3	26	8	0	2	1	0	1	0	0	0	0	0	0	0	41
22:00	4	129	21	0	8	6	0	4	0	0	0	0	0	0	0	172
22:00	3	24	7	0	0	2	0	1	1	0	0	0	0	0	0	38
22:15	2	24	3	0	1	3	0	0	1	1	0	0	0	0	0	35
22:30	1	40	4	0	0	1	0	0	0	0	0	0	0	0	0	46
22:45	2	20	2	0	0	2	0	0	0	0	0	0	0	0	0	26
23:00	8	108	16	0	1	8	0	1	2	1	0	0	0	0	0	145
23:00	0	22	3	0	0	0	0	1	1	0	0	0	0	0	0	27
23:15	1	8	2	0	0	1	0	0	0	0	0	0	0	0	0	12
23:30	0	23	2	0	0	1	0	0	0	0	0	0	0	0	0	26
23:45	0	16	1	0	0	2	0	1	0	0	0	0	0	0	0	20
Total	1	69	8	0	0	4	0	2	1	0	0	0	0	0	0	85
Total	111	2906	851	29	148	187	21	149	43	28	0	0	9	9	0	4491
Percent	2.5%	64.7%	18.9%	0.6%	3.3%	4.2%	0.5%	3.3%	1.0%	0.6%	0.0%	0.0%	0.2%	0.2%	0.0%	

US 301
 South of Chancey Rd

Station ID: 4
 Site Code: ADR 11
 Latitude: 28' 11.968 North
 Longitude: 82' 11.636 West
US 301 SOUTH OF CHANCEY RD

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/08/1																
3	1	10	3	0	1	1	0	1	0	0	0	0	0	0	0	17
00:15	1	5	0	0	0	1	0	0	0	0	0	0	0	0	0	7
00:30	1	8	1	0	0	2	0	0	1	0	0	0	0	0	0	13
00:45	1	11	1	0	0	1	0	0	0	0	0	0	0	0	0	14
	4	34	5	0	1	5	0	1	1	0	0	0	0	0	0	51
01:00	2	9	2	0	0	2	0	0	0	0	0	0	0	0	0	15
01:15	0	10	2	0	0	0	0	0	0	1	0	0	0	0	0	13
01:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
01:45	4	4	3	0	0	5	0	0	0	0	0	0	0	0	0	16
	6	29	8	0	0	7	0	0	0	1	0	0	0	0	0	51
02:00	1	5	1	0	1	1	0	0	0	0	0	0	0	0	0	9
02:15	0	8	3	0	0	0	0	0	1	0	0	0	0	0	0	12
02:30	1	6	1	0	0	1	0	0	0	0	0	0	0	0	0	9
02:45	1	2	1	0	0	1	0	0	0	0	0	0	0	0	0	5
	3	21	6	0	1	3	0	0	1	0	0	0	0	0	0	35
03:00	2	3	1	0	0	2	0	1	0	0	0	0	0	0	0	9
03:15	2	4	0	0	0	2	1	0	0	0	0	0	0	0	0	9
03:30	2	5	1	0	0	2	0	1	1	0	0	0	0	0	0	12
03:45	1	7	2	0	0	1	0	0	1	0	0	0	0	0	0	12
	7	19	4	0	0	7	1	2	2	0	0	0	0	0	0	42
04:00	1	8	3	0	0	1	0	0	0	0	0	0	0	0	0	13
04:15	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	3
04:30	0	11	1	0	2	0	0	0	0	1	0	0	0	0	0	15
04:45	0	5	0	0	0	1	0	0	3	0	0	0	0	0	0	9
	1	26	4	0	2	2	0	1	3	1	0	0	0	0	0	40
05:00	2	6	2	0	0	3	0	0	1	0	0	0	0	0	0	14
05:15	1	9	3	0	0	1	0	0	0	0	0	0	0	0	0	14
05:30	2	14	5	0	0	2	0	3	0	0	0	0	0	0	0	26
05:45	0	15	5	1	1	2	0	3	0	0	0	0	0	0	0	27
	5	44	15	1	1	8	0	6	1	0	0	0	0	0	0	81
06:00	2	22	2	0	0	5	1	1	0	3	0	0	1	0	0	37
06:15	3	21	7	0	0	3	0	0	2	1	0	0	0	0	0	37
06:30	1	25	10	0	2	5	0	5	0	0	0	0	1	0	0	49
06:45	1	18	5	2	3	1	0	3	1	0	0	0	0	0	0	34
	7	86	24	2	5	14	1	9	3	4	0	0	2	0	0	157
07:00	0	26	9	0	4	1	0	1	0	0	0	0	0	0	0	41
07:15	2	35	8	0	1	5	0	4	2	0	0	0	0	1	0	58
07:30	1	38	3	0	2	4	2	4	0	0	0	0	1	0	0	55
07:45	3	34	12	2	2	6	1	4	1	2	0	0	0	0	0	67
	6	133	32	2	9	16	3	13	3	2	0	0	1	1	0	221
08:00	0	21	11	1	3	4	0	1	0	0	0	0	0	0	0	41
08:15	3	29	9	1	1	6	1	2	1	0	0	0	0	0	0	53
08:30	2	33	18	4	4	8	1	1	1	1	0	0	0	0	0	73
08:45	1	32	5	0	4	7	1	1	1	2	0	0	0	0	0	54
	6	115	43	6	12	25	3	5	3	3	0	0	0	0	0	221
09:00	5	27	19	1	1	10	1	1	2	0	0	0	1	1	0	69
09:15	3	28	19	1	4	8	1	0	0	1	0	0	0	0	0	65
09:30	0	44	14	0	3	3	0	1	1	1	0	0	0	0	0	67
09:45	4	35	9	0	4	3	1	2	2	1	0	0	0	0	0	61
	12	134	61	2	12	24	3	4	5	3	0	0	1	1	0	262
10:00	6	33	8	3	2	8	3	5	4	2	0	0	0	1	0	75
10:15	3	24	6	0	2	7	0	2	2	1	0	0	1	2	0	50
10:30	3	31	10	1	4	5	1	1	0	5	0	0	2	0	0	63
10:45	4	31	15	0	3	1	0	2	2	0	0	0	1	0	0	59
	16	119	39	4	11	21	4	10	8	8	0	0	4	3	0	247
11:00	6	33	7	0	3	6	1	1	1	1	0	0	0	0	0	59
11:15	3	39	15	1	2	4	1	3	0	2	0	0	0	1	0	71
11:30	5	42	18	1	4	6	1	4	0	0	0	0	1	0	0	82
11:45	4	40	13	1	3	7	0	2	2	2	0	0	0	0	0	74
	18	154	53	3	12	23	3	10	3	5	0	0	1	1	0	286
Total	91	914	294	20	66	155	18	61	33	27	0	0	9	6	0	1694
Percent	5.4%	54.0%	17.4%	1.2%	3.9%	9.1%	1.1%	3.6%	1.9%	1.6%	0.0%	0.0%	0.5%	0.4%	0.0%	

US 301
 South of Chancey Rd

Station ID: 4
 Site Code: ADR 11
 Latitude: 28' 11.968 North
 Longitude: 82' 11.636 West
US 301 SOUTH OF CHANCEY RD

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	4	34	16	0	2	9	1	4	1	1	0	0	0	0	0	72
12:15	3	24	9	2	3	4	0	0	1	0	0	0	1	1	0	48
12:30	5	41	16	0	2	8	1	1	0	1	0	0	0	0	0	75
12:45	2	29	9	0	0	5	2	3	0	0	0	0	0	0	0	50
13:00	14	128	50	2	7	26	4	8	2	2	0	0	1	1	0	245
13:15	2	48	17	1	3	3	0	1	2	1	0	0	0	0	0	78
13:30	1	44	15	1	4	3	0	2	0	0	0	0	0	2	0	72
13:30	5	44	18	1	3	8	1	1	1	1	0	0	0	0	0	83
13:45	2	38	16	0	3	3	0	2	1	0	0	0	1	0	0	66
14:00	10	174	66	3	13	17	1	6	4	2	0	0	1	2	0	299
14:15	6	43	15	0	3	3	1	3	2	1	0	0	0	1	0	78
14:15	7	55	20	0	2	4	1	1	0	0	0	0	0	0	0	90
14:30	1	62	16	0	3	4	2	3	1	1	0	0	0	0	0	93
14:45	2	55	23	0	0	2	2	5	1	3	0	0	0	0	0	93
15:00	16	215	74	0	8	13	6	12	4	5	0	0	0	1	0	354
15:15	2	54	15	1	2	3	0	1	0	0	0	0	0	0	0	78
15:15	1	64	23	1	6	13	0	4	1	1	0	0	1	2	0	117
15:30	1	89	24	0	2	6	1	0	2	0	0	0	1	0	0	126
15:45	5	79	31	2	2	6	0	2	2	1	0	0	0	0	0	130
16:00	9	286	93	4	12	28	1	7	5	2	0	0	2	2	0	451
16:00	6	94	41	2	9	24	3	14	1	2	0	0	1	1	0	198
16:15	3	102	33	1	6	4	0	4	0	0	0	0	0	0	0	153
16:30	6	134	45	1	5	8	0	12	1	1	0	0	0	0	0	213
16:45	3	133	34	1	8	9	3	5	1	0	1	0	0	1	0	199
17:00	18	463	153	5	28	45	6	35	3	3	1	0	1	2	0	763
17:00	6	134	39	1	5	8	1	18	2	2	0	0	0	1	0	217
17:15	7	138	46	1	7	12	1	13	7	1	0	0	2	2	0	237
17:30	3	191	57	0	8	6	0	12	2	2	1	0	0	0	0	282
17:45	4	150	31	1	10	7	1	7	4	1	0	0	0	0	0	216
18:00	20	613	173	3	30	33	3	50	15	6	1	0	2	3	0	952
18:00	3	152	38	0	5	1	1	6	0	0	0	0	1	0	0	207
18:15	5	127	32	0	7	5	0	4	0	2	0	0	0	0	0	182
18:30	2	112	20	0	4	10	1	3	0	1	0	0	0	0	0	153
18:45	3	67	18	0	5	3	0	2	0	0	0	0	0	0	0	98
19:00	13	458	108	0	21	19	2	15	0	3	0	0	1	0	0	640
19:00	3	59	18	0	5	3	0	1	1	0	0	0	0	0	0	90
19:15	3	72	25	0	2	0	0	4	2	0	0	0	0	0	0	108
19:30	1	56	24	0	1	1	0	2	0	0	0	0	0	0	0	85
19:45	0	47	17	0	1	0	0	1	0	0	0	0	0	0	0	66
20:00	7	234	84	0	9	4	0	8	3	0	0	0	0	0	0	349
20:00	5	56	17	0	1	1	0	3	0	0	0	0	1	0	0	84
20:15	2	39	12	0	1	0	1	1	1	0	0	0	0	0	0	57
20:30	1	62	21	0	1	3	0	1	0	2	0	0	0	0	0	91
20:45	1	39	8	0	1	0	0	2	1	0	0	0	0	0	0	52
21:00	9	196	58	0	4	4	1	7	2	2	0	0	1	0	0	284
21:00	0	39	5	0	1	0	0	0	0	0	0	0	0	0	0	45
21:15	1	39	5	0	1	1	0	0	0	0	0	0	0	0	0	47
21:30	4	44	10	0	0	2	0	0	0	0	0	0	0	0	0	60
21:45	1	36	8	0	0	0	0	0	0	0	0	0	0	0	0	45
22:00	6	158	28	0	2	3	0	0	0	0	0	0	0	0	0	197
22:00	2	43	6	0	0	1	0	0	0	0	1	0	0	0	0	53
22:15	0	27	5	0	1	1	0	0	0	1	0	0	0	0	0	35
22:30	0	32	9	0	1	0	0	0	0	0	0	0	0	0	0	42
22:45	2	26	4	0	1	0	0	0	2	0	0	0	0	0	0	35
23:00	4	128	24	0	3	2	0	0	2	1	1	0	0	0	0	165
23:00	2	18	5	0	0	1	0	0	0	1	0	0	0	0	0	27
23:15	1	23	1	0	0	0	0	0	1	0	0	0	0	0	0	26
23:30	2	25	6	0	0	2	0	0	0	0	0	0	0	0	0	35
23:45	1	24	2	0	0	1	0	0	0	0	0	0	0	0	0	28
Total	6	90	14	0	0	4	0	0	1	1	0	0	0	0	0	116
Percent	2.7%	65.3%	19.2%	0.4%	2.8%	4.1%	0.5%	3.1%	0.9%	0.6%	0.1%	0.0%	0.2%	0.2%	0.0%	4815

US 301
 South of Chancey Rd

Station ID: 4
 Site Code: ADR 11
 Latitude: 28' 11.968 North
 Longitude: 82' 11.636 West
US 301 SOUTH OF CHANCEY RD

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/09/1																
3	1	9	5	0	0	1	0	1	0	0	0	0	0	0	0	17
00:15	0	13	4	0	1	1	0	0	0	0	0	0	0	0	0	19
00:30	3	14	2	0	1	1	0	0	0	0	0	0	0	0	0	21
00:45	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
	4	47	13	0	2	3	0	1	0	0	0	0	0	0	0	70
01:00	1	9	4	1	0	1	0	0	0	1	0	0	0	0	0	17
01:15	0	9	2	0	0	0	0	0	1	0	0	0	0	0	0	12
01:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
01:45	2	3	1	0	1	4	0	0	0	0	0	0	0	0	0	11
	3	25	9	1	1	5	0	0	1	1	0	0	0	0	0	46
02:00	1	5	1	0	0	1	0	0	0	0	0	0	0	0	0	8
02:15	1	4	2	0	0	1	0	0	0	0	0	0	0	0	0	8
02:30	2	1	1	0	0	1	0	0	0	0	0	0	0	0	0	5
02:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
	4	15	5	0	0	3	0	0	0	0	0	0	0	0	0	27
03:00	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4
03:15	2	5	2	0	0	2	0	0	0	0	0	0	0	0	0	11
03:30	3	4	2	0	1	2	0	0	1	0	0	0	0	0	0	13
03:45	0	3	1	0	0	0	0	1	1	0	0	0	0	0	0	6
	5	15	5	0	1	5	0	1	2	0	0	0	0	0	0	34
04:00	0	3	1	0	0	0	0	1	2	0	0	0	0	0	0	7
04:15	0	4	3	0	0	1	0	0	0	0	0	0	0	0	0	8
04:30	0	8	1	0	0	0	0	0	2	0	0	0	0	0	0	11
04:45	1	10	2	0	0	1	0	0	0	0	0	0	0	0	0	14
	1	25	7	0	0	2	0	1	4	0	0	0	0	0	0	40
05:00	0	8	2	0	0	2	0	0	0	0	0	0	0	0	0	12
05:15	1	4	5	0	0	2	0	1	0	0	0	0	0	0	0	13
05:30	3	12	5	0	2	2	0	0	1	0	0	0	0	0	0	25
05:45	1	19	2	1	0	0	0	2	0	0	0	0	0	0	0	25
	5	43	14	1	2	6	0	3	1	0	0	0	0	0	0	75
06:00	1	21	3	0	1	3	0	3	1	0	0	0	0	0	0	33
06:15	2	19	5	0	1	2	0	2	0	1	0	0	2	0	0	34
06:30	3	30	6	0	1	9	0	2	0	0	0	0	0	0	0	51
06:45	1	18	11	2	1	2	0	3	0	1	0	0	0	0	0	39
	7	88	25	2	4	16	0	10	1	2	0	0	2	0	0	157
07:00	4	25	1	2	0	5	0	2	1	2	0	0	0	0	0	42
07:15	1	38	4	0	1	3	0	5	0	3	0	0	0	0	0	55
07:30	0	40	8	1	2	3	0	4	1	0	0	0	1	1	0	61
07:45	0	43	7	1	2	2	2	0	1	0	0	0	0	1	0	59
	5	146	20	4	5	13	2	11	3	5	0	0	1	2	0	217
08:00	4	34	7	2	0	3	1	1	2	0	0	0	0	0	0	54
08:15	2	29	11	1	5	6	1	2	0	2	0	0	1	0	0	60
08:30	1	34	9	1	2	5	0	6	1	0	0	0	0	0	0	59
08:45	1	21	8	0	5	6	1	4	3	0	0	0	1	0	0	50
	8	118	35	4	12	20	3	13	6	2	0	0	2	0	0	223
09:00	3	44	12	1	2	7	0	1	3	1	0	0	1	0	0	75
09:15	1	47	12	0	4	3	0	2	0	0	0	0	0	0	0	69
09:30	2	34	10	2	4	4	1	2	1	0	0	0	0	0	0	60
09:45	4	30	15	1	3	4	1	2	0	0	0	0	1	0	0	61
	10	155	49	4	13	18	2	7	4	1	0	0	2	0	0	265
10:00	4	30	11	1	1	10	0	1	0	0	0	0	0	0	0	58
10:15	1	25	15	1	2	3	1	0	0	1	0	0	1	0	0	50
10:30	3	39	14	1	1	8	0	1	0	1	0	0	0	0	0	68
10:45	3	44	9	1	3	10	1	3	4	0	0	0	0	0	0	78
	11	138	49	4	7	31	2	5	4	2	0	0	1	0	0	254
11:00	4	42	17	0	1	3	2	3	1	0	0	0	0	0	0	73
11:15	2	31	14	0	0	2	0	3	1	1	0	0	0	0	0	54
11:30	2	36	15	0	1	6	0	1	0	0	0	0	0	0	0	61
11:45	3	33	9	3	0	5	1	1	0	2	0	0	1	0	0	58
	11	142	55	3	2	16	3	8	2	3	0	0	1	0	0	246
Total	74	957	286	23	49	138	12	60	28	16	0	0	9	2	0	1654
Percent	4.5%	57.9%	17.3%	1.4%	3.0%	8.3%	0.7%	3.6%	1.7%	1.0%	0.0%	0.0%	0.5%	0.1%	0.0%	

US 301
 South of Chancey Rd

Station ID: 4
 Site Code: ADR 11
 Latitude: 28' 11.968 North
 Longitude: 82' 11.636 West
US 301 SOUTH OF CHANCEY RD

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	4	40	15	0	0	11	0	4	4	2	0	0	0	0	0	80
12:15	0	51	17	1	2	4	0	3	0	0	0	0	0	0	0	78
12:30	3	40	13	2	4	6	1	2	0	0	0	0	0	0	0	71
12:45	3	39	18	0	2	7	0	1	0	1	0	0	0	0	0	71
13:00	10	170	63	3	8	28	1	10	4	3	0	0	0	0	0	300
13:00	3	34	17	0	4	6	0	2	1	0	0	0	0	0	0	67
13:15	3	57	16	1	6	6	0	6	2	2	0	0	2	0	0	101
13:30	3	33	16	0	2	4	1	4	2	1	0	0	0	1	0	67
13:45	3	47	10	0	3	5	0	4	1	0	0	0	0	0	0	73
14:00	12	171	59	1	15	21	1	16	6	3	0	0	2	1	0	308
14:00	2	46	19	0	5	1	0	2	2	1	0	0	0	0	0	78
14:15	5	67	16	2	1	7	0	2	1	0	0	0	0	0	0	101
14:30	1	53	11	0	8	0	1	2	1	2	0	0	1	0	0	80
14:45	3	53	21	1	2	3	2	2	3	0	0	0	0	0	0	90
15:00	11	219	67	3	16	11	3	8	7	3	0	0	1	0	0	349
15:00	1	75	16	0	3	1	0	1	2	0	0	0	0	0	0	99
15:15	1	64	18	0	2	3	2	3	0	0	0	0	0	0	0	93
15:30	1	67	27	0	6	8	0	3	0	2	0	0	0	0	0	114
15:45	4	82	29	1	5	7	0	7	2	0	0	0	0	0	0	137
16:00	7	288	90	1	16	19	2	14	4	2	0	0	0	0	0	443
16:00	5	101	38	2	12	6	1	4	0	1	0	0	0	0	0	170
16:15	3	103	36	2	6	4	1	4	3	0	0	0	1	1	0	164
16:30	5	110	49	0	11	6	0	2	0	1	0	0	0	0	0	184
16:45	1	121	44	0	4	5	0	7	0	0	0	0	0	0	0	182
17:00	14	435	167	4	33	21	2	17	3	2	0	0	1	1	0	700
17:00	2	126	43	0	4	16	2	7	1	1	0	0	0	1	0	203
17:15	6	139	49	2	8	13	1	9	2	0	0	0	0	0	0	229
17:30	6	157	42	0	7	6	1	12	2	1	0	0	0	0	0	234
17:45	2	147	47	0	11	7	0	9	0	2	0	0	0	0	0	225
18:00	16	569	181	2	30	42	4	37	5	4	0	0	0	1	0	891
18:00	4	113	37	1	5	17	0	30	2	2	0	0	0	8	0	219
18:15	5	112	37	1	6	4	0	4	2	1	0	0	0	1	0	173
18:30	0	108	22	0	4	2	0	6	0	0	0	0	2	0	0	144
18:45	1	67	18	0	7	0	0	2	1	0	0	0	0	0	0	96
19:00	10	400	114	2	22	23	0	42	5	3	0	0	2	9	0	632
19:00	2	69	25	1	2	4	0	1	1	0	0	0	0	0	0	105
19:15	1	48	15	0	0	2	0	3	0	0	0	0	0	0	0	69
19:30	2	67	14	0	3	0	0	1	1	0	0	0	0	0	0	88
19:45	0	46	8	0	4	1	0	3	0	0	0	0	0	0	0	62
20:00	5	230	62	1	9	7	0	8	2	0	0	0	0	0	0	324
20:00	1	32	4	0	1	1	0	1	0	0	0	0	0	0	0	40
20:15	2	33	9	0	3	3	0	3	0	1	0	0	0	0	0	54
20:30	3	45	13	0	3	1	0	0	1	0	1	0	0	0	0	67
20:45	3	45	7	0	1	3	0	1	0	0	0	0	0	0	0	60
21:00	9	155	33	0	8	8	0	5	1	1	1	0	0	0	0	221
21:00	5	28	8	0	1	2	1	0	1	0	0	0	0	0	0	46
21:15	2	43	9	0	0	1	0	0	0	0	0	0	0	0	0	55
21:30	1	39	9	0	1	2	0	1	0	0	0	0	0	0	0	53
21:45	0	31	5	0	0	0	0	0	0	2	0	0	0	0	0	38
22:00	8	141	31	0	2	5	1	1	1	2	0	0	0	0	0	192
22:00	4	28	4	0	0	1	0	1	0	0	0	0	0	0	0	38
22:15	1	42	5	0	1	0	0	1	0	0	0	0	0	0	0	50
22:30	1	29	3	0	1	0	0	0	0	0	0	0	0	0	0	34
22:45	2	18	1	0	0	1	0	0	1	0	0	0	0	0	0	23
23:00	8	117	13	0	2	2	0	2	1	0	0	0	0	0	0	145
23:00	2	16	5	1	1	0	0	0	1	0	0	0	0	0	0	26
23:15	0	12	2	1	0	0	0	0	1	0	0	0	0	0	0	16
23:30	3	21	6	0	0	1	0	0	0	0	0	0	0	0	0	31
23:45	1	19	4	0	0	0	0	0	0	0	0	0	0	0	0	24
Total	6	68	17	2	1	1	0	0	2	0	0	0	0	0	0	97
Percent	2.5%	64.4%	19.5%	0.4%	3.5%	4.1%	0.3%	3.5%	0.9%	0.5%	0.0%	0.0%	0.1%	0.3%	0.0%	4602
Grand Total	608	11802	3562	120	604	1018	100	635	234	137	4	0	47	46	0	18917
Percent	3.2%	62.4%	18.8%	0.6%	3.2%	5.4%	0.5%	3.4%	1.2%	0.7%	0.0%	0.0%	0.2%	0.2%	0.0%	

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FI 33607-1462

US 301
 South of Chancey Rd

Station ID: 4
 Site Code: ADR 11
 Latitude: 28' 11.968 North
 Longitude: 82' 11.636 West
US 301 SOUTH OF CHANCEY RD

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/07/1																
3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
00:15	1	5	0	0	0	1	0	0	0	0	0	0	0	0	0	7
00:30	1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	5
	2	17	1	0	0	1	0	0	2	0	0	0	0	0	0	23
01:00	1	3	2	0	1	0	0	0	0	0	0	0	0	0	0	7
01:15	0	4	2	0	0	0	0	0	1	0	0	0	0	0	0	7
01:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:45	0	3	2	0	0	0	0	0	1	0	0	0	0	0	0	6
	1	14	7	0	1	0	0	0	2	0	0	0	0	0	0	25
02:00	1	7	1	0	0	1	0	0	0	0	0	0	0	0	0	10
02:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
02:30	1	5	1	0	0	1	0	0	0	0	0	0	0	0	0	8
02:45	1	4	1	0	0	1	0	0	1	0	0	0	0	0	0	8
	3	20	4	0	0	3	0	0	1	0	0	0	0	0	0	31
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
03:15	2	12	2	0	0	1	0	0	2	0	0	0	0	0	0	19
03:30	1	7	1	0	0	0	0	0	1	0	0	0	0	0	0	10
03:45	3	8	6	0	0	0	0	0	0	0	0	0	0	0	0	17
	6	31	10	0	0	1	0	0	3	0	0	0	0	0	0	51
04:00	0	12	7	0	1	0	0	0	0	0	0	0	0	0	0	20
04:15	3	16	11	0	4	1	0	0	0	0	0	0	0	0	0	35
04:30	1	16	12	0	3	1	0	0	1	0	0	0	0	0	0	34
04:45	0	26	9	0	2	0	0	0	1	0	0	0	0	0	0	38
	4	70	39	0	10	2	0	0	2	0	0	0	0	0	0	127
05:00	5	25	22	0	4	2	0	1	0	0	0	0	0	0	0	59
05:15	5	63	25	0	6	5	0	1	1	2	0	0	0	0	0	108
05:30	2	65	38	0	9	1	0	5	0	0	0	0	0	0	0	120
05:45	4	82	23	0	9	1	0	1	2	1	0	0	0	0	0	123
	16	235	108	0	28	9	0	8	3	3	0	0	0	0	0	410
06:00	3	112	44	1	11	5	1	1	0	0	0	0	1	1	0	180
06:15	3	126	55	0	12	4	4	1	4	1	0	0	0	0	0	210
06:30	5	121	59	1	7	9	7	5	2	0	0	0	0	0	0	216
06:45	4	139	40	2	4	3	3	0	4	2	0	0	0	0	0	201
	15	498	198	4	34	21	15	7	10	3	0	0	1	1	0	807
07:00	4	157	46	1	10	1	2	8	3	1	0	0	0	0	0	233
07:15	4	180	48	0	8	4	5	8	2	1	0	0	1	0	0	261
07:30	4	143	38	2	3	4	2	10	2	1	0	0	1	0	0	210
07:45	3	116	32	1	5	5	4	7	1	3	0	0	2	0	0	179
	15	596	164	4	26	14	13	33	8	6	0	0	4	0	0	883
08:00	1	108	33	0	4	5	4	1	3	0	0	0	1	0	0	160
08:15	3	79	29	1	3	7	2	4	1	0	0	0	0	0	0	129
08:30	2	64	17	1	7	2	0	6	1	0	0	0	0	1	0	101
08:45	3	66	21	0	3	4	1	1	4	0	0	0	0	1	0	104
	9	317	100	2	17	18	7	12	9	0	0	0	1	2	0	494
09:00	7	69	27	0	5	6	1	1	1	0	0	0	0	0	0	117
09:15	5	52	12	0	2	7	6	2	0	0	0	0	1	0	0	87
09:30	2	34	13	2	3	3	2	3	3	0	0	0	0	0	0	65
09:45	1	51	14	1	3	1	0	3	2	0	0	0	0	0	0	76
	15	206	66	3	13	17	9	9	6	0	0	0	1	0	0	345
10:00	3	62	15	1	4	2	3	5	1	1	0	0	0	0	0	97
10:15	4	46	21	0	0	1	3	1	4	3	0	0	0	0	0	83
10:30	2	59	12	0	3	3	3	2	2	0	0	0	0	0	0	86
10:45	5	45	18	0	3	2	3	2	1	0	1	0	0	0	0	80
	14	212	66	1	10	8	12	10	8	4	1	0	0	0	0	346
11:00	3	53	15	1	3	3	1	3	2	1	0	0	0	0	0	85
11:15	1	52	8	0	2	2	1	2	5	2	0	0	0	0	0	75
11:30	4	40	12	0	1	4	4	1	3	0	0	0	0	0	0	69
11:45	3	49	12	0	2	3	2	1	4	0	0	0	0	0	0	76
	11	194	47	1	8	12	8	7	14	3	0	0	0	0	0	305
Total	111	2410	810	15	147	106	64	86	68	19	1	0	7	3	0	3847
Percent	2.9%	62.6%	21.1%	0.4%	3.8%	2.8%	1.7%	2.2%	1.8%	0.5%	0.0%	0.0%	0.2%	0.1%	0.0%	

US 301
 South of Chancey Rd

Station ID: 4
 Site Code: ADR 11
 Latitude: 28' 11.968 North
 Longitude: 82' 11.636 West
US 301 SOUTH OF CHANCEY RD

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	7	49	20	0	5	6	2	1	2	0	0	0	0	0	0	92
12:15	4	55	24	0	3	5	1	2	2	0	0	0	0	0	0	96
12:30	2	36	11	1	2	3	0	2	1	1	0	0	0	0	0	59
12:45	6	56	14	0	1	4	4	7	5	1	0	0	0	0	0	98
13:00	19	196	69	1	11	18	7	12	10	2	0	0	0	0	0	345
13:00	5	43	19	1	3	7	1	2	2	2	0	0	0	1	0	86
13:15	6	45	19	1	2	4	7	1	3	0	0	0	1	1	0	90
13:30	0	42	14	0	2	2	2	2	0	0	0	0	0	0	0	64
13:45	3	34	15	0	3	4	0	2	0	1	0	0	0	0	0	62
14:00	14	164	67	2	10	17	10	7	5	3	0	0	1	2	0	302
14:00	0	35	16	1	3	0	2	1	1	0	0	0	0	1	0	60
14:15	2	42	10	0	0	4	4	3	0	1	0	0	0	0	0	66
14:30	3	34	21	0	5	1	3	3	1	1	0	0	0	0	0	72
14:45	3	42	17	1	3	2	2	4	1	3	0	0	0	0	0	78
15:00	8	153	64	2	11	7	11	11	3	5	0	0	0	1	0	276
15:00	1	39	15	1	1	2	2	4	4	1	0	0	0	1	0	71
15:15	1	36	16	1	0	2	2	2	1	0	0	0	0	0	0	61
15:30	1	50	23	1	3	3	3	6	0	0	0	0	0	0	0	90
15:45	2	27	14	1	4	3	1	3	2	1	0	0	0	0	0	58
16:00	5	152	68	4	8	10	8	15	7	2	0	0	0	1	0	280
16:00	2	34	15	2	3	4	1	4	0	0	0	0	0	0	0	65
16:15	1	40	8	0	0	1	1	8	0	0	0	0	0	1	0	60
16:30	2	59	11	1	4	2	0	7	1	1	0	0	0	0	0	88
16:45	1	23	17	0	4	5	0	8	1	0	0	0	0	0	0	59
17:00	6	156	51	3	11	12	2	27	2	1	0	0	0	1	0	272
17:00	0	48	10	0	3	2	2	4	2	0	0	0	0	0	0	71
17:15	6	54	8	0	5	7	1	6	0	0	0	0	0	1	0	88
17:30	1	38	12	0	4	2	0	10	3	1	0	0	0	0	0	71
17:45	2	39	8	0	1	1	1	4	0	1	0	0	0	0	0	57
18:00	9	179	38	0	13	12	4	24	5	2	0	0	0	1	0	287
18:00	1	39	14	0	2	2	1	2	2	1	0	0	0	0	0	64
18:15	0	23	16	0	2	2	1	4	0	0	0	0	0	0	0	48
18:30	3	41	16	0	1	1	1	3	2	0	0	0	0	0	0	68
18:45	2	30	10	0	1	2	1	2	2	0	0	0	0	0	0	50
19:00	6	133	56	0	6	7	4	11	6	1	0	0	0	0	0	230
19:00	1	26	12	0	0	2	2	2	0	0	0	0	0	0	0	45
19:15	3	16	4	0	3	1	0	0	2	0	0	0	0	0	0	29
19:30	1	19	6	0	4	1	0	0	1	0	0	0	0	0	0	32
19:45	0	16	5	0	3	0	0	0	1	0	0	0	0	0	0	25
20:00	5	77	27	0	10	4	2	2	4	0	0	0	0	0	0	131
20:00	0	21	0	0	1	0	0	0	0	0	0	0	0	0	0	22
20:15	0	18	9	0	1	1	0	0	2	0	0	0	0	0	0	31
20:30	1	19	3	0	0	0	0	0	0	0	0	0	0	0	0	23
20:45	1	19	3	0	0	1	0	0	0	0	0	0	0	0	0	24
21:00	2	77	15	0	2	2	0	0	2	0	0	0	0	0	0	100
21:00	0	18	5	0	0	0	0	0	0	0	0	0	0	0	0	23
21:15	1	20	5	0	0	2	0	1	2	0	0	0	0	0	0	31
21:30	2	13	3	0	0	1	0	0	0	0	0	0	0	0	0	19
21:45	0	18	2	0	2	0	0	0	0	0	0	0	0	0	0	22
22:00	3	69	15	0	2	3	0	1	2	0	0	0	0	0	0	95
22:00	1	19	3	0	1	1	0	0	0	0	0	0	0	0	0	25
22:15	1	14	4	0	0	0	0	0	0	0	0	0	0	0	0	19
22:30	1	8	3	0	0	1	0	0	0	0	0	0	0	0	0	13
22:45	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
23:00	3	45	11	0	2	2	0	0	0	0	0	0	0	0	0	63
23:00	0	14	2	0	1	1	0	0	0	0	0	0	0	0	0	18
23:15	0	7	1	0	1	0	0	0	1	0	0	0	0	0	0	10
23:30	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	9
23:45	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	80	1433	488	12	88	95	48	110	48	16	0	0	1	6	0	2425
Percent	3.3%	59.1%	20.1%	0.5%	3.6%	3.9%	2.0%	4.5%	2.0%	0.7%	0.0%	0.0%	0.0%	0.2%	0.0%	

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FI 33607-1462

US 301
 South of Chancey Rd

Station ID: 4
 Site Code: ADR 11
 Latitude: 28' 11.968 North
 Longitude: 82' 11.636 West
US 301 SOUTH OF CHANCEY RD

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/08/1																
3	1	5	1	1	0	0	0	0	0	0	0	0	0	0	0	8
00:15	0	6	1	0	1	0	0	0	1	0	0	0	0	0	0	9
00:30	1	7	0	0	0	1	0	0	0	0	0	0	0	0	0	9
00:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	2	23	2	1	1	1	0	0	1	0	0	0	0	0	0	31
01:00	3	2	2	0	0	2	0	0	2	0	0	0	0	0	0	11
01:15	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
01:30	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	3
01:45	2	3	3	0	0	1	0	0	0	0	0	0	0	0	0	9
	7	9	7	0	0	4	0	0	2	0	0	0	0	0	0	29
02:00	1	6	0	0	0	1	0	0	1	0	0	0	0	0	0	9
02:15	1	4	1	0	1	1	0	0	1	0	0	0	0	0	0	9
02:30	3	7	1	0	1	3	0	0	1	0	0	0	0	0	0	16
02:45	1	4	0	0	0	1	0	0	0	0	0	0	0	0	0	6
	6	21	2	0	2	6	0	0	3	0	0	0	0	0	0	40
03:00	1	9	0	1	1	0	0	0	1	0	0	0	0	0	0	13
03:15	4	12	2	0	0	2	0	0	0	0	0	0	0	0	0	20
03:30	1	4	3	0	0	1	0	0	0	0	0	0	0	0	0	9
03:45	1	7	4	0	0	0	0	0	0	0	0	0	0	0	0	12
	7	32	9	1	1	3	0	0	1	0	0	0	0	0	0	54
04:00	1	16	6	0	1	1	0	0	0	0	0	0	0	0	0	25
04:15	3	17	8	0	3	1	0	0	2	0	0	0	0	0	0	34
04:30	0	15	22	0	4	0	0	0	0	0	0	0	0	0	0	41
04:45	4	25	10	0	0	4	0	0	0	0	0	0	0	0	0	43
	8	73	46	0	8	6	0	0	2	0	0	0	0	0	0	143
05:00	2	32	16	0	4	1	1	1	0	0	0	0	0	0	0	57
05:15	2	40	17	0	2	0	0	0	1	1	0	0	0	0	0	63
05:30	0	70	31	1	5	0	1	2	4	1	0	0	0	0	0	115
05:45	7	90	40	0	14	5	1	0	4	0	0	1	0	0	0	162
	11	232	104	1	25	6	3	3	9	2	0	1	0	0	0	397
06:00	2	105	37	0	10	2	2	4	2	2	0	0	1	0	0	167
06:15	4	112	57	0	16	3	3	3	1	1	0	0	1	0	0	201
06:30	3	125	50	2	11	7	1	8	2	1	0	0	1	0	0	211
06:45	4	137	49	1	9	0	3	4	3	2	0	0	0	0	0	212
	13	479	193	3	46	12	9	19	8	6	0	0	3	0	0	791
07:00	10	150	51	0	8	6	4	5	0	0	0	0	1	1	0	236
07:15	5	189	43	1	2	4	4	1	1	1	0	0	0	0	0	251
07:30	8	164	26	2	5	5	1	10	0	2	0	0	1	2	0	226
07:45	5	94	32	1	9	5	0	7	2	5	0	0	0	0	0	160
	28	597	152	4	24	20	9	23	3	8	0	0	2	3	0	873
08:00	4	100	26	0	2	6	4	6	0	1	0	0	0	0	0	149
08:15	1	74	34	0	7	1	5	4	3	1	0	0	0	0	0	130
08:30	3	65	26	1	7	2	1	1	0	0	0	0	0	0	0	106
08:45	1	46	18	0	5	1	2	3	0	0	0	0	0	0	0	76
	9	285	104	1	21	10	12	14	3	2	0	0	0	0	0	461
09:00	3	48	23	0	2	3	0	2	0	1	0	0	0	0	0	82
09:15	3	42	18	2	6	3	2	3	2	1	0	0	0	0	0	82
09:30	3	45	12	0	4	2	1	1	3	0	0	0	0	0	0	71
09:45	3	53	22	2	4	1	3	2	0	1	0	0	0	0	0	91
	12	188	75	4	16	9	6	8	5	3	0	0	0	0	0	326
10:00	2	49	14	0	5	3	2	6	2	0	0	0	1	1	0	85
10:15	6	48	14	1	4	8	0	3	8	0	0	0	0	0	0	92
10:30	2	38	18	0	5	0	2	1	3	0	0	0	0	0	0	69
10:45	6	33	21	2	1	5	3	1	0	0	0	0	0	1	0	73
	16	168	67	3	15	16	7	11	13	0	0	0	1	2	0	319
11:00	6	45	14	0	1	3	3	3	1	0	0	0	0	0	0	76
11:15	2	53	18	0	2	5	1	2	5	0	0	0	0	1	0	89
11:30	4	55	20	0	6	2	2	1	1	0	0	0	0	0	0	91
11:45	9	35	16	1	6	5	0	3	0	0	0	0	0	0	0	75
	21	188	68	1	15	15	6	9	7	0	0	0	0	1	0	331
Total	140	2295	829	19	174	108	52	87	57	21	0	1	6	6	0	3795
Percent	3.7%	60.5%	21.8%	0.5%	4.6%	2.8%	1.4%	2.3%	1.5%	0.6%	0.0%	0.0%	0.2%	0.2%	0.0%	

US 301
 South of Chancey Rd

Station ID: 4
 Site Code: ADR 11
 Latitude: 28' 11.968 North
 Longitude: 82' 11.636 West
US 301 SOUTH OF CHANCEY RD

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	3	53	15	0	2	3	0	2	4	0	0	0	0	0	0	82
12:15	6	57	15	0	3	4	2	3	3	1	0	0	0	0	0	94
12:30	3	47	16	0	5	2	3	2	1	1	0	0	1	0	0	81
12:45	4	41	17	0	2	6	4	0	1	1	0	0	0	0	0	76
	16	198	63	0	12	15	9	7	9	3	0	0	1	0	0	333
13:00	3	41	13	1	1	3	1	4	0	1	0	0	0	0	0	68
13:15	3	43	27	1	3	6	1	3	4	1	0	0	1	0	0	93
13:30	1	50	18	2	8	3	2	3	1	3	0	0	1	0	0	92
13:45	2	43	13	1	3	5	1	1	4	2	0	0	0	1	0	76
	9	177	71	5	15	17	5	11	9	7	0	0	2	1	0	329
14:00	4	55	14	1	3	1	1	2	2	1	0	0	0	1	0	85
14:15	0	44	25	0	6	1	1	3	0	0	0	0	0	0	0	80
14:30	1	53	17	0	1	6	1	2	3	1	0	0	1	0	0	86
14:45	1	44	14	0	4	3	2	8	1	0	0	0	0	0	0	77
	6	196	70	1	14	11	5	15	6	2	0	0	1	1	0	328
15:00	1	45	18	3	5	6	0	3	2	2	0	0	0	0	0	85
15:15	3	53	18	0	2	5	1	2	1	1	0	0	0	1	0	87
15:30	5	47	10	1	3	3	0	4	0	0	0	0	0	0	0	73
15:45	1	36	10	3	2	3	0	2	2	0	0	0	0	0	0	59
	10	181	56	7	12	17	1	11	5	3	0	0	0	1	0	304
16:00	1	51	11	1	3	4	1	6	0	2	0	0	0	0	0	80
16:15	5	52	9	0	1	6	1	7	2	1	0	0	0	0	0	84
16:30	2	41	12	0	2	2	0	4	0	1	0	0	0	1	0	65
16:45	3	53	14	1	3	3	0	10	1	0	0	0	0	0	0	88
	11	197	46	2	9	15	2	27	3	4	0	0	0	1	0	317
17:00	3	50	17	0	2	5	0	6	0	1	0	0	0	2	0	86
17:15	2	41	9	1	1	4	4	5	1	0	0	0	0	1	0	69
17:30	2	44	23	1	4	3	3	4	2	0	0	0	0	0	0	86
17:45	4	43	12	0	2	4	2	6	1	0	0	0	0	0	0	74
	11	178	61	2	9	16	9	21	4	1	0	0	0	3	0	315
18:00	3	49	8	0	4	0	3	8	0	0	0	0	0	0	0	75
18:15	0	51	13	0	1	1	0	5	1	0	0	0	0	0	0	72
18:30	3	48	16	0	1	2	1	3	0	0	0	0	0	0	0	74
18:45	3	36	14	1	5	1	0	3	1	0	0	0	0	0	0	64
	9	184	51	1	11	4	4	19	2	0	0	0	0	0	0	285
19:00	1	44	8	0	1	1	0	4	1	0	0	0	0	0	0	60
19:15	1	20	6	0	1	0	0	3	1	0	0	0	0	0	0	32
19:30	3	24	2	0	2	2	0	2	1	0	0	0	0	0	0	36
19:45	2	26	7	0	1	1	0	0	0	0	0	0	0	0	0	37
	7	114	23	0	5	4	0	9	3	0	0	0	0	0	0	165
20:00	1	26	4	0	2	0	0	1	1	0	0	0	0	0	0	35
20:15	1	24	7	0	2	0	0	0	0	0	0	0	0	0	0	34
20:30	2	15	9	0	0	1	0	0	0	0	0	0	0	0	0	27
20:45	1	18	5	0	3	0	0	0	0	0	0	0	0	0	0	27
	5	83	25	0	7	1	0	1	1	0	0	0	0	0	0	123
21:00	0	25	2	0	0	0	0	0	0	1	0	0	0	0	0	28
21:15	0	18	2	0	0	0	0	1	2	0	0	0	0	0	0	23
21:30	1	16	4	0	0	0	0	0	0	0	0	0	0	0	0	21
21:45	2	17	3	1	1	0	0	0	0	0	0	0	0	0	0	24
	3	76	11	1	1	0	0	1	2	1	0	0	0	0	0	96
22:00	0	19	6	0	0	0	0	0	0	0	0	0	0	0	0	25
22:15	1	13	0	0	1	1	1	0	0	0	0	0	0	0	0	17
22:30	0	6	4	0	0	1	0	0	0	0	0	0	0	0	0	11
22:45	0	13	4	1	0	0	0	0	0	0	0	0	0	0	0	18
	1	51	14	1	1	2	1	0	0	0	0	0	0	0	0	71
23:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
23:15	0	7	3	0	1	0	0	0	0	0	0	0	0	0	0	11
23:30	0	5	2	0	0	0	0	0	1	0	0	0	0	0	0	8
23:45	1	5	1	0	1	0	0	0	2	0	0	0	0	0	0	10
	1	28	7	0	2	0	0	0	3	0	0	0	0	0	0	41
Total	89	1663	498	20	98	102	36	122	47	21	0	0	4	7	0	2707
Percent	3.3%	61.4%	18.4%	0.7%	3.6%	3.8%	1.3%	4.5%	1.7%	0.8%	0.0%	0.0%	0.1%	0.3%	0.0%	

US 301
 South of Chancey Rd

Station ID: 4
 Site Code: ADR 11
 Latitude: 28' 11.968 North
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US 301 SOUTH OF CHANCEY RD

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/09/1																
3	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
00:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	21	1	0	0	0	0	0	1	0	0	0	0	0	0	23
01:00	2	5	4	0	1	0	0	0	0	0	0	0	0	0	0	12
01:15	1	2	4	0	0	0	0	0	1	0	0	0	0	0	0	8
01:30	0	1	2	0	0	0	0	0	1	0	0	0	0	0	0	4
01:45	1	7	3	0	0	1	0	0	1	0	0	0	0	0	0	13
	4	15	13	0	1	1	0	0	3	0	0	0	0	0	0	37
02:00	1	3	0	0	0	0	0	1	0	0	0	0	0	0	0	5
02:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	2	3	1	0	0	2	0	0	0	0	0	0	0	1	0	9
02:45	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
	3	11	2	0	1	2	0	1	0	0	0	0	0	1	0	21
03:00	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	6
03:15	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
03:30	1	5	1	0	0	1	0	0	0	0	0	0	0	0	0	8
03:45	1	9	2	0	1	1	0	0	1	0	0	0	0	0	0	15
	4	26	7	0	1	2	0	0	1	0	0	0	0	0	0	41
04:00	0	4	6	0	1	0	0	1	2	0	0	0	0	0	0	14
04:15	3	12	11	0	1	1	0	0	0	0	0	0	0	0	0	28
04:30	2	14	13	0	2	2	0	0	1	0	0	0	0	0	0	34
04:45	3	18	11	1	3	2	0	1	0	0	0	0	0	0	0	39
	8	48	41	1	7	5	0	2	3	0	0	0	0	0	0	115
05:00	1	35	17	0	4	0	0	0	2	1	0	0	0	0	0	60
05:15	2	47	25	0	6	1	0	1	1	0	0	0	1	0	0	84
05:30	2	76	29	0	6	2	0	1	2	0	0	0	0	0	0	118
05:45	4	74	35	0	7	3	0	2	0	0	0	0	0	0	0	125
	9	232	106	0	23	6	0	4	5	1	0	0	1	0	0	387
06:00	3	115	38	0	7	2	1	0	2	0	0	0	0	0	0	168
06:15	2	117	61	0	14	3	2	4	2	0	0	0	0	1	0	206
06:30	5	122	53	1	6	4	1	2	2	1	1	0	0	0	0	198
06:45	1	131	48	1	12	0	1	5	3	0	0	0	0	1	0	203
	11	485	200	2	39	9	5	11	9	1	1	0	0	2	0	775
07:00	6	158	43	0	10	6	4	3	2	0	1	0	1	1	0	235
07:15	7	174	47	1	8	2	1	6	1	0	0	0	0	0	0	247
07:30	6	157	34	2	7	5	2	7	2	1	0	1	0	0	0	224
07:45	5	127	39	0	5	4	2	3	1	1	0	0	0	0	0	187
	24	616	163	3	30	17	9	19	6	2	1	1	1	1	0	893
08:00	2	97	28	0	4	1	1	4	3	0	1	0	0	0	0	141
08:15	2	85	33	0	2	3	1	4	4	1	0	0	0	0	0	135
08:30	2	68	19	2	3	5	3	0	6	0	0	0	0	0	0	108
08:45	2	50	15	0	4	3	2	4	0	1	0	0	0	0	0	81
	8	300	95	2	13	12	7	12	13	2	1	0	0	0	0	465
09:00	2	60	19	2	2	1	2	0	0	0	0	0	0	0	0	88
09:15	3	57	15	2	2	2	1	2	1	1	0	0	0	0	0	86
09:30	2	45	14	0	4	2	0	3	2	1	0	0	0	0	0	73
09:45	8	55	17	0	4	6	2	3	3	1	0	0	0	0	0	99
	15	217	65	4	12	11	5	8	6	3	0	0	0	0	0	346
10:00	1	50	7	2	1	1	2	2	1	0	0	0	0	0	0	67
10:15	1	59	15	0	7	2	1	3	2	0	0	0	0	0	0	90
10:30	0	50	13	0	4	2	2	2	2	0	0	0	0	1	0	76
10:45	2	40	15	1	3	3	3	2	0	0	0	0	0	0	0	69
	4	199	50	3	15	8	8	9	5	0	0	0	0	1	0	302
11:00	3	43	22	0	4	3	2	2	2	1	0	0	0	0	0	82
11:15	3	53	13	2	5	2	3	5	1	0	0	0	0	0	0	87
11:30	5	45	14	0	1	4	0	2	3	1	0	0	0	0	0	75
11:45	2	43	18	0	0	0	1	3	1	0	0	0	0	0	0	68
	13	184	67	2	10	9	6	12	7	2	0	0	0	0	0	312
Total	103	2354	810	17	152	82	40	78	59	11	3	1	2	5	0	3717
Percent	2.8%	63.3%	21.8%	0.5%	4.1%	2.2%	1.1%	2.1%	1.6%	0.3%	0.1%	0.0%	0.1%	0.1%	0.0%	

US 301
 South of Chancey Rd

Station ID: 4
 Site Code: ADR 11
 Latitude: 28' 11.968 North
 Longitude: 82' 11.636 West
US 301 SOUTH OF CHANCEY RD

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	1	42	19	0	0	1	0	4	2	0	0	0	0	0	0	69
12:15	2	43	20	0	2	7	1	0	1	0	0	0	0	0	0	76
12:30	1	40	4	1	2	1	2	1	1	0	0	0	0	0	0	53
12:45	5	37	11	1	2	4	4	4	2	1	0	0	0	0	0	71
	9	162	54	2	6	13	7	9	6	1	0	0	0	0	0	269
13:00	1	28	13	2	5	3	2	0	3	1	0	0	0	0	0	58
13:15	2	50	7	2	2	3	0	1	4	0	0	0	0	0	0	71
13:30	1	38	14	3	2	2	0	3	2	0	0	0	0	0	0	65
13:45	2	40	10	0	0	3	3	5	0	0	0	0	0	0	0	63
	6	156	44	7	9	11	5	9	9	1	0	0	0	0	0	257
14:00	5	42	21	2	0	2	2	5	1	0	0	0	0	0	0	80
14:15	1	41	12	1	8	5	3	2	3	1	0	0	0	0	1	78
14:30	1	45	17	3	4	2	0	3	2	1	0	0	0	1	0	79
14:45	4	47	11	1	2	4	1	4	1	0	0	0	0	0	0	75
	11	175	61	7	14	13	6	14	7	2	0	0	0	2	0	312
15:00	4	50	16	0	1	5	1	4	1	0	0	0	0	0	0	82
15:15	1	40	12	0	0	0	0	0	1	2	0	0	0	0	0	56
15:30	6	41	12	3	1	6	0	6	0	0	0	0	0	0	0	75
15:45	2	37	12	0	6	1	0	4	2	0	0	0	0	0	0	64
	13	168	52	3	8	12	1	14	4	2	0	0	0	0	0	277
16:00	1	40	21	1	4	3	0	3	0	0	0	0	0	0	0	73
16:15	2	38	15	0	2	5	1	7	1	0	0	0	0	0	0	71
16:30	0	37	17	0	3	2	3	6	0	0	0	0	0	0	0	68
16:45	2	41	14	1	2	2	2	8	1	0	0	0	0	0	0	73
	5	156	67	2	11	12	6	24	2	0	0	0	0	0	0	285
17:00	6	56	12	0	2	4	1	4	1	0	0	0	0	0	0	86
17:15	3	57	14	0	0	3	0	5	0	0	0	0	0	0	0	82
17:30	2	55	14	0	5	4	1	4	1	0	0	0	0	0	0	86
17:45	1	44	13	0	3	3	1	4	2	0	0	0	0	0	0	71
	12	212	53	0	10	14	3	17	4	0	0	0	0	0	0	325
18:00	5	32	13	0	0	4	1	2	3	1	0	0	0	0	0	61
18:15	2	31	9	0	4	2	1	6	0	0	0	0	0	0	0	55
18:30	0	26	10	0	1	1	0	1	1	0	0	0	0	0	0	40
18:45	4	41	11	0	1	0	2	1	2	1	0	0	0	0	0	63
	11	130	43	0	6	7	4	10	6	2	0	0	0	0	0	219
19:00	4	34	7	0	2	0	1	2	0	0	0	0	0	0	0	50
19:15	1	18	3	0	4	0	0	1	1	0	0	0	0	0	0	28
19:30	4	18	7	0	0	0	0	0	2	0	0	0	0	0	0	31
19:45	2	23	8	0	0	1	0	2	0	0	0	0	0	0	0	36
	11	93	25	0	6	1	1	5	3	0	0	0	0	0	0	145
20:00	2	25	9	0	1	1	0	0	0	0	0	0	0	0	0	38
20:15	0	25	4	0	2	0	0	2	1	0	0	0	0	0	0	34
20:30	0	17	9	0	2	0	0	2	0	0	0	0	0	0	0	30
20:45	0	11	8	0	1	0	0	0	0	0	0	0	0	0	0	20
	2	78	30	0	6	1	0	4	1	0	0	0	0	0	0	122
21:00	0	24	4	0	2	2	0	3	0	0	0	0	0	0	0	35
21:15	1	21	3	0	2	1	0	0	1	0	0	0	0	0	0	29
21:30	0	19	7	0	0	0	0	0	0	0	0	0	0	0	0	26
21:45	4	17	6	0	1	3	0	0	0	0	0	0	0	0	0	31
	5	81	20	0	5	6	0	3	1	0	0	0	0	0	0	121
22:00	2	19	7	0	0	1	0	0	0	0	0	0	0	0	0	29
22:15	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
22:30	0	9	2	0	1	0	0	0	0	0	0	0	0	0	0	12
22:45	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
	2	57	15	0	1	1	0	0	0	0	0	0	0	0	0	76
23:00	0	14	3	0	2	0	0	0	0	0	0	0	0	0	0	19
23:15	0	10	3	0	0	0	0	0	1	0	0	0	0	0	0	14
23:30	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
23:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	0	36	7	0	2	0	0	0	2	0	0	0	0	0	0	47
Total	87	1504	471	21	84	91	33	109	45	8	0	0	0	2	0	2455
Percent	3.5%	61.3%	19.2%	0.9%	3.4%	3.7%	1.3%	4.4%	1.8%	0.3%	0.0%	0.0%	0.0%	0.1%	0.0%	
Grand Total	610	11659	3906	104	743	584	273	592	324	96	4	2	20	29	0	18946
Percent	3.2%	61.5%	20.6%	0.5%	3.9%	3.1%	1.4%	3.1%	1.7%	0.5%	0.0%	0.0%	0.1%	0.2%	0.0%	

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FI 33607-1462

SR 39
 South of Chancey Rd

Station ID: 5
 Site Code: ADR 24
 Latitude: 28' 12.315 North
 Longitude: 82' 10.412 West
SR 39 SOUTH OF CHANCEY RD

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/07/1																
3	2	5	1	0	0	1	0	0	0	0	0	0	0	0	0	9
00:15	0	5	2	0	0	1	0	0	0	0	0	0	0	0	0	8
00:30	1	7	1	0	0	1	0	0	0	0	0	0	0	0	0	10
00:45	1	4	0	0	0	0	0	0	2	0	0	0	0	0	0	7
01:00	4	21	4	0	0	3	0	0	2	0	0	0	0	0	0	34
01:15	0	7	2	0	0	0	0	0	1	0	0	1	0	0	0	11
01:30	3	3	2	0	1	2	0	0	0	0	0	0	0	0	0	11
01:45	1	4	1	0	0	1	0	0	2	0	0	0	0	0	0	9
02:00	2	1	0	0	0	2	0	0	1	0	0	0	0	0	0	6
02:15	6	15	5	0	1	5	0	0	4	0	0	1	0	0	0	37
02:30	1	4	1	0	0	1	0	1	0	0	0	0	0	0	0	8
02:45	2	5	0	0	0	4	0	0	1	0	0	0	0	0	0	12
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30	3	14	3	0	0	5	0	1	1	0	0	0	0	0	0	27
03:45	1	4	1	0	0	1	0	0	0	0	0	0	0	0	0	7
04:00	1	2	0	0	0	1	0	0	3	0	0	0	0	0	0	7
04:15	1	4	1	0	0	3	0	0	1	0	0	0	0	0	0	10
04:30	0	5	2	0	0	2	0	0	0	0	0	0	0	0	0	9
04:45	3	15	4	0	0	7	0	0	4	0	0	0	0	0	0	33
05:00	2	3	0	1	0	2	0	0	2	0	0	0	0	0	0	10
05:15	3	2	0	0	0	3	0	0	0	0	0	0	0	0	0	8
05:30	2	12	4	0	0	2	0	0	2	0	0	0	0	0	0	22
05:45	3	10	4	0	0	3	0	0	0	0	0	0	0	0	0	20
06:00	10	27	8	1	0	10	0	0	4	0	0	0	0	0	0	60
06:15	4	11	7	0	1	4	0	1	2	0	0	0	0	0	0	30
06:30	5	18	10	0	0	5	1	0	1	0	0	0	0	0	0	40
06:45	4	11	16	0	0	3	0	1	1	0	0	0	0	0	0	36
07:00	4	22	9	0	1	4	0	0	2	0	1	0	0	0	0	43
07:15	17	62	42	0	2	16	1	2	6	0	1	0	0	0	0	149
07:30	2	20	12	1	1	6	0	2	2	0	0	0	0	0	0	46
07:45	2	23	15	2	0	4	0	0	2	1	0	0	1	0	0	50
08:00	7	34	12	1	1	9	0	4	2	0	0	0	0	1	0	71
08:15	4	32	15	0	0	8	0	0	0	0	1	0	0	0	0	60
08:30	15	109	54	4	2	27	0	6	6	1	1	0	1	1	0	227
08:45	2	36	18	0	4	4	0	2	2	1	0	0	0	0	0	69
09:00	4	53	23	1	1	6	0	1	2	1	0	0	0	0	0	92
09:15	1	34	13	2	1	4	0	4	1	0	0	0	0	0	0	60
09:30	4	40	17	0	1	8	0	1	1	1	0	0	0	0	0	73
09:45	11	163	71	3	7	22	0	8	6	3	0	0	0	0	0	294
10:00	4	38	11	2	4	6	0	3	2	0	0	0	0	0	0	70
10:15	2	37	15	0	2	2	1	2	3	1	0	0	0	0	0	65
10:30	8	31	13	1	3	9	0	1	1	2	0	0	0	0	0	69
10:45	0	33	14	1	0	2	0	4	2	0	0	0	0	1	0	57
11:00	14	139	53	4	9	19	1	10	8	3	0	0	0	1	0	261
11:15	5	40	20	1	4	5	0	0	1	0	0	0	1	0	0	77
11:30	6	25	21	0	1	8	0	3	2	1	0	0	0	0	0	67
11:45	5	29	18	2	1	7	0	2	4	0	0	0	1	0	0	69
12:00	5	33	16	0	0	7	0	1	3	1	0	0	0	0	0	66
12:15	21	127	75	3	6	27	0	6	10	2	0	0	2	0	0	279
12:30	5	24	16	0	1	5	0	1	5	0	0	0	0	0	0	57
12:45	5	23	17	0	0	5	1	2	5	1	0	0	0	0	0	59
13:00	5	29	15	0	1	5	1	1	2	0	0	0	0	0	0	59
13:15	3	29	13	0	1	5	0	0	0	0	0	0	0	0	0	51
13:30	18	105	61	0	3	20	2	4	12	1	0	0	0	0	0	226
13:45	4	26	15	2	0	5	0	2	2	3	0	0	1	0	0	60
14:00	4	33	25	2	2	2	0	2	2	2	1	0	0	0	0	75
14:15	4	43	31	0	2	6	0	4	2	0	0	0	0	1	0	93
14:30	8	37	14	0	2	9	0	2	0	1	0	0	0	0	0	73
14:45	20	139	85	4	6	22	0	10	6	6	1	0	1	1	0	301
Total	142	936	465	19	36	183	4	47	69	16	3	1	4	3	0	1928
Percent	7.4%	48.5%	24.1%	1.0%	1.9%	9.5%	0.2%	2.4%	3.6%	0.8%	0.2%	0.1%	0.2%	0.2%	0.0%	

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FI 33607-1462

SR 39
 South of Chancey Rd

Station ID: 5
 Site Code: ADR 24
 Latitude: 28' 12.315 North
 Longitude: 82' 10.412 West
SR 39 SOUTH OF CHANCEY RD

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	2	33	16	1	1	4	0	1	1	1	0	0	0	0	0	60
12:15	5	29	15	0	2	7	0	2	2	2	0	0	0	0	0	64
12:30	0	34	15	0	1	4	0	1	1	2	0	0	0	0	0	58
12:45	4	38	14	0	3	6	1	3	2	0	0	0	0	0	0	71
13:00	11	134	60	1	7	21	1	7	6	5	0	0	0	0	0	253
13:15	5	37	10	0	1	6	0	2	2	1	0	0	0	0	0	64
13:30	9	36	8	1	1	9	1	1	6	2	0	0	2	0	0	76
13:30	4	28	14	0	1	8	0	2	2	0	0	0	1	0	0	60
13:45	2	26	14	1	2	6	0	2	1	0	0	0	0	0	0	54
14:00	20	127	46	2	5	29	1	7	11	3	0	0	3	0	0	254
14:15	9	27	17	1	1	6	0	2	4	0	0	0	0	0	0	67
14:15	4	42	14	0	1	5	0	1	0	0	0	0	0	0	0	67
14:30	2	42	22	0	2	2	0	3	0	4	0	0	0	0	0	77
14:45	4	43	13	3	0	6	0	0	1	1	0	0	0	0	0	71
15:00	19	154	66	4	4	19	0	6	5	5	0	0	0	0	0	282
15:15	9	31	19	0	0	8	0	1	1	0	0	0	0	0	0	69
15:15	6	45	29	1	2	7	0	6	4	0	0	0	0	0	0	100
15:30	7	93	50	2	2	4	0	5	0	3	0	0	0	0	0	166
15:45	4	52	19	1	1	2	0	2	2	0	0	0	0	0	0	83
16:00	26	221	117	4	5	21	0	14	7	3	0	0	0	0	0	418
16:00	3	46	25	1	3	4	0	1	1	0	0	0	0	0	0	84
16:15	7	52	24	0	1	8	1	3	2	1	0	0	0	0	0	99
16:30	3	67	24	1	2	3	0	4	1	1	0	0	0	0	0	106
16:45	4	51	24	1	5	6	0	5	1	3	0	0	0	1	0	101
17:00	17	216	97	3	11	21	1	13	5	5	0	0	0	1	0	390
17:00	4	91	34	0	1	3	1	2	2	0	0	0	0	0	0	138
17:15	3	90	53	1	3	3	1	7	2	2	0	0	0	0	0	165
17:30	1	94	29	0	7	2	1	5	2	1	0	0	0	0	0	142
17:45	4	81	28	1	0	3	0	2	0	1	0	0	0	0	0	120
18:00	12	356	144	2	11	11	3	16	6	4	0	0	0	0	0	565
18:00	6	65	31	0	0	6	0	4	1	0	0	0	0	0	0	113
18:15	4	73	29	0	2	4	1	0	0	1	0	0	0	0	0	114
18:30	3	54	19	0	2	2	0	2	1	0	0	0	0	0	0	83
18:45	4	46	13	1	0	3	1	1	1	0	0	0	0	0	0	70
19:00	17	238	92	1	4	15	2	7	3	1	0	0	0	0	0	380
19:00	2	30	18	0	2	2	0	1	0	0	0	0	0	0	0	55
19:15	2	27	13	0	1	1	0	2	0	0	0	2	0	0	0	48
19:30	6	29	13	0	0	5	0	1	3	0	0	0	0	0	0	57
19:45	2	22	6	0	2	1	0	2	1	0	0	0	0	0	0	36
20:00	12	108	50	0	5	9	0	6	4	0	0	2	0	0	0	196
20:00	3	24	10	0	3	1	0	1	2	1	0	0	0	0	0	45
20:15	0	30	9	0	0	0	0	1	1	1	0	0	0	0	0	42
20:30	1	33	7	0	1	2	0	0	0	0	0	0	0	0	0	44
20:45	3	26	5	0	0	3	0	0	0	0	0	0	0	0	0	37
21:00	7	113	31	0	4	6	0	2	3	2	0	0	0	0	0	168
21:00	1	35	9	0	1	0	0	0	0	0	0	0	0	0	0	46
21:15	2	23	4	0	1	2	0	1	4	1	0	0	0	0	0	38
21:30	4	19	6	0	0	5	0	0	0	0	0	0	0	0	0	34
21:45	0	16	8	0	1	0	0	1	0	0	0	0	0	0	0	26
22:00	7	93	27	0	3	7	0	2	4	1	0	0	0	0	0	144
22:00	1	11	6	0	2	1	0	0	0	0	0	0	0	0	0	21
22:15	1	11	2	0	0	1	0	0	2	0	0	0	0	0	0	17
22:30	3	16	5	0	0	3	0	3	0	0	0	0	0	0	0	30
22:45	2	17	1	0	0	2	0	0	0	0	0	0	0	0	0	22
23:00	7	55	14	0	2	7	0	3	2	0	0	0	0	0	0	90
23:00	2	10	1	0	0	3	0	0	0	0	0	0	0	0	0	16
23:15	3	12	3	0	0	4	0	0	2	0	0	0	0	0	0	24
23:30	3	18	5	0	2	4	0	0	2	0	0	0	0	0	0	34
23:45	2	5	3	0	0	1	0	0	0	0	0	0	0	0	0	11
Total	10	45	12	0	2	12	0	0	4	0	0	0	0	0	0	85
Percent	5.1%	57.7%	23.4%	0.5%	2.0%	5.5%	0.2%	2.6%	1.9%	0.9%	0.0%	0.1%	0.1%	0.0%	0.0%	3225

SR 39
 South of Chancey Rd

Station ID: 5
 Site Code: ADR 24
 Latitude: 28' 12.315 North
 Longitude: 82' 10.412 West
SR 39 SOUTH OF CHANCEY RD

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/08/1																
3	1	8	1	0	0	0	0	0	0	0	0	0	0	0	0	10
00:15	2	6	2	0	0	2	0	0	1	0	0	0	0	0	0	13
00:30	3	2	0	0	0	3	0	0	0	0	0	0	0	0	0	8
00:45	3	4	3	0	0	3	0	0	0	0	0	1	0	0	0	14
	9	20	6	0	0	8	0	0	1	0	0	1	0	0	0	45
01:00	3	5	2	0	0	1	0	0	2	0	0	0	0	0	0	13
01:15	1	4	1	0	0	2	0	0	0	0	0	0	0	0	0	8
01:30	1	4	1	0	0	2	0	0	0	0	0	1	0	0	0	9
01:45	3	2	0	0	0	4	0	0	0	0	0	0	0	0	0	9
	8	15	4	0	0	9	0	0	2	0	0	1	0	0	0	39
02:00	0	5	3	0	0	0	0	0	1	0	0	0	0	0	0	9
02:15	0	3	1	0	1	1	0	0	0	0	0	0	0	0	0	6
02:30	2	2	1	0	0	1	0	0	1	1	0	0	0	0	0	8
02:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
	2	11	5	0	1	2	0	0	3	1	0	0	0	0	0	25
03:00	1	3	1	0	0	1	0	0	1	0	0	0	0	0	0	7
03:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
03:30	2	1	1	0	0	3	0	0	0	0	0	0	0	0	0	7
03:45	1	1	3	1	0	1	0	0	0	0	0	0	0	0	0	7
	4	10	6	1	0	5	0	0	1	0	0	0	0	0	0	27
04:00	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	4
04:15	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
04:30	0	7	3	0	0	2	0	0	1	0	0	0	0	0	0	13
04:45	2	12	3	0	0	2	0	1	1	0	0	0	0	0	0	21
	3	23	8	0	0	5	0	1	3	0	0	0	0	0	0	43
05:00	4	19	13	1	4	4	0	1	0	0	0	0	0	0	0	46
05:15	0	14	11	0	0	0	0	1	3	1	0	0	0	0	0	30
05:30	3	17	6	0	3	4	0	3	2	0	0	0	0	0	0	38
05:45	0	11	6	0	1	2	0	3	2	1	0	0	0	0	0	26
	7	61	36	1	8	10	0	8	7	2	0	0	0	0	0	140
06:00	0	25	9	1	0	1	0	2	2	0	0	0	0	0	0	40
06:15	3	29	15	4	2	5	0	2	2	1	0	0	0	0	0	63
06:30	1	40	12	0	2	3	0	8	1	0	0	0	0	0	0	67
06:45	3	26	19	2	1	2	0	7	1	1	0	0	1	1	0	64
	7	120	55	7	5	11	0	19	6	2	0	0	1	1	0	234
07:00	4	40	12	1	1	3	0	4	2	1	0	0	1	0	0	69
07:15	3	41	15	0	6	3	0	2	0	1	0	0	1	1	0	73
07:30	6	42	13	4	2	11	0	1	2	3	0	0	1	0	0	85
07:45	6	36	16	0	1	6	0	7	0	1	0	0	0	1	0	74
	19	159	56	5	10	23	0	14	4	6	0	0	3	2	0	301
08:00	6	38	14	3	1	6	0	1	1	1	0	0	0	0	0	71
08:15	5	28	21	2	2	6	1	4	2	3	0	0	0	0	0	74
08:30	2	28	10	1	3	4	1	5	1	1	0	0	0	1	0	57
08:45	2	44	16	3	2	1	2	1	1	1	0	0	0	0	0	73
	15	138	61	9	8	17	4	11	5	6	0	0	0	1	0	275
09:00	4	31	8	1	1	4	0	3	1	0	0	0	0	0	0	53
09:15	4	33	11	2	1	4	0	4	2	2	0	0	0	0	0	63
09:30	5	27	18	1	1	5	0	4	7	0	0	0	0	0	0	68
09:45	4	29	9	0	2	7	1	3	2	2	0	0	0	0	0	59
	17	120	46	4	5	20	1	14	12	4	0	0	0	0	0	243
10:00	3	31	16	1	1	3	0	2	3	1	0	0	0	0	0	61
10:15	2	30	17	0	2	3	0	2	0	1	0	0	0	1	0	58
10:30	2	36	15	1	0	4	0	2	5	0	0	0	0	0	0	65
10:45	4	31	11	3	3	6	1	1	1	3	0	0	0	0	0	64
	11	128	59	5	6	16	1	7	9	5	0	0	0	1	0	248
11:00	4	24	15	0	0	5	0	2	3	1	0	0	0	0	0	54
11:15	2	27	17	1	3	2	0	0	5	2	0	0	0	0	0	59
11:30	7	41	21	0	1	10	0	1	1	0	0	0	0	0	0	82
11:45	2	35	25	0	2	2	0	1	4	1	0	0	0	1	0	73
	15	127	78	1	6	19	0	4	13	4	0	0	0	1	0	268
Total	117	932	420	33	49	145	6	78	66	30	0	2	4	6	0	1888
Percent	6.2%	49.4%	22.2%	1.7%	2.6%	7.7%	0.3%	4.1%	3.5%	1.6%	0.0%	0.1%	0.2%	0.3%	0.0%	

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FL 33607-1462

SR 39
 South of Chancey Rd

Station ID: 5
 Site Code: ADR 24
 Latitude: 28' 12.315 North
 Longitude: 82' 10.412 West
SR 39 SOUTH OF CHANCEY RD

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	6	52	16	0	3	8	0	2	3	1	0	0	0	1	0	92
12:15	5	35	15	0	3	9	0	1	2	0	0	0	0	1	0	71
12:30	4	38	15	2	6	3	1	0	1	2	0	0	0	0	0	72
12:45	2	43	15	1	0	2	0	1	0	0	0	0	0	0	0	64
13:00	17	168	61	3	12	22	1	4	6	3	0	0	0	2	0	299
13:15	7	30	20	0	4	4	0	0	2	1	0	0	0	1	0	69
13:30	3	40	21	0	1	6	0	4	0	1	0	0	0	0	0	76
13:30	6	29	14	1	1	6	0	2	2	2	0	0	0	0	0	63
13:45	4	32	19	0	4	5	0	0	3	1	0	0	0	0	0	68
14:00	20	131	74	1	10	21	0	6	7	5	0	0	0	1	0	276
14:15	3	39	16	0	0	3	0	2	7	0	0	0	0	0	0	70
14:30	5	30	16	0	2	6	1	1	1	3	0	0	0	0	0	65
14:30	5	50	12	3	1	8	0	3	5	1	0	0	0	0	0	88
14:45	2	43	17	4	2	4	0	2	1	1	0	0	0	0	0	76
15:00	15	162	61	7	5	21	1	8	14	5	0	0	0	0	0	299
15:15	6	42	11	1	2	7	0	0	2	0	0	0	0	0	0	71
15:30	3	50	27	1	3	4	0	5	2	1	0	0	0	0	0	96
15:30	14	71	33	2	0	8	1	7	0	0	0	1	1	0	0	138
15:45	5	60	24	2	6	7	0	6	2	1	0	0	0	0	0	113
16:00	28	223	95	6	11	26	1	18	6	2	0	1	1	0	0	418
16:15	8	43	17	1	5	8	0	4	0	0	0	0	0	0	0	86
16:30	6	52	24	1	4	8	0	1	4	0	0	0	0	0	0	100
16:30	7	63	20	0	1	11	0	3	1	0	0	0	0	0	0	106
16:45	5	72	35	4	4	4	0	5	1	1	0	0	0	0	0	131
17:00	26	230	96	6	14	31	0	13	6	1	0	0	0	0	0	423
17:15	4	88	29	0	2	6	0	7	1	1	0	0	0	0	0	138
17:30	1	100	41	0	6	7	0	5	1	0	0	0	1	0	0	162
17:30	7	82	23	2	1	8	1	9	2	0	0	0	0	0	0	135
17:45	3	96	26	0	2	3	0	3	4	1	0	0	0	0	0	138
18:00	15	366	119	2	11	24	1	24	8	2	0	0	1	0	0	573
18:15	3	55	23	0	2	5	0	4	1	0	0	0	0	0	0	93
18:15	2	65	22	0	0	2	0	3	0	0	0	0	1	0	0	95
18:30	4	66	19	0	1	2	0	2	0	0	0	0	0	0	0	94
18:45	5	60	21	0	0	7	0	3	1	0	0	0	0	0	0	97
19:00	14	246	85	0	3	16	0	12	2	0	0	0	1	0	0	379
19:15	5	31	9	0	2	5	0	4	2	0	0	1	0	0	0	59
19:15	5	43	19	0	2	4	0	0	1	0	0	1	0	0	0	75
19:30	1	32	16	0	0	1	1	1	0	0	0	0	0	1	0	53
19:45	0	24	8	0	0	3	0	1	2	0	0	0	0	0	0	38
20:00	11	130	52	0	4	13	1	6	5	0	0	2	0	1	0	225
20:15	1	36	13	0	0	1	0	0	1	0	0	0	0	0	0	52
20:30	2	29	9	0	0	2	0	0	0	0	0	0	0	0	0	42
20:30	3	28	9	0	1	0	0	0	1	0	0	0	0	0	0	42
20:45	4	18	3	0	0	1	0	0	0	0	0	1	0	0	0	27
21:00	10	111	34	0	1	4	0	0	2	0	0	1	0	0	0	163
21:15	2	19	8	0	1	1	0	0	1	0	0	0	0	0	0	32
21:15	2	26	5	0	0	2	0	0	2	0	0	0	0	0	0	37
21:30	3	14	2	0	2	2	0	0	0	0	0	0	0	0	0	23
21:45	3	10	2	0	0	4	0	1	1	0	0	0	0	0	0	21
22:00	10	69	17	0	3	9	0	1	4	0	0	0	0	0	0	113
22:15	3	17	3	0	0	4	0	0	1	0	0	0	0	0	0	28
22:15	1	11	3	0	0	2	0	1	0	0	0	0	0	0	0	18
22:30	2	16	6	0	0	1	0	1	1	0	0	0	0	0	0	27
22:45	2	8	2	0	0	2	0	0	0	0	0	0	0	0	0	14
23:00	8	52	14	0	0	9	0	2	2	0	0	0	0	0	0	87
23:00	1	10	4	0	0	1	0	1	0	0	0	0	0	0	0	17
23:15	2	14	2	1	0	0	0	0	0	0	0	0	0	0	0	19
23:30	1	9	3	0	0	1	0	0	1	0	0	0	0	0	0	15
23:45	2	8	2	0	1	1	0	0	2	0	0	0	0	0	0	16
Total	6	41	11	1	1	3	0	1	3	0	0	0	0	0	0	67
Percent	5.4%	58.1%	21.6%	0.8%	2.3%	6.0%	0.2%	2.9%	2.0%	0.5%	0.0%	0.1%	0.1%	0.1%	0.0%	3322

SR 39
 South of Chancey Rd

Station ID: 5
 Site Code: ADR 24
 Latitude: 28' 12.315 North
 Longitude: 82' 10.412 West
SR 39 SOUTH OF CHANCEY RD

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/09/1																
3	2	2	3	0	0	1	0	0	2	0	0	0	0	0	0	10
00:15	0	7	2	0	0	0	0	0	1	0	0	1	0	0	0	11
00:30	2	5	0	0	1	2	0	0	0	0	0	0	0	0	0	10
00:45	4	4	3	0	0	3	0	0	0	0	0	0	0	0	0	14
	8	18	8	0	1	6	0	0	3	0	0	1	0	0	0	45
01:00	3	6	1	0	1	3	0	0	0	0	0	0	0	0	0	14
01:15	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
01:30	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	8
01:45	1	3	1	0	0	2	0	0	1	0	0	0	0	0	0	8
	4	19	3	0	1	5	0	0	3	0	0	1	0	0	0	36
02:00	3	6	1	0	0	2	0	0	0	0	0	0	0	0	0	12
02:15	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
02:30	2	6	1	2	0	2	0	0	1	0	0	0	0	0	0	14
02:45	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	4
	6	18	4	3	0	4	0	0	1	0	0	0	0	0	0	36
03:00	1	2	0	0	0	1	0	1	0	0	0	0	0	0	0	5
03:15	1	3	4	0	1	2	0	0	0	0	0	0	0	0	0	11
03:30	1	7	0	0	0	1	0	0	0	0	0	0	0	0	0	9
03:45	0	1	2	0	0	0	0	0	1	0	0	0	0	0	0	4
	3	13	6	0	1	4	0	1	1	0	0	0	0	0	0	29
04:00	3	4	5	0	0	3	0	1	2	0	0	0	0	0	0	18
04:15	0	3	3	0	0	1	0	0	0	0	0	0	0	0	0	7
04:30	3	10	1	0	1	3	0	1	2	0	0	0	0	0	0	21
04:45	5	9	5	0	0	7	0	0	0	0	0	0	0	0	0	26
	11	26	14	0	1	14	0	2	4	0	0	0	0	0	0	72
05:00	2	14	9	0	1	1	0	0	1	0	0	0	0	0	0	28
05:15	0	9	12	0	2	0	0	1	0	0	0	0	0	0	0	24
05:30	2	16	8	0	2	2	0	2	0	0	0	0	0	0	0	32
05:45	1	12	4	0	0	2	0	2	1	1	0	0	0	0	0	23
	5	51	33	0	5	5	0	5	2	1	0	0	0	0	0	107
06:00	3	17	11	2	0	5	0	0	2	0	0	0	0	0	0	40
06:15	4	24	16	2	0	4	0	2	1	0	0	0	0	0	0	53
06:30	7	43	14	2	2	6	0	5	0	1	1	0	0	0	0	81
06:45	3	36	14	0	2	1	0	2	3	2	0	0	0	0	0	63
	17	120	55	6	4	16	0	9	6	3	1	0	0	0	0	237
07:00	7	31	11	1	0	10	0	4	0	0	0	0	0	0	0	64
07:15	1	45	17	0	0	2	0	1	0	0	0	0	1	0	0	67
07:30	1	40	12	1	1	7	0	2	2	1	0	0	0	0	0	67
07:45	6	46	16	1	3	6	3	2	1	0	0	0	0	0	0	84
	15	162	56	3	4	25	3	9	3	1	0	0	1	0	0	282
08:00	6	37	18	3	2	6	0	2	2	1	0	0	1	0	0	78
08:15	3	53	23	0	2	6	1	2	5	0	0	0	0	0	0	95
08:30	3	42	16	1	3	7	0	1	6	1	0	0	0	0	0	80
08:45	4	42	33	1	1	5	0	7	0	0	0	0	0	0	0	93
	16	174	90	5	8	24	1	12	13	2	0	0	1	0	0	346
09:00	6	30	20	2	1	10	0	2	4	0	0	0	0	0	0	75
09:15	4	36	21	0	2	4	0	5	1	0	0	0	0	0	0	73
09:30	2	28	13	0	3	6	0	1	3	0	0	0	0	0	0	56
09:45	3	28	12	0	1	5	0	3	1	0	0	0	0	0	0	53
	15	122	66	2	7	25	0	11	9	0	0	0	0	0	0	257
10:00	7	38	8	0	1	9	0	2	1	0	0	0	0	0	0	66
10:15	3	38	12	0	4	7	0	1	2	0	0	0	0	0	0	67
10:30	1	32	15	1	1	2	1	3	0	0	0	0	0	1	0	57
10:45	3	43	22	0	7	4	0	4	2	0	0	0	0	0	0	85
	14	151	57	1	13	22	1	10	5	0	0	0	0	1	0	275
11:00	6	30	12	1	4	7	0	0	3	0	0	0	0	0	0	63
11:15	3	31	16	0	1	5	1	2	3	0	0	0	0	0	0	62
11:30	6	42	16	0	3	8	0	1	1	0	0	0	0	1	0	78
11:45	2	43	17	0	4	4	0	2	0	0	0	0	0	0	0	72
	17	146	61	1	12	24	1	5	7	0	0	0	0	1	0	275
Total	131	1020	453	21	57	174	6	64	57	7	1	2	2	2	0	1997
Percent	6.6%	51.1%	22.7%	1.1%	2.9%	8.7%	0.3%	3.2%	2.9%	0.4%	0.1%	0.1%	0.1%	0.1%	0.0%	

SR 39
 South of Chancey Rd

Station ID: 5
 Site Code: ADR 24
 Latitude: 28' 12.315 North
 Longitude: 82' 10.412 West
SR 39 SOUTH OF CHANCEY RD

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	8	35	14	0	2	6	1	2	1	0	0	0	0	0	0	69
12:15	4	29	19	0	3	6	0	5	1	0	0	0	0	0	0	67
12:30	4	41	16	1	3	7	0	3	3	0	0	0	0	0	0	78
12:45	5	42	13	0	2	6	1	2	0	0	0	0	0	0	0	71
13:00	21	147	62	1	10	25	2	12	5	0	0	0	0	0	0	285
13:00	4	31	10	0	1	6	1	1	2	1	0	0	0	0	0	57
13:15	3	22	14	1	4	3	0	1	1	0	0	0	0	0	0	49
13:30	4	38	9	1	2	6	1	2	0	0	0	0	0	0	0	63
13:45	5	33	16	0	3	5	0	2	1	0	0	0	0	0	0	65
14:00	16	124	49	2	10	20	2	6	4	1	0	0	0	0	0	234
14:00	3	36	14	0	3	4	0	1	3	0	0	0	0	0	0	64
14:15	3	47	15	0	1	4	1	3	1	1	0	0	0	0	0	76
14:30	3	36	20	2	3	8	0	3	1	0	0	0	0	0	0	76
14:45	5	44	17	2	0	6	0	3	2	0	0	0	0	0	0	79
15:00	14	163	66	4	7	22	1	10	7	1	0	0	0	0	0	295
15:00	6	64	15	0	2	7	0	3	2	0	0	0	0	0	0	99
15:15	6	60	35	1	2	5	0	4	3	0	0	0	0	0	0	116
15:30	6	78	52	2	2	4	1	4	1	0	0	0	0	0	0	150
15:45	3	47	23	1	4	3	0	4	2	0	0	0	0	0	0	87
16:00	21	249	125	4	10	19	1	15	8	0	0	0	0	0	0	452
16:00	4	49	24	2	3	4	2	3	2	0	0	0	1	0	0	94
16:15	5	50	29	2	2	5	0	1	0	0	0	0	0	0	0	94
16:30	4	83	27	1	2	5	1	6	1	0	0	0	0	0	0	130
16:45	2	62	25	0	0	6	0	4	3	0	0	0	0	0	0	102
17:00	15	244	105	5	7	20	3	14	6	0	0	0	1	0	0	420
17:00	7	97	31	1	3	3	0	0	1	0	0	0	0	0	0	143
17:15	4	127	45	0	7	4	0	5	1	1	0	0	0	1	0	195
17:30	7	98	38	0	5	7	1	2	2	1	0	0	1	0	0	162
17:45	2	71	20	3	4	2	1	2	1	0	0	0	0	0	0	106
18:00	20	393	134	4	19	16	2	9	5	2	0	0	1	1	0	606
18:00	1	88	36	0	2	2	0	7	2	0	0	0	0	0	0	138
18:15	3	61	17	0	3	2	0	1	0	1	0	0	0	0	0	88
18:30	6	67	24	0	3	3	0	1	0	0	0	0	0	0	0	104
18:45	7	50	16	1	6	7	0	3	2	0	0	0	0	0	0	92
19:00	17	266	93	1	14	14	0	12	4	1	0	0	0	0	0	422
19:00	1	34	15	0	1	2	1	1	0	1	0	0	0	0	0	56
19:15	2	42	16	1	1	2	1	0	1	0	0	0	0	0	0	66
19:30	3	27	15	0	0	2	0	3	2	0	0	0	0	0	0	52
19:45	4	30	10	0	1	2	0	1	0	0	0	1	0	1	0	50
20:00	10	133	56	1	3	8	2	5	3	1	0	1	0	1	0	224
20:00	3	30	9	0	3	1	0	1	0	0	0	0	0	0	0	47
20:15	3	22	10	0	1	3	0	0	3	0	0	0	0	0	0	42
20:30	3	21	8	0	0	1	0	1	0	0	0	0	0	0	0	34
20:45	6	23	2	1	0	2	0	1	1	0	0	0	0	0	0	36
21:00	15	96	29	1	4	7	0	3	4	0	0	0	0	0	0	159
21:00	1	19	3	0	1	1	0	0	0	0	0	0	0	1	0	26
21:15	4	29	6	0	0	4	0	0	2	0	0	0	0	0	0	45
21:30	0	18	7	0	1	0	0	1	1	0	0	0	0	0	0	28
21:45	3	18	2	0	1	3	0	0	1	0	0	0	0	0	0	28
22:00	8	84	18	0	3	8	0	1	4	0	0	0	0	1	0	127
22:00	2	9	3	0	0	2	0	0	0	0	0	0	0	0	0	16
22:15	4	22	3	0	0	5	0	0	0	0	0	0	0	0	0	34
22:30	2	15	1	0	0	2	0	0	0	0	0	0	0	0	0	20
22:45	0	18	5	0	0	0	0	1	1	0	0	0	0	0	0	25
23:00	8	64	12	0	0	9	0	1	1	0	0	0	0	0	0	95
23:00	0	8	4	0	0	1	0	0	0	0	0	0	0	0	0	13
23:15	1	14	4	0	0	1	0	0	0	0	0	0	0	0	0	20
23:30	2	12	5	0	0	2	0	1	0	0	0	0	0	0	0	22
23:45	2	5	2	0	1	1	0	0	1	0	0	0	0	0	0	12
Total	5	39	15	0	1	5	0	1	1	0	0	0	0	0	0	67
Percent	5.0%	59.1%	22.6%	0.7%	2.6%	5.1%	0.4%	2.6%	1.5%	0.2%	0.0%	0.0%	0.1%	0.1%	0.0%	3386
Grand Total	905	8679	3577	139	368	1052	42	456	369	106	4	12	18	19	0	15746
Percent	5.7%	55.1%	22.7%	0.9%	2.3%	6.7%	0.3%	2.9%	2.3%	0.7%	0.0%	0.1%	0.1%	0.1%	0.0%	

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FI 33607-1462

SR 39
 South of Chancey Rd

Station ID: 5
 Site Code: ADR 24
 Latitude: 28' 12.315 North
 Longitude: 82' 10.412 West
SR 39 SOUTH OF CHANCEY RD

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/07/1																
3	3	6	0	0	1	3	0	0	1	0	0	0	0	0	0	14
00:15	4	2	1	0	1	5	0	0	1	0	0	0	0	0	0	14
00:30	3	0	1	0	0	4	0	0	0	0	0	0	0	0	0	8
00:45	2	7	3	0	1	2	0	0	1	0	0	0	0	0	0	16
	12	15	5	0	3	14	0	0	3	0	0	0	0	0	0	52
01:00	0	3	0	1	0	0	0	0	1	0	0	0	0	0	0	5
01:15	1	3	0	0	0	0	0	0	1	0	0	0	0	0	0	5
01:30	2	3	1	0	0	2	0	0	0	0	0	1	0	0	0	9
01:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	3	12	2	1	0	2	0	0	2	0	0	1	0	0	0	23
02:00	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4
02:15	4	2	4	1	1	2	0	0	1	0	0	0	0	0	0	15
02:30	2	2	2	0	1	1	0	0	1	0	0	0	0	0	0	9
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	8	6	6	1	2	5	0	0	2	0	0	0	0	0	0	30
03:00	2	2	0	0	0	2	0	1	0	0	0	0	0	0	0	7
03:15	2	3	3	0	0	1	0	0	0	0	0	0	0	0	0	9
03:30	1	3	1	1	0	0	0	0	1	0	0	0	0	0	0	7
03:45	4	10	1	0	1	5	0	1	0	0	0	0	0	0	0	22
	9	18	5	1	1	8	0	2	1	0	0	0	0	0	0	45
04:00	1	7	3	0	1	3	0	0	1	0	0	0	0	0	0	16
04:15	4	6	5	0	0	4	0	1	1	0	0	1	0	0	0	22
04:30	1	13	13	0	2	1	0	0	0	0	0	0	0	0	0	30
04:45	1	10	8	0	0	3	0	0	0	0	0	0	0	0	0	22
	7	36	29	0	3	11	0	1	2	0	0	1	0	0	0	90
05:00	3	12	12	0	0	3	0	1	0	0	0	0	0	0	0	31
05:15	0	32	11	0	6	0	0	1	2	0	0	0	0	0	0	52
05:30	3	41	26	0	3	3	0	0	0	0	0	0	0	0	0	76
05:45	8	30	30	2	2	5	0	2	1	1	0	0	0	0	0	81
	14	115	79	2	11	11	0	4	3	1	0	0	0	0	0	240
06:00	3	43	39	1	8	1	1	3	3	0	0	0	1	0	0	103
06:15	4	37	46	3	12	2	1	1	0	0	0	0	0	0	0	106
06:30	7	62	67	1	8	6	3	7	1	1	0	0	1	0	0	164
06:45	6	58	27	0	3	6	5	4	3	1	0	0	0	0	0	113
	20	200	179	5	31	15	10	15	7	2	0	0	2	0	0	486
07:00	7	49	28	1	2	8	1	6	3	1	0	0	0	0	0	106
07:15	5	71	19	3	8	9	1	2	2	0	0	0	0	0	0	120
07:30	5	71	33	2	7	5	3	2	0	2	0	0	0	0	0	130
07:45	5	66	27	0	6	4	1	5	1	0	0	0	1	0	0	116
	22	257	107	6	23	26	6	15	6	3	0	0	1	0	0	472
08:00	1	52	25	0	6	3	1	2	1	1	0	0	1	0	0	93
08:15	6	41	24	2	5	7	2	3	1	1	0	0	0	0	0	92
08:30	1	40	26	4	6	4	4	3	2	1	0	0	0	0	0	91
08:45	4	39	20	0	2	6	1	3	4	1	0	0	0	0	0	80
	12	172	95	6	19	20	8	11	8	4	0	0	1	0	0	356
09:00	4	16	13	1	3	4	2	0	3	0	0	0	1	0	0	47
09:15	4	24	21	1	1	5	1	1	1	1	0	0	0	0	0	60
09:30	8	39	21	1	2	9	1	2	1	0	0	0	0	1	0	85
09:45	7	37	15	0	8	8	2	1	0	1	0	0	0	1	0	80
	23	116	70	3	14	26	6	4	5	2	0	0	1	2	0	272
10:00	5	26	17	2	3	7	1	1	3	1	0	0	0	0	0	66
10:15	6	27	16	0	4	6	0	1	1	0	0	0	0	0	0	61
10:30	8	22	16	0	4	10	3	2	1	2	0	0	0	0	0	68
10:45	4	22	16	1	5	4	2	0	2	2	0	0	0	0	0	58
	23	97	65	3	16	27	6	4	7	5	0	0	0	0	0	253
11:00	5	22	15	1	5	4	0	2	2	0	0	0	0	0	0	56
11:15	6	30	18	0	2	8	3	0	4	0	0	0	0	1	0	72
11:30	4	33	17	1	2	4	1	1	1	2	0	0	0	0	0	66
11:45	6	34	19	2	1	8	0	1	1	0	0	0	0	0	0	72
	21	119	69	4	10	24	4	4	8	2	0	0	0	1	0	266
Total	174	1163	711	32	133	189	40	60	54	19	0	2	5	3	0	2585
Percent	6.7%	45.0%	27.5%	1.2%	5.1%	7.3%	1.5%	2.3%	2.1%	0.7%	0.0%	0.1%	0.2%	0.1%	0.0%	

SR 39
 South of Chancey Rd

Station ID: 5
 Site Code: ADR 24
 Latitude: 28' 12.315 North
 Longitude: 82' 10.412 West
SR 39 SOUTH OF CHANCEY RD

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	9	29	11	2	4	8	1	1	1	1	0	0	0	0	0	67
12:15	5	31	22	2	5	2	1	0	1	1	0	0	0	0	0	70
12:30	6	25	19	0	6	8	0	5	3	2	0	0	0	0	0	74
12:45	3	30	14	0	3	5	2	0	2	2	0	0	1	0	0	62
	23	115	66	4	18	23	4	6	7	6	0	0	1	0	0	273
13:00	4	26	15	0	2	3	3	1	3	1	0	0	1	0	0	59
13:15	8	33	11	1	1	4	0	2	0	0	0	0	0	0	0	60
13:30	7	30	16	0	4	6	0	0	1	0	0	0	0	0	0	64
13:45	6	30	25	0	5	6	1	2	2	2	0	0	1	0	0	80
	25	119	67	1	12	19	4	5	6	3	0	0	2	0	0	263
14:00	7	32	21	0	5	8	0	3	1	1	0	0	0	0	0	78
14:15	5	35	26	3	4	7	1	4	1	1	0	0	0	1	0	88
14:30	5	28	17	2	2	7	0	4	2	2	0	0	1	0	0	70
14:45	3	24	17	0	3	5	3	1	2	0	0	0	0	0	0	58
	20	119	81	5	14	27	4	12	6	4	0	0	1	1	0	294
15:00	3	42	17	0	3	5	0	1	1	2	0	0	1	0	0	75
15:15	5	31	18	2	3	5	0	2	0	0	0	0	0	0	0	66
15:30	6	31	22	1	5	7	1	4	0	1	0	0	0	0	0	78
15:45	4	34	15	1	0	6	1	4	1	1	0	0	0	0	0	67
	18	138	72	4	11	23	2	11	2	4	0	0	1	0	0	286
16:00	4	50	20	3	2	2	0	2	2	0	0	0	0	0	0	85
16:15	2	37	26	4	2	5	0	6	1	2	0	0	0	0	0	85
16:30	3	31	29	1	3	5	1	1	1	0	0	0	0	0	0	75
16:45	4	53	25	1	8	1	0	2	1	1	0	0	0	0	0	96
	13	171	100	9	15	13	1	11	5	3	0	0	0	0	0	341
17:00	7	47	24	1	10	8	1	6	2	0	0	0	0	0	0	106
17:15	3	58	24	2	6	3	0	1	0	0	0	0	1	1	0	99
17:30	5	46	19	0	5	5	0	5	2	1	0	0	0	0	0	88
17:45	0	40	28	1	4	1	0	3	2	0	0	0	0	1	0	80
	15	191	95	4	25	17	1	15	6	1	0	0	1	2	0	373
18:00	0	45	18	0	5	2	0	2	1	1	0	0	0	1	0	75
18:15	3	34	24	0	3	1	0	2	0	0	0	0	0	0	0	67
18:30	4	39	16	0	5	3	0	1	2	0	0	0	0	0	0	70
18:45	5	26	10	2	2	5	0	3	0	0	0	0	0	0	0	53
	12	144	68	2	15	11	0	8	3	1	0	0	0	1	0	265
19:00	6	27	12	0	2	6	1	0	0	0	0	0	0	0	0	54
19:15	4	22	14	0	0	4	0	0	0	0	0	0	0	0	0	44
19:30	3	27	12	0	3	3	0	2	1	0	0	0	0	0	0	51
19:45	3	22	7	0	3	0	0	1	1	2	0	0	0	0	0	39
	16	98	45	0	8	13	1	3	2	2	0	0	0	0	0	188
20:00	4	12	16	0	3	4	1	0	0	0	0	0	0	0	0	40
20:15	3	29	8	0	3	2	0	0	0	0	0	0	0	0	0	45
20:30	3	13	8	0	2	0	1	0	0	0	0	0	0	0	0	27
20:45	1	15	10	2	4	0	0	1	1	0	0	0	0	0	0	34
	11	69	42	2	12	6	2	1	1	0	0	0	0	0	0	146
21:00	3	16	8	0	0	3	0	0	0	0	0	0	0	0	0	30
21:15	3	23	5	0	1	3	1	0	1	0	0	0	0	0	0	37
21:30	2	9	11	0	1	2	0	0	0	0	0	0	0	0	0	25
21:45	2	11	5	0	2	2	0	1	0	0	0	0	0	0	0	23
	10	59	29	0	4	10	1	1	1	0	0	0	0	0	0	115
22:00	6	16	4	0	0	5	0	0	2	1	0	0	0	0	0	34
22:15	5	12	2	0	2	4	0	0	1	0	0	0	0	0	0	26
22:30	3	9	3	1	1	2	0	0	0	0	0	0	0	0	0	19
22:45	1	11	7	0	4	1	0	0	1	0	0	0	0	0	0	25
	15	48	16	1	7	12	0	0	4	1	0	0	0	0	0	104
23:00	4	9	3	0	2	4	0	0	1	0	0	0	0	0	0	23
23:15	2	8	6	0	1	2	0	1	0	0	0	0	0	0	0	20
23:30	2	4	3	0	0	4	0	0	0	0	0	0	0	0	0	13
23:45	2	3	1	0	0	2	0	0	0	0	0	0	0	0	0	8
	10	24	13	0	3	12	0	1	1	0	0	0	0	0	0	64
Total	188	1295	694	32	144	186	20	74	44	25	0	0	6	4	0	2712
Percent	6.9%	47.8%	25.6%	1.2%	5.3%	6.9%	0.7%	2.7%	1.6%	0.9%	0.0%	0.0%	0.2%	0.1%	0.0%	

SR 39
 South of Chancey Rd

Station ID: 5
 Site Code: ADR 24
 Latitude: 28' 12.315 North
 Longitude: 82' 10.412 West
SR 39 SOUTH OF CHANCEY RD

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/08/1																
3	5	6	0	0	0	5	0	0	0	0	0	0	0	0	0	16
00:15	5	2	1	0	1	5	0	0	0	0	0	0	0	0	0	14
00:30	1	4	2	0	0	1	0	0	1	0	0	0	0	0	0	9
00:45	2	3	1	0	1	2	0	0	0	0	0	0	0	0	0	9
	13	15	4	0	2	13	0	0	1	0	0	0	0	0	0	48
01:00	3	6	0	0	0	2	0	0	0	0	0	0	0	0	0	11
01:15	1	1	0	0	0	1	0	1	0	0	0	0	0	0	0	4
01:30	1	0	1	0	1	2	0	0	1	0	0	0	0	0	0	6
01:45	4	0	1	0	0	3	0	0	1	0	0	0	0	0	0	9
	9	7	2	0	1	8	0	1	2	0	0	0	0	0	0	30
02:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
02:15	4	0	5	0	0	3	0	0	0	0	0	0	0	0	0	12
02:30	3	3	4	1	0	2	0	0	1	0	0	1	0	0	0	15
02:45	3	5	4	0	0	2	0	0	0	0	0	0	0	0	0	14
	11	8	13	1	0	8	0	0	1	0	0	1	0	0	0	43
03:00	0	4	2	0	0	0	0	1	0	0	0	0	0	0	0	7
03:15	1	3	1	0	0	0	0	1	0	0	0	0	0	0	0	6
03:30	1	3	4	0	0	3	0	0	1	0	0	0	0	0	0	12
03:45	5	8	3	0	0	5	0	0	0	0	0	0	0	0	0	21
	7	18	10	0	0	8	0	2	1	0	0	0	0	0	0	46
04:00	2	5	4	0	0	3	0	0	1	0	0	0	0	0	0	15
04:15	1	12	10	1	2	1	0	0	0	0	0	1	0	0	0	28
04:30	2	19	11	1	1	4	0	0	1	0	0	0	0	0	0	39
04:45	3	15	11	0	2	4	0	0	0	0	0	0	0	0	0	35
	8	51	36	2	5	12	0	0	2	0	0	1	0	0	0	117
05:00	3	12	11	1	3	3	0	0	1	0	0	0	0	0	0	34
05:15	4	28	16	0	5	4	0	2	0	0	0	0	0	0	0	59
05:30	2	30	21	0	4	2	0	1	0	0	0	0	0	0	0	60
05:45	7	37	27	2	3	8	0	2	1	0	0	0	0	0	0	87
	16	107	75	3	15	17	0	5	2	0	0	0	0	0	0	240
06:00	1	44	31	1	3	1	0	1	1	0	0	1	0	0	0	84
06:15	5	48	38	3	12	4	0	2	0	2	0	0	0	0	0	114
06:30	6	78	50	0	6	7	4	5	0	1	0	0	0	0	0	157
06:45	5	50	32	0	9	3	0	2	0	4	0	0	0	1	0	106
	17	220	151	4	30	15	4	10	1	7	0	1	0	1	0	461
07:00	8	71	32	3	4	8	0	7	0	2	0	0	0	0	0	135
07:15	2	56	27	4	7	3	5	1	1	0	0	0	0	1	0	107
07:30	2	66	37	1	6	3	2	7	3	2	0	0	0	1	0	130
07:45	2	73	34	1	7	6	0	5	2	0	0	0	1	0	0	131
	14	266	130	9	24	20	7	20	6	4	0	0	1	2	0	503
08:00	4	40	18	3	2	3	1	0	2	2	0	0	1	0	0	76
08:15	4	49	21	2	4	3	3	2	0	1	0	0	0	0	0	89
08:30	4	48	20	3	8	3	0	3	0	3	0	0	0	1	0	93
08:45	6	34	12	1	4	7	0	0	1	3	0	0	0	0	0	68
	18	171	71	9	18	16	4	5	3	9	0	0	1	1	0	326
09:00	3	30	23	0	3	5	0	4	1	2	0	0	1	1	0	73
09:15	2	26	11	0	5	2	1	2	1	2	0	0	0	0	0	52
09:30	4	17	21	1	0	6	0	3	0	2	0	0	1	0	0	55
09:45	8	38	23	1	1	6	0	1	0	0	0	0	1	0	0	79
	17	111	78	2	9	19	1	10	2	6	0	0	3	1	0	259
10:00	3	29	18	1	3	3	2	0	1	1	0	0	0	2	0	63
10:15	3	31	19	1	7	5	1	1	2	5	0	0	0	1	0	76
10:30	4	25	25	0	5	5	0	3	3	0	0	0	0	0	0	70
10:45	7	23	12	0	6	3	2	5	2	0	0	0	0	0	0	60
	17	108	74	2	21	16	5	9	8	6	0	0	0	3	0	269
11:00	1	28	17	1	1	1	0	0	1	4	0	0	0	0	0	54
11:15	7	32	21	1	4	3	0	2	1	0	0	0	0	1	0	72
11:30	3	23	21	0	2	4	2	1	3	2	0	0	1	0	0	62
11:45	6	39	9	1	3	9	0	3	0	3	0	0	0	0	0	73
	17	122	68	3	10	17	2	6	5	9	0	0	1	1	0	261
Total	164	1204	712	35	135	169	23	68	34	41	0	3	6	9	0	2603
Percent	6.3%	46.3%	27.4%	1.3%	5.2%	6.5%	0.9%	2.6%	1.3%	1.6%	0.0%	0.1%	0.2%	0.3%	0.0%	

SR 39
 South of Chancey Rd

Station ID: 5
 Site Code: ADR 24
 Latitude: 28' 12.315 North
 Longitude: 82' 10.412 West
SR 39 SOUTH OF CHANCEY RD

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	2	26	13	0	6	5	1	5	3	1	0	0	0	0	0	62
12:15	9	26	14	0	2	10	1	3	1	0	0	0	0	0	0	66
12:30	3	27	23	0	3	5	0	1	1	2	0	0	1	1	0	67
12:45	0	26	14	0	4	1	0	3	1	2	0	0	0	0	0	51
13:00	14	105	64	0	15	21	2	12	6	5	0	0	1	1	0	246
13:00	4	25	20	1	6	4	0	4	1	2	0	0	0	0	0	67
13:15	6	23	14	0	3	7	0	1	2	0	0	0	0	1	0	57
13:30	4	24	11	0	6	8	1	1	1	3	0	0	0	1	0	60
13:45	7	32	24	0	4	5	0	2	0	2	0	0	0	0	0	76
14:00	21	104	69	1	19	24	1	8	4	7	0	0	0	2	0	260
14:00	7	33	20	0	7	7	0	1	0	3	0	0	1	1	0	80
14:15	4	18	14	3	2	6	0	0	1	1	0	0	0	0	0	49
14:30	3	35	15	3	4	4	2	2	2	2	0	0	0	0	0	72
14:45	2	26	21	0	0	2	0	3	1	1	0	0	0	1	0	57
15:00	16	112	70	6	13	19	2	6	4	7	0	0	1	2	0	258
15:00	4	37	14	1	3	4	1	0	0	3	0	0	0	0	0	67
15:15	0	29	23	0	3	3	0	1	2	1	0	0	1	0	0	63
15:30	6	35	16	2	4	9	0	5	1	0	0	0	0	0	0	78
15:45	4	44	23	0	8	5	0	6	2	1	0	0	1	1	0	95
16:00	14	145	76	3	18	21	1	12	5	5	0	0	2	1	0	303
16:00	9	40	20	2	1	11	1	4	1	1	0	0	1	1	0	92
16:15	3	36	26	2	1	1	0	6	0	1	0	0	0	0	0	76
16:30	4	50	26	3	5	5	0	4	3	0	0	0	0	0	0	100
16:45	3	44	14	0	8	2	1	3	1	0	0	0	0	0	0	76
17:00	19	170	86	7	15	19	2	17	5	2	0	0	1	1	0	344
17:00	8	45	14	0	7	5	0	6	1	1	0	0	0	0	0	87
17:15	3	52	20	0	6	2	0	2	1	0	0	0	0	0	0	86
17:30	3	38	34	1	3	8	1	4	2	0	0	1	0	0	0	95
17:45	4	44	15	0	6	5	0	4	3	0	0	0	0	0	0	81
18:00	18	179	83	1	22	20	1	16	7	1	0	1	0	0	0	349
18:00	2	46	29	0	2	2	0	5	0	0	0	0	0	0	0	86
18:15	5	35	16	0	6	5	2	3	0	0	0	0	0	0	0	72
18:30	1	42	18	0	0	1	0	1	0	1	0	0	1	0	0	65
18:45	4	27	11	0	3	3	0	2	1	0	0	0	0	0	0	51
19:00	12	150	74	0	11	11	2	11	1	1	0	0	1	0	0	274
19:00	5	27	13	1	3	5	1	3	0	0	0	0	0	0	0	58
19:15	3	21	9	1	2	3	0	1	2	0	0	0	0	1	0	43
19:30	7	19	10	1	3	6	0	3	1	0	0	0	0	0	0	50
19:45	1	34	13	0	3	3	0	1	1	0	0	0	0	0	0	56
20:00	16	101	45	3	11	17	1	8	4	0	0	0	0	1	0	207
20:00	5	24	8	0	0	5	0	2	1	0	0	0	0	0	0	45
20:15	2	25	12	0	2	1	0	0	1	0	0	0	0	0	0	43
20:30	5	25	14	0	2	3	0	2	2	0	0	0	0	0	0	53
20:45	4	20	9	1	1	3	0	2	0	0	0	0	0	0	0	40
21:00	16	94	43	1	5	12	0	6	4	0	0	0	0	0	0	181
21:00	2	18	12	1	0	0	0	1	0	0	0	0	0	0	0	34
21:15	1	8	10	0	4	1	0	0	0	0	0	0	0	0	0	24
21:30	3	13	13	0	1	2	0	1	1	0	0	0	0	0	0	34
21:45	2	11	4	0	0	2	0	0	0	0	0	0	0	0	0	19
22:00	8	50	39	1	5	5	0	2	1	0	0	0	0	0	0	111
22:00	2	18	9	0	1	1	0	0	0	0	0	0	0	0	0	31
22:15	2	12	8	0	0	1	0	0	1	0	0	1	0	0	0	25
22:30	2	13	4	0	0	2	0	0	0	0	0	0	0	0	0	21
22:45	2	22	2	0	2	2	0	0	1	0	0	0	0	0	0	31
23:00	8	65	23	0	3	6	0	0	2	0	0	1	0	0	0	108
23:00	3	7	3	0	1	2	0	0	2	0	0	0	0	0	0	18
23:15	3	9	3	0	0	3	0	1	0	0	0	0	0	0	0	19
23:30	3	5	2	0	0	3	0	1	0	0	0	0	0	0	0	14
23:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	9	28	10	0	1	8	0	2	2	0	0	0	0	0	0	60
Percent	6.3%	48.2%	25.2%	0.9%	5.1%	6.8%	0.4%	3.7%	1.7%	1.0%	0.0%	0.1%	0.2%	0.3%	0.0%	2701

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FI 33607-1462

SR 39
 South of Chancey Rd

Station ID: 5
 Site Code: ADR 24
 Latitude: 28' 12.315 North
 Longitude: 82' 10.412 West
SR 39 SOUTH OF CHANCEY RD

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/09/1																
3	4	5	0	0	0	3	0	0	1	0	0	0	0	0	0	13
00:15	6	5	3	0	0	6	0	0	0	0	0	1	0	0	0	21
00:30	3	5	1	0	0	3	0	0	0	0	0	0	0	0	0	12
00:45	1	0	2	0	2	1	0	0	0	0	0	0	0	0	0	6
	14	15	6	0	2	13	0	0	1	0	0	1	0	0	0	52
01:00	0	6	0	0	1	1	0	0	2	0	0	0	0	0	0	10
01:15	2	3	1	0	0	2	0	0	1	0	0	0	0	0	0	9
01:30	2	3	0	0	0	2	0	0	0	0	0	1	0	0	0	8
01:45	3	3	1	0	1	3	0	0	0	0	0	0	0	0	0	11
	7	15	2	0	2	8	0	0	3	0	0	1	0	0	0	38
02:00	1	2	1	0	0	1	0	0	0	0	0	0	0	0	0	5
02:15	1	4	2	1	0	0	0	0	1	0	0	0	0	0	0	9
02:30	2	3	2	0	0	2	0	0	1	0	0	0	0	1	0	11
02:45	4	1	1	0	0	2	0	1	1	0	0	0	0	0	0	10
	8	10	6	1	0	5	0	1	3	0	0	0	0	1	0	35
03:00	1	3	0	0	0	2	0	1	0	0	0	0	0	0	0	7
03:15	3	5	3	0	2	1	0	0	0	0	0	0	0	0	0	14
03:30	1	7	5	0	0	3	0	0	0	0	0	0	0	0	0	16
03:45	2	4	6	1	1	2	0	0	0	0	0	0	0	0	0	16
	7	19	14	1	3	8	0	1	0	0	0	0	0	0	0	53
04:00	4	10	4	0	0	5	0	3	1	0	0	0	0	0	0	27
04:15	3	7	8	0	2	3	0	0	0	0	0	0	0	0	0	23
04:30	3	14	16	0	3	4	0	1	0	0	0	0	0	0	0	41
04:45	1	18	12	0	0	1	0	3	0	0	0	1	0	0	0	36
	11	49	40	0	5	13	0	7	1	0	0	1	0	0	0	127
05:00	2	13	9	0	2	4	0	0	0	0	0	0	0	0	0	30
05:15	2	27	11	0	4	4	0	1	0	1	0	0	0	0	0	50
05:30	8	21	17	1	1	6	0	2	1	0	0	0	1	0	0	58
05:45	3	34	25	3	4	0	0	1	0	0	0	0	0	0	0	70
	15	95	62	4	11	14	0	4	1	1	0	0	1	0	0	208
06:00	2	38	34	1	5	5	0	0	0	0	0	0	0	0	0	85
06:15	2	37	41	4	10	3	1	3	1	0	0	0	1	0	0	103
06:30	8	69	47	0	11	5	0	3	3	1	0	0	1	0	0	148
06:45	9	67	34	1	10	9	3	6	0	0	0	0	0	0	0	139
	21	211	156	6	36	22	4	12	4	1	0	0	2	0	0	475
07:00	6	56	34	2	4	4	0	5	2	2	0	0	0	1	0	116
07:15	3	75	34	3	6	5	1	4	2	0	0	0	0	0	0	133
07:30	9	76	49	1	11	4	1	8	2	1	0	0	1	0	0	163
07:45	7	67	26	1	6	7	2	3	1	1	0	0	0	0	0	121
	25	274	143	7	27	20	4	20	7	4	0	0	1	1	0	533
08:00	3	47	29	0	6	5	1	5	0	0	0	0	0	0	0	96
08:15	6	47	20	2	5	4	3	3	2	1	0	0	0	0	0	93
08:30	4	52	18	2	5	4	1	1	2	1	1	0	0	0	0	91
08:45	5	28	24	1	6	6	1	4	0	1	0	0	0	0	0	76
	18	174	91	5	22	19	6	13	4	3	1	0	0	0	0	356
09:00	3	33	15	1	2	5	1	3	2	0	0	0	0	0	0	65
09:15	3	34	23	3	4	3	0	0	2	0	0	0	0	0	0	72
09:30	6	39	15	1	3	4	0	3	0	1	0	0	0	0	0	72
09:45	3	15	13	2	3	7	1	0	1	0	0	0	0	0	0	45
	15	121	66	7	12	19	2	6	5	1	0	0	0	0	0	254
10:00	1	32	17	1	7	2	1	4	0	1	0	0	0	0	0	66
10:15	8	33	16	0	7	7	0	0	1	1	0	0	0	0	0	73
10:30	5	25	17	0	5	9	0	3	0	0	0	0	1	0	0	65
10:45	2	31	18	1	3	4	0	1	4	0	0	0	0	0	0	64
	16	121	68	2	22	22	1	8	5	2	0	0	1	0	0	268
11:00	6	28	11	2	4	6	2	2	3	0	0	0	0	0	0	64
11:15	6	30	22	2	5	7	0	0	2	0	0	0	0	0	0	74
11:30	3	40	19	2	3	4	0	5	0	1	0	0	0	0	0	77
11:45	5	22	14	2	6	3	0	1	1	0	0	0	0	0	0	54
	20	120	66	8	18	20	2	8	6	1	0	0	0	0	0	269
Total	177	1224	720	41	160	183	19	80	40	13	1	3	5	2	0	2668
Percent	6.6%	45.9%	27.0%	1.5%	6.0%	6.9%	0.7%	3.0%	1.5%	0.5%	0.0%	0.1%	0.2%	0.1%	0.0%	

SR 39
 South of Chancey Rd

Station ID: 5
 Site Code: ADR 24
 Latitude: 28' 12.315 North
 Longitude: 82' 10.412 West
SR 39 SOUTH OF CHANCEY RD

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	5	27	24	1	5	7	1	3	1	1	0	0	0	0	0	75
12:15	3	25	22	2	7	3	2	3	3	0	0	0	0	0	0	70
12:30	6	33	10	1	4	5	2	2	2	0	0	0	0	1	0	66
12:45	3	35	11	1	3	5	1	2	0	1	0	0	0	0	0	62
13:00	17	120	67	5	19	20	6	10	6	2	0	0	0	1	0	273
13:00	5	33	18	1	2	6	1	1	2	0	0	0	1	0	0	70
13:15	1	29	23	0	6	2	1	4	0	0	0	0	0	0	0	66
13:30	5	22	14	1	2	4	0	1	0	1	0	0	0	0	0	50
13:45	6	28	24	1	4	7	4	3	3	0	0	0	0	0	0	80
14:00	17	112	79	3	14	19	6	9	5	1	0	0	1	0	0	266
14:00	3	31	18	2	7	4	1	2	1	0	0	0	0	0	0	69
14:15	6	32	19	1	2	6	3	2	3	1	0	0	0	0	0	75
14:30	4	39	10	3	5	5	0	5	3	0	0	0	0	0	0	74
14:45	7	28	20	3	2	5	0	2	1	0	0	0	0	1	0	69
15:00	20	130	67	9	16	20	4	11	8	1	0	0	0	1	0	287
15:00	1	35	18	6	0	1	0	4	0	0	0	0	2	0	0	67
15:15	6	32	26	2	5	6	2	3	1	0	0	0	0	0	0	83
15:30	5	21	21	3	5	3	0	0	0	1	0	0	0	0	0	59
15:45	2	41	18	1	3	3	0	1	2	1	0	0	1	0	0	73
16:00	14	129	83	12	13	13	2	8	3	2	0	0	3	0	0	282
16:00	2	45	19	0	2	2	1	3	1	1	0	0	1	0	0	77
16:15	4	41	30	3	4	3	1	8	1	0	0	0	0	1	0	96
16:30	5	44	33	2	5	6	1	4	0	1	0	0	0	0	0	101
16:45	7	46	19	2	4	6	0	3	1	0	0	0	0	0	0	88
17:00	18	176	101	7	15	17	3	18	3	2	0	0	1	1	0	362
17:00	5	60	26	0	7	3	2	5	1	0	0	0	1	0	0	110
17:15	6	48	20	1	5	7	0	9	0	0	0	0	0	0	0	96
17:30	2	55	27	0	5	3	1	6	2	0	0	0	0	0	0	101
17:45	2	39	24	0	3	2	2	7	0	2	0	0	0	0	0	81
18:00	15	202	97	1	20	15	5	27	3	2	0	0	1	0	0	388
18:00	1	44	20	0	7	1	0	1	2	0	0	0	0	0	0	76
18:15	4	36	15	0	8	3	0	4	1	0	0	0	0	0	0	71
18:30	4	24	10	0	5	3	0	2	0	1	0	0	0	0	0	49
18:45	3	22	25	1	0	4	0	1	1	0	0	0	1	0	0	58
19:00	12	126	70	1	20	11	0	8	4	1	0	0	1	0	0	254
19:00	3	41	21	1	9	3	0	1	0	0	0	0	0	0	0	79
19:15	4	24	12	1	1	3	0	1	1	0	0	0	0	0	0	47
19:30	2	22	10	0	1	2	0	1	1	0	0	0	0	0	0	39
19:45	2	23	9	0	2	3	0	3	0	0	0	0	0	0	0	42
20:00	11	110	52	2	13	11	0	6	2	0	0	0	0	0	0	207
20:00	1	21	17	0	5	0	0	0	0	0	0	0	0	0	0	44
20:15	2	31	9	1	4	1	0	0	1	1	0	0	0	0	0	50
20:30	1	27	11	0	2	1	0	1	2	0	0	0	0	0	0	45
20:45	3	31	14	0	2	2	1	1	0	0	0	0	0	0	0	54
21:00	7	110	51	1	13	4	1	2	3	1	0	0	0	0	0	193
21:00	4	25	13	0	3	4	0	0	0	0	0	0	0	0	0	49
21:15	2	15	7	0	1	2	0	1	0	0	0	0	0	0	0	28
21:30	2	19	8	0	2	3	0	0	0	0	0	0	0	0	0	34
21:45	1	11	9	0	3	0	0	0	1	0	0	0	0	0	0	25
22:00	9	70	37	0	9	9	0	1	1	0	0	0	0	0	0	136
22:00	4	15	4	0	0	5	0	0	1	0	0	0	0	0	0	29
22:15	3	9	10	0	1	1	0	1	0	0	0	0	0	0	0	25
22:30	1	12	2	0	1	0	0	0	0	0	0	0	0	0	0	16
22:45	1	9	1	0	0	1	0	0	1	0	0	0	0	0	0	13
23:00	9	45	17	0	2	7	0	1	2	0	0	0	0	0	0	83
23:00	2	7	6	0	0	2	0	0	0	0	0	0	0	0	0	17
23:15	1	3	5	0	0	3	0	0	1	0	0	0	0	0	0	13
23:30	2	5	2	1	2	1	0	0	0	0	0	0	0	0	0	13
23:45	0	5	2	0	0	0	0	2	0	0	0	0	0	0	0	9
Total	5	20	15	1	2	6	0	2	1	0	0	0	0	0	0	52
Percent	5.5%	48.5%	26.4%	1.5%	5.6%	5.5%	1.0%	3.7%	1.5%	0.4%	0.0%	0.0%	0.3%	0.1%	0.0%	2783
Grand Total	1028	7539	4255	205	866	1062	141	485	258	138	1	10	35	29	0	16052
Percent	6.4%	47.0%	26.5%	1.3%	5.4%	6.6%	0.9%	3.0%	1.6%	0.9%	0.0%	0.1%	0.2%	0.2%	0.0%	

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FL 33607-1462

SR 39
 North of Tucker Rd

Station ID: 2
 Site Code: ADR 10
 Latitude: 28' 12.994 North
 Longitude: 82' 10.788 West
 SR 39 NORTH OF TUCKER RD

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	2	30	11	1	2	1	0	1	1	0	0	0	0	0	0	49
12:15	1	21	7	0	2	1	0	0	0	0	0	0	1	0	0	33
12:30	3	26	10	0	3	3	0	2	0	0	0	0	0	0	0	47
12:45	1	43	15	0	2	1	0	0	1	0	0	0	0	0	0	63
	7	120	43	1	9	6	0	3	2	0	0	0	1	0	0	192
13:00	3	34	7	0	2	1	1	1	0	0	0	0	0	0	0	49
13:15	5	38	5	0	0	4	0	1	2	0	0	0	0	0	0	55
13:30	3	29	11	0	1	3	0	0	1	0	0	0	0	0	0	48
13:45	1	17	4	1	3	0	0	0	0	0	0	0	0	0	0	26
	12	118	27	1	6	8	1	2	3	0	0	0	0	0	0	178
14:00	2	23	14	0	0	1	0	1	3	0	0	0	0	0	0	44
14:15	0	35	10	1	2	0	0	0	0	0	0	0	0	0	0	48
14:30	1	30	14	1	3	1	0	2	0	0	0	0	0	0	0	52
14:45	4	40	7	2	0	3	0	0	1	0	0	0	0	0	0	57
	7	128	45	4	5	5	0	3	4	0	0	0	0	0	0	201
15:00	2	22	15	1	1	1	0	0	0	0	0	0	0	0	0	42
15:15	3	30	18	1	1	2	0	0	1	0	0	0	0	0	0	56
15:30	0	50	22	1	1	0	0	2	1	0	0	0	0	0	0	77
15:45	2	36	10	0	3	1	0	0	0	0	0	0	0	0	0	52
	7	138	65	3	6	4	0	2	2	0	0	0	0	0	0	227
16:00	2	32	12	1	1	1	0	0	0	0	0	0	0	0	0	49
16:15	2	36	13	0	1	1	0	1	1	1	0	0	0	0	0	56
16:30	0	39	9	1	1	0	0	0	1	0	0	0	0	0	0	51
16:45	1	32	10	1	1	1	0	2	0	0	0	0	0	0	0	48
	5	139	44	3	4	3	0	3	2	1	0	0	0	0	0	204
17:00	2	33	21	0	1	1	0	0	0	0	0	0	0	0	0	58
17:15	1	43	22	0	2	0	0	0	0	0	0	0	0	0	0	68
17:30	1	58	22	0	4	0	0	0	0	0	0	0	0	0	0	85
17:45	0	36	12	0	1	0	0	0	0	0	0	0	0	0	0	49
	4	170	77	0	8	1	0	0	0	0	0	0	0	0	0	260
18:00	1	33	12	1	0	2	0	0	0	0	0	0	0	0	0	49
18:15	1	34	8	0	0	2	0	0	0	0	0	0	0	0	0	45
18:30	1	26	11	0	1	0	0	0	0	0	0	0	0	0	0	39
18:45	3	25	10	1	0	2	0	0	0	0	0	0	0	0	0	41
	6	118	41	2	1	6	0	0	0	0	0	0	0	0	0	174
19:00	0	24	13	0	1	0	0	0	0	0	0	0	0	0	0	38
19:15	3	18	9	0	1	1	0	0	0	0	0	0	0	0	0	32
19:30	3	15	7	0	0	1	0	0	0	0	0	0	0	0	0	26
19:45	0	24	6	0	1	0	0	0	0	0	0	0	0	0	0	31
	6	81	35	0	3	2	0	0	0	0	0	0	0	0	0	127
20:00	3	17	9	0	3	0	0	1	0	0	0	0	0	0	0	33
20:15	0	20	7	0	0	0	0	0	0	0	0	0	0	0	0	27
20:30	1	27	7	0	1	0	0	0	0	0	0	0	0	0	0	36
20:45	1	15	1	0	1	3	0	0	0	0	0	0	0	0	0	21
	5	79	24	0	5	3	0	1	0	0	0	0	0	0	0	117
21:00	2	23	4	0	0	1	0	0	0	0	0	0	0	0	0	30
21:15	0	16	5	0	1	0	0	0	0	0	0	0	0	0	1	23
21:30	0	16	0	0	1	2	0	0	0	0	0	0	0	0	0	19
21:45	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
	2	59	12	0	2	3	0	0	0	0	0	0	0	0	1	79
22:00	0	11	2	0	1	0	0	0	0	0	0	0	0	0	0	14
22:15	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
22:30	1	13	1	0	0	0	0	1	0	0	0	0	0	0	0	16
22:45	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
	1	49	5	0	1	0	0	1	0	0	0	0	0	0	0	57
23:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
23:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
23:30	0	10	1	0	1	0	0	0	0	0	0	0	0	0	0	12
23:45	2	7	2	0	0	1	0	0	0	0	0	0	0	0	0	12
	2	31	5	0	1	1	0	0	0	0	0	0	0	0	0	40
Total	64	1230	423	14	51	42	1	15	13	1	0	0	1	0	1	1856
Percent	3.4%	66.3%	22.8%	0.8%	2.7%	2.3%	0.1%	0.8%	0.7%	0.1%	0.0%	0.0%	0.1%	0.0%	0.1%	

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FI 33607-1462

SR 39
 North of Tucker Rd

Station ID: 2
 Site Code: ADR 10
 Latitude: 28' 12.994 North
 Longitude: 82' 10.788 West
 SR 39 NORTH OF TUCKER RD

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/08/1																
3	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	8
00:15	1	4	1	0	0	1	0	0	0	0	0	0	0	0	0	7
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	1	2	2	0	0	1	0	0	0	0	0	1	0	0	0	7
	3	12	6	0	0	2	0	0	0	0	0	1	0	0	0	24
01:00	2	5	1	0	0	1	0	0	0	0	0	0	0	0	0	9
01:15	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0	6
01:30	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5
01:45	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	6
	4	16	1	0	1	4	0	0	0	0	0	0	0	0	0	26
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	5	2	0	1	0	0	0	0	0	0	0	0	0	0	8
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4
	2	10	2	0	0	2	0	0	0	0	0	0	0	0	0	16
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	9	3	0	1	0	0	0	0	0	0	0	0	0	0	13
	0	12	4	0	1	0	0	0	0	0	0	0	0	0	0	17
05:00	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
05:15	1	9	7	0	1	1	0	0	1	0	0	0	0	0	0	20
05:30	1	7	2	1	2	1	0	0	0	0	0	0	0	0	0	14
05:45	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
	2	30	15	1	3	2	0	0	1	0	0	0	0	0	0	54
06:00	1	13	2	1	0	1	0	0	0	0	0	0	0	0	0	18
06:15	0	11	7	3	1	0	0	0	0	0	0	0	0	0	0	22
06:30	0	26	5	0	1	0	0	0	0	0	0	0	0	0	0	32
06:45	2	17	8	0	0	1	0	0	0	0	0	0	0	0	0	28
	3	67	22	4	2	2	0	0	0	0	0	0	0	0	0	100
07:00	0	30	8	1	2	0	0	3	2	1	0	0	0	0	0	46
07:15	4	33	7	0	1	3	0	0	0	0	0	0	0	0	0	48
07:30	2	26	5	3	1	2	0	0	0	0	0	0	0	0	0	39
07:45	0	27	5	2	0	0	0	0	0	0	0	0	0	0	0	34
	6	116	25	6	4	5	0	3	2	0	0	0	0	0	0	167
08:00	2	26	6	3	1	3	0	0	0	0	0	0	0	0	0	41
08:15	0	23	14	0	2	2	0	1	1	0	0	0	0	0	0	43
08:30	1	34	6	0	1	1	0	3	0	0	0	0	0	0	0	46
08:45	0	34	11	1	3	0	0	0	0	0	0	0	0	0	0	49
	3	117	37	4	7	6	0	4	1	0	0	0	0	0	0	179
09:00	0	22	9	0	0	1	0	0	1	0	0	0	0	0	0	33
09:15	2	32	8	0	1	2	0	1	0	0	0	0	0	0	0	46
09:30	2	20	12	0	1	1	0	1	0	0	0	0	0	0	0	37
09:45	3	24	8	0	1	2	0	0	1	0	0	0	0	0	0	39
	7	98	37	0	3	6	0	2	2	0	0	0	0	0	0	155
10:00	1	21	9	0	1	0	0	0	1	0	0	0	0	0	0	33
10:15	1	16	15	0	0	0	0	2	0	0	0	0	0	0	0	34
10:30	2	29	10	0	1	2	0	0	0	0	0	0	0	0	0	44
10:45	0	24	3	1	2	0	0	0	0	0	0	0	0	0	0	30
	4	90	37	1	4	2	0	2	1	0	0	0	0	0	0	141
11:00	2	18	10	0	2	2	0	0	1	0	0	0	0	0	0	35
11:15	1	25	12	0	1	2	0	0	0	0	0	0	0	0	0	41
11:30	1	30	13	0	1	3	0	0	0	0	0	0	0	0	0	48
11:45	4	34	21	0	2	2	0	2	1	0	0	0	0	0	0	66
	8	107	56	0	6	9	0	2	2	0	0	0	0	0	0	190
Total	42	680	244	16	32	40	0	13	9	0	0	1	0	0	0	1077
Percent	3.9%	63.1%	22.7%	1.5%	3.0%	3.7%	0.0%	1.2%	0.8%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	

SR 39
 North of Tucker Rd

Station ID: 2
 Site Code: ADR 10
 Latitude: 28' 12.994 North
 Longitude: 82' 10.788 West
 SR 39 NORTH OF TUCKER RD

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/09/1																
3	1	7	2	0	0	0	0	0	0	0	0	0	0	0	0	10
00:15	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	1	5	2	0	0	0	0	0	0	0	0	0	0	0	0	8
	2	18	5	0	0	0	0	0	1	0	0	0	0	0	0	26
01:00	1	2	1	0	0	1	0	0	0	0	0	0	0	0	0	5
01:15	1	4	0	0	0	1	0	0	0	0	0	0	0	0	0	6
01:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
01:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	2	16	3	0	0	2	0	0	0	0	0	0	0	0	0	23
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
02:15	1	4	1	0	0	1	0	0	0	0	0	0	0	0	0	7
02:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	1	12	3	0	0	1	0	0	0	0	0	0	0	0	0	17
03:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
04:00	1	4	2	0	0	1	0	0	0	0	0	0	0	0	0	8
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	1	4	2	0	0	1	0	0	1	0	0	0	0	0	0	9
04:45	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
	2	14	8	0	0	2	0	0	1	0	0	0	0	0	0	27
05:00	3	4	6	0	1	2	0	0	0	0	0	0	0	0	0	16
05:15	0	5	8	0	0	0	0	1	0	0	0	0	0	0	0	14
05:30	0	9	3	0	0	0	0	1	0	0	0	0	0	0	0	13
05:45	1	5	0	0	0	1	0	0	0	0	0	0	0	0	0	7
	4	23	17	0	1	3	0	2	0	0	0	0	0	0	0	50
06:00	1	12	5	1	1	2	0	0	1	0	0	0	0	0	0	23
06:15	1	9	4	2	0	1	0	0	1	0	0	0	0	0	0	18
06:30	2	19	7	1	0	0	0	0	0	0	0	0	0	0	0	29
06:45	0	27	9	0	0	0	0	0	0	0	0	0	0	0	0	36
	4	67	25	4	1	3	0	0	2	0	0	0	0	0	0	106
07:00	0	18	7	1	1	0	0	2	0	0	0	0	0	0	0	29
07:15	0	29	8	0	0	0	0	0	1	0	0	0	0	0	0	38
07:30	2	30	9	2	1	2	0	1	0	0	0	0	0	0	0	47
07:45	1	32	7	2	3	1	2	0	0	0	0	0	0	0	0	48
	3	109	31	5	5	3	2	3	1	0	0	0	0	0	0	162
08:00	0	32	4	1	0	0	0	0	1	0	0	0	0	0	0	38
08:15	2	29	14	0	1	1	0	1	0	0	0	0	0	0	0	48
08:30	2	38	10	0	4	2	0	0	0	0	0	0	0	0	0	56
08:45	1	29	15	2	2	1	0	0	2	0	0	0	0	0	0	52
	5	128	43	3	7	4	0	1	3	0	0	0	0	0	0	194
09:00	3	23	9	2	1	5	0	0	0	0	0	0	0	0	0	43
09:15	1	30	17	0	5	1	0	0	0	0	0	0	0	0	0	54
09:30	2	31	6	0	2	1	0	1	0	0	0	0	0	0	0	43
09:45	0	21	6	0	1	0	0	0	0	0	0	0	0	0	0	28
	6	105	38	2	9	7	0	1	0	0	0	0	0	0	0	168
10:00	0	35	13	0	0	0	0	0	0	0	0	0	0	0	0	48
10:15	2	30	4	0	1	0	0	1	0	0	0	0	1	0	0	39
10:30	0	28	7	0	1	0	0	1	0	0	0	0	0	0	0	37
10:45	1	31	13	0	3	1	0	0	0	0	0	0	0	0	0	49
	3	124	37	0	5	1	0	2	0	0	0	0	1	0	0	173
11:00	3	32	13	0	4	3	0	0	0	0	0	0	0	0	0	55
11:15	0	39	9	0	2	0	1	0	0	0	0	0	0	0	0	51
11:30	4	31	14	0	2	4	0	0	0	0	0	0	0	0	0	55
11:45	1	33	11	0	1	2	0	1	1	0	0	0	0	0	0	50
	8	135	47	0	9	9	1	1	1	0	0	0	0	0	0	211
Total	40	758	260	14	37	35	3	10	9	0	0	0	1	0	0	1167
Percent	3.4%	65.0%	22.3%	1.2%	3.2%	3.0%	0.3%	0.9%	0.8%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	

SR 39
 North of Tucker Rd

Station ID: 2
 Site Code: ADR 10
 Latitude: 28' 12.994 North
 Longitude: 82' 10.788 West
 SR 39 NORTH OF TUCKER RD

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/08/1																
3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
00:15	0	3	1	0	1	0	0	0	0	0	0	0	0	0	0	5
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	4
	1	9	2	0	1	1	0	0	0	0	0	0	0	0	0	14
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
02:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
	1	7	1	0	0	1	0	0	0	0	0	0	0	0	0	10
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
03:45	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3
	2	7	1	0	0	1	0	0	0	0	0	0	0	0	0	11
04:00	1	2	2	0	0	1	0	0	0	0	0	0	0	0	0	6
04:15	0	10	6	0	0	0	0	0	0	0	0	1	0	0	0	17
04:30	0	15	1	1	0	0	0	0	0	0	0	0	0	0	0	17
04:45	0	6	4	0	1	1	0	0	0	0	0	0	0	0	0	12
	1	33	13	1	1	2	0	0	0	0	0	1	0	0	0	52
05:00	0	10	2	0	1	0	0	0	0	0	0	0	0	0	0	13
05:15	0	18	9	0	1	0	0	0	0	0	0	0	0	0	0	28
05:30	0	26	7	0	3	0	0	0	1	0	0	0	0	0	0	37
05:45	1	16	8	1	0	0	0	0	1	0	0	0	0	0	0	27
	1	70	26	1	5	0	0	0	2	0	0	0	0	0	0	105
06:00	1	24	13	1	1	1	0	0	0	0	0	0	0	0	0	41
06:15	1	33	9	3	3	1	0	0	0	0	0	0	0	0	0	50
06:30	2	40	22	0	1	2	0	0	0	0	0	0	0	0	0	67
06:45	1	30	11	0	1	0	0	0	0	0	0	0	0	0	0	43
	5	127	55	4	6	4	0	0	0	0	0	0	0	0	0	201
07:00	0	34	11	2	2	1	0	0	0	0	0	0	0	0	0	50
07:15	1	22	14	2	1	0	0	0	0	0	0	0	0	0	0	40
07:30	0	47	12	2	1	0	0	2	0	0	0	0	0	0	0	64
07:45	0	35	13	0	0	0	0	2	0	0	0	0	0	0	0	50
	1	138	50	6	4	1	0	4	0	0	0	0	0	0	0	204
08:00	0	25	9	4	2	0	0	0	0	0	0	0	0	0	0	40
08:15	0	26	9	1	0	0	0	1	0	0	0	0	0	0	0	37
08:30	1	32	7	0	2	0	0	0	1	0	0	0	0	0	0	43
08:45	2	27	3	1	2	1	0	0	0	0	0	0	0	0	0	36
	3	110	28	6	6	1	0	1	1	0	0	0	0	0	0	156
09:00	1	18	12	0	0	1	0	0	0	0	0	0	0	0	0	32
09:15	0	23	7	0	2	0	0	0	0	0	0	0	0	0	0	32
09:30	0	23	7	0	0	0	0	1	0	0	0	0	0	0	0	31
09:45	1	29	9	0	1	1	0	1	0	0	0	0	0	0	0	42
	2	93	35	0	3	2	0	2	0	0	0	0	0	0	0	137
10:00	2	33	12	0	2	1	0	0	0	0	0	0	0	0	0	50
10:15	2	32	12	0	2	2	0	0	0	0	0	0	0	0	0	50
10:30	2	23	14	0	2	1	0	1	0	0	0	0	0	0	0	43
10:45	2	27	8	0	3	0	0	1	0	0	0	0	0	0	0	41
	8	115	46	0	9	4	0	2	0	0	0	0	0	0	0	184
11:00	1	31	10	0	2	1	0	1	0	0	0	0	0	0	0	46
11:15	2	24	12	0	3	1	0	1	0	0	0	0	0	0	0	43
11:30	1	29	12	0	2	2	0	0	0	0	0	0	0	0	0	46
11:45	0	28	6	0	4	0	0	1	0	0	0	0	0	0	0	39
	4	112	40	0	11	4	0	3	0	0	0	0	0	0	0	174
Total	29	826	298	18	46	21	0	12	3	0	0	1	0	0	0	1254
Percent	2.3%	65.9%	23.8%	1.4%	3.7%	1.7%	0.0%	1.0%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	

Chancey Rd
 West of US 301

Station ID: 3
 Site Code: ADR 21
 Latitude: 28' 12.485 North
 Longitude: 82' 11.275 West
CHANCEY RD WEST OF US 301

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/14/1																
3	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:30	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	6
00:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
	2	14	2	0	0	2	0	0	0	0	0	0	0	0	0	20
01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
01:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	1	3	0	0	1	1	0	0	0	0	0	0	0	0	0	6
02:30	0	6	0	1	0	0	0	0	0	0	0	0	0	0	0	7
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	1	11	0	1	1	1	0	0	0	0	0	0	0	0	0	15
03:00	2	2	1	1	0	1	0	0	0	0	0	0	0	0	0	7
03:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30	1	3	2	0	0	0	0	0	0	0	0	0	0	0	0	6
03:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	3	12	6	1	0	1	0	0	0	0	0	0	0	0	0	23
04:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
04:15	1	4	7	0	0	1	0	0	0	0	0	0	0	0	0	13
04:30	0	10	6	0	1	1	0	0	0	0	0	0	0	0	0	18
04:45	1	19	4	0	0	2	0	0	0	0	0	0	0	0	0	26
	2	38	18	0	1	4	0	0	0	0	0	0	0	0	0	63
05:00	0	10	7	1	1	2	0	0	0	0	0	0	0	0	0	21
05:15	0	20	11	0	2	1	0	0	0	0	0	0	0	0	0	34
05:30	0	29	13	0	2	1	0	0	1	0	0	0	0	0	0	46
05:45	1	35	15	1	6	0	0	1	0	0	0	0	0	0	0	59
	1	94	46	2	11	4	0	1	1	0	0	0	0	0	0	160
06:00	1	47	22	0	1	2	0	0	0	0	0	0	0	0	0	73
06:15	1	53	26	0	3	0	0	0	0	0	0	0	0	0	0	83
06:30	3	63	35	0	3	3	0	2	0	0	0	0	0	0	0	109
06:45	3	62	22	0	4	2	0	0	0	0	0	0	0	0	0	93
	8	225	105	0	11	7	0	2	0	0	0	0	0	0	0	358
07:00	3	89	24	1	1	4	2	1	0	0	0	0	0	0	0	125
07:15	3	99	32	0	4	3	0	1	0	0	0	0	0	0	0	142
07:30	1	83	28	4	1	4	0	0	0	1	0	0	0	0	0	122
07:45	2	88	18	0	3	3	0	2	0	0	0	0	0	0	0	116
	9	359	102	5	9	14	2	4	0	1	0	0	0	0	0	505
08:00	1	64	24	1	8	2	0	1	0	0	0	0	0	0	0	101
08:15	2	58	8	0	3	1	0	1	0	0	0	0	0	0	0	73
08:30	2	56	13	1	3	2	0	0	0	0	0	0	0	0	0	77
08:45	1	39	16	0	5	2	0	0	1	0	0	0	0	0	0	64
	6	217	61	2	19	7	0	2	1	0	0	0	0	0	0	315
09:00	1	36	9	0	0	3	0	1	0	1	0	0	0	0	0	51
09:15	1	39	9	0	2	1	0	0	1	0	0	0	0	0	0	53
09:30	0	40	15	0	2	1	0	1	1	0	0	0	0	0	0	60
09:45	2	32	11	0	2	4	0	1	0	0	0	0	0	0	0	52
	4	147	44	0	6	9	0	3	2	1	0	0	0	0	0	216
10:00	0	37	9	0	2	0	0	1	0	2	0	0	0	0	0	51
10:15	0	37	12	1	1	1	2	1	1	0	0	0	0	0	0	56
10:30	1	35	12	1	2	2	0	0	0	0	0	0	0	0	0	53
10:45	1	37	14	0	3	1	0	2	0	0	0	0	0	0	0	58
	2	146	47	2	8	4	2	4	1	2	0	0	0	0	0	218
11:00	1	27	8	1	3	2	0	3	1	1	0	0	0	0	0	47
11:15	2	28	10	0	1	1	0	0	0	0	0	0	0	0	0	42
11:30	2	43	14	0	3	2	0	0	0	0	0	0	0	0	0	64
11:45	3	33	11	1	2	3	0	1	1	0	0	0	0	0	0	55
	8	131	43	2	9	8	0	4	2	1	0	0	0	0	0	208
Total	46	1405	478	15	75	61	4	20	7	5	0	0	0	0	0	2116
Percent	2.2%	66.4%	22.6%	0.7%	3.5%	2.9%	0.2%	0.9%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FL 33607-1462

Chancey Rd
 West of US 301

Station ID: 3
 Site Code: ADR 21
 Latitude: 28' 12.485 North
 Longitude: 82' 11.275 West
CHANCEY RD WEST OF US 301

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	44	9	0	1	0	1	1	0	0	0	0	0	0	0	56
12:15	2	35	13	0	0	1	0	0	1	0	0	0	0	0	0	52
12:30	0	27	8	1	3	0	0	2	0	0	0	0	0	0	0	41
12:45	3	30	8	1	1	0	2	0	0	0	0	0	0	0	0	45
	5	136	38	2	5	1	3	3	1	0	0	0	0	0	0	194
13:00	2	34	9	2	5	4	0	1	0	0	0	0	0	0	0	57
13:15	3	39	12	0	1	3	0	0	0	0	0	0	0	0	0	58
13:30	1	34	12	1	2	1	0	1	1	0	0	0	0	0	0	53
13:45	0	35	15	0	5	1	0	3	0	0	0	0	0	0	0	59
	6	142	48	3	13	9	0	5	1	0	0	0	0	0	0	227
14:00	2	30	9	1	1	0	0	2	1	0	0	0	0	0	0	46
14:15	3	20	9	1	0	2	0	0	0	0	0	0	0	0	0	35
14:30	0	40	12	2	2	0	0	1	0	0	0	0	0	0	0	57
14:45	3	45	11	2	2	2	0	1	1	1	0	0	0	0	0	68
	8	135	41	6	5	4	0	4	2	1	0	0	0	0	0	206
15:00	2	38	9	2	3	2	0	0	0	0	0	0	0	0	0	56
15:15	2	40	10	1	2	0	1	1	0	1	0	0	0	0	0	58
15:30	0	30	24	0	4	0	1	1	1	1	0	0	0	0	0	62
15:45	4	62	11	1	0	4	0	0	1	0	0	0	1	0	0	84
	8	170	54	4	9	6	2	2	2	2	0	0	1	0	0	260
16:00	1	44	15	1	4	2	0	1	0	0	0	0	0	0	0	68
16:15	3	53	13	1	5	2	0	0	0	0	0	0	0	0	0	77
16:30	0	50	16	0	1	0	0	0	0	0	0	0	0	0	0	67
16:45	1	41	17	2	3	0	1	2	1	0	0	0	0	0	0	68
	5	188	61	4	13	4	1	3	1	0	0	0	0	0	0	280
17:00	1	46	12	0	5	1	0	1	0	0	0	0	0	0	0	66
17:15	3	76	11	0	2	0	2	0	1	0	0	0	0	0	0	95
17:30	3	55	11	0	1	1	0	2	0	1	0	0	0	0	0	74
17:45	2	58	15	0	2	1	0	0	0	0	0	0	0	0	0	78
	9	235	49	0	10	3	2	3	1	1	0	0	0	0	0	313
18:00	2	56	18	1	1	0	0	0	0	0	0	0	0	0	0	78
18:15	2	48	14	1	1	0	1	1	0	0	0	0	1	0	0	69
18:30	0	33	14	0	1	1	0	1	0	0	0	0	0	0	0	50
18:45	2	39	14	0	0	2	0	0	0	0	0	0	0	0	0	57
	6	176	60	2	3	3	1	2	0	0	0	0	1	0	0	254
19:00	0	24	15	0	1	0	0	0	0	0	0	0	0	0	0	40
19:15	1	22	3	1	1	0	0	0	1	1	0	0	0	0	0	30
19:30	1	30	4	0	0	1	0	0	0	0	0	0	0	0	0	36
19:45	2	24	8	0	2	0	0	0	0	0	0	0	0	0	0	36
	4	100	30	1	4	1	0	0	1	1	0	0	0	0	0	142
20:00	1	25	8	0	2	1	0	0	0	0	0	0	0	0	0	37
20:15	1	28	11	0	0	0	0	0	0	0	0	0	0	0	0	40
20:30	0	22	10	0	0	0	0	0	0	0	0	0	0	0	0	32
20:45	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
	2	96	32	0	2	1	0	0	0	0	0	0	0	0	0	133
21:00	0	12	3	0	0	1	0	0	0	0	0	0	0	0	0	16
21:15	0	17	2	0	1	0	0	0	0	0	0	0	0	0	0	20
21:30	2	10	0	0	4	0	0	0	0	0	0	0	0	0	0	16
21:45	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
	2	43	8	0	5	1	0	0	0	0	0	0	0	0	0	59
22:00	1	8	2	0	1	0	0	0	0	0	0	0	0	0	0	12
22:15	1	15	1	0	2	0	0	0	0	0	0	0	0	0	0	19
22:30	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
22:45	1	17	2	0	1	1	0	0	0	0	0	0	0	0	0	22
	3	53	8	0	4	1	0	0	0	0	0	0	0	0	0	69
23:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
23:15	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
23:30	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
23:45	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	1	27	4	0	1	0	0	0	0	0	0	0	0	0	0	33
Total	59	1501	433	22	74	34	9	22	9	5	0	0	2	0	0	2170
Percent	2.7%	69.2%	20.0%	1.0%	3.4%	1.6%	0.4%	1.0%	0.4%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	

URS Corporation
7650 W. Courtney Campbell Cswy
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Chancey Rd
West of US 301

Station ID: 3
Site Code: ADR 21
Latitude: 28' 12.485 North
Longitude: 82' 11.275 West
CHANCEY RD WEST OF US 301

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	33	8	0	2	0	1	1	0	0	0	0	0	0	0	45
12:15	3	34	12	1	2	3	0	0	0	0	0	0	0	0	0	55
12:30	1	24	12	1	5	3	1	0	0	2	0	0	0	0	0	49
12:45	1	35	11	0	1	2	0	1	0	0	0	0	0	0	0	51
	5	126	43	2	10	8	2	2	0	2	0	0	0	0	0	200
13:00	1	41	12	1	1	0	0	1	0	0	0	0	0	0	0	57
13:15	1	24	9	0	1	3	0	0	1	1	1	0	0	0	0	41
13:30	1	31	10	0	3	1	0	1	2	0	0	0	0	0	0	49
13:45	2	34	15	0	5	2	0	2	2	0	0	0	0	0	0	62
	5	130	46	1	10	6	0	4	5	1	1	0	0	0	0	209
14:00	1	40	9	2	2	1	0	1	0	0	0	0	0	0	0	56
14:15	2	28	7	3	6	1	0	3	0	0	0	0	0	0	0	50
14:30	2	30	11	1	2	2	1	0	1	1	0	0	0	0	0	51
14:45	0	44	6	1	5	0	0	0	1	0	0	0	0	0	0	57
	5	142	33	7	15	4	1	4	2	1	0	0	0	0	0	214
15:00	0	36	10	1	0	3	0	2	1	0	0	0	0	0	0	53
15:15	2	34	19	0	2	1	0	1	0	0	0	0	0	0	0	59
15:30	2	29	8	1	3	0	2	1	1	0	0	0	0	0	0	47
15:45	0	6	3	0	1	0	0	0	0	0	0	0	0	0	0	10
	4	105	40	2	6	4	2	4	2	0	0	0	0	0	0	169
16:00	1	7	2	0	0	0	0	0	1	0	0	0	0	0	0	11
16:15	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
16:30	0	18	10	0	1	0	0	0	0	0	0	0	0	0	0	29
16:45	1	15	8	0	1	0	0	0	1	0	0	0	0	0	0	26
	2	51	23	0	2	0	0	0	2	0	0	0	0	0	0	80
17:00	0	14	4	0	1	0	0	0	0	0	0	0	0	0	0	19
17:15	2	23	10	0	1	3	0	0	0	0	0	0	0	0	0	39
17:30	0	22	12	0	3	1	0	1	0	1	0	0	0	0	0	40
17:45	0	34	19	1	4	3	0	0	0	0	0	0	0	0	0	61
	2	93	45	1	9	7	0	1	0	1	0	0	0	0	0	159
18:00	2	48	25	0	3	2	0	0	0	0	0	0	0	0	0	80
18:15	3	57	29	0	6	3	1	1	0	0	0	0	0	0	0	100
18:30	3	63	31	2	3	3	0	2	0	0	0	0	0	0	0	107
18:45	3	53	24	0	3	7	0	0	0	0	0	0	0	0	0	90
	11	221	109	2	15	15	1	3	0	0	0	0	0	0	0	377
19:00	2	94	30	2	5	1	0	0	0	0	0	0	0	0	0	134
19:15	5	109	22	1	2	3	0	1	0	1	0	1	0	0	0	145
19:30	0	100	10	1	1	2	0	1	0	0	0	0	0	0	0	115
19:45	2	98	19	0	2	1	0	0	1	0	0	0	0	0	0	123
	9	401	81	4	10	7	0	2	1	1	0	1	0	0	0	517
20:00	2	76	17	0	3	1	0	0	0	0	0	0	1	0	0	100
20:15	1	61	20	0	1	2	0	1	1	0	0	0	0	0	0	87
20:30	4	59	17	2	3	1	0	0	0	1	0	0	0	0	0	87
20:45	0	44	18	1	4	3	1	0	0	1	1	0	0	0	0	73
	7	240	72	3	11	7	1	1	1	2	1	0	1	0	0	347
21:00	2	32	12	0	4	3	0	0	0	0	0	0	0	0	0	53
21:15	1	36	9	0	3	2	0	0	1	0	0	0	0	0	0	52
21:30	0	38	9	0	1	1	0	1	0	0	0	0	0	0	0	50
21:45	0	47	16	0	4	0	0	1	1	0	0	0	0	0	0	69
	3	153	46	0	12	6	0	2	2	0	0	0	0	0	0	224
22:00	0	41	13	0	3	4	0	0	2	0	0	0	0	0	0	63
22:15	1	37	6	0	3	2	2	2	0	0	0	0	0	0	0	53
22:30	1	41	12	0	3	1	0	1	0	0	0	0	0	0	0	59
22:45	0	32	7	0	2	1	0	0	0	0	0	0	0	0	0	42
	2	151	38	0	11	8	2	3	2	0	0	0	0	0	0	217
23:00	2	31	18	1	3	1	0	1	0	0	0	0	0	0	0	57
23:15	2	34	11	0	3	5	0	2	0	0	0	0	0	0	0	57
23:30	1	41	12	0	3	4	0	0	0	0	0	0	0	0	0	61
23:45	0	38	19	0	0	0	0	0	0	0	0	0	0	0	0	57
	5	144	60	1	9	10	0	3	0	0	0	0	0	0	0	232
Total	60	1957	636	23	120	82	9	29	17	8	2	1	1	0	0	2945
Percent	2.0%	66.5%	21.6%	0.8%	4.1%	2.8%	0.3%	1.0%	0.6%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
Grand Total	303	9158	2958	124	539	330	41	150	67	28	2	1	3	0	0	13704
Percent	2.2%	66.8%	21.6%	0.9%	3.9%	2.4%	0.3%	1.1%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Chancey Rd
 West of US 301

Station ID: 3
 Site Code: ADR 21
 Latitude: 28' 12.485 North
 Longitude: 82' 11.275 West
CHANCEY RD WEST OF US 301

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	1	19	12	0	1	0	2	2	2	0	0	0	0	0	0	39
12:15	0	30	11	1	1	1	1	0	0	0	0	0	0	0	0	45
12:30	0	29	15	0	0	2	0	1	2	0	0	0	0	0	0	49
12:45	0	35	10	0	2	0	0	0	0	0	0	0	0	0	0	47
	1	113	48	1	4	3	3	3	4	0	0	0	0	0	0	180
13:00	1	34	12	1	0	0	1	2	1	0	0	0	0	0	0	52
13:15	1	36	5	0	1	1	0	1	1	0	0	0	0	0	0	46
13:30	0	33	7	0	2	0	0	1	0	0	0	0	0	0	0	43
13:45	0	24	9	1	0	0	0	2	0	0	0	0	0	0	0	36
	2	127	33	2	3	1	1	6	2	0	0	0	0	0	0	177
14:00	2	40	16	0	3	0	0	1	2	0	0	0	0	0	0	64
14:15	1	42	10	0	1	1	2	2	0	0	0	0	0	0	0	59
14:30	2	42	21	0	3	2	0	1	0	0	0	0	0	0	0	71
14:45	1	39	10	0	0	0	2	2	2	0	0	0	0	0	0	56
	6	163	57	0	7	3	4	6	4	0	0	0	0	0	0	250
15:00	0	58	13	1	2	1	1	4	0	1	0	0	0	0	0	81
15:15	0	45	13	1	0	2	1	2	1	0	0	0	0	0	0	65
15:30	3	55	18	1	6	0	0	2	0	0	0	0	1	0	0	86
15:45	3	60	25	1	1	1	0	2	0	1	0	0	0	0	0	94
	6	218	69	4	9	4	2	10	1	2	0	0	1	0	0	326
16:00	2	55	25	0	2	1	1	1	1	0	0	0	0	0	0	88
16:15	2	51	30	0	3	2	0	5	1	1	0	0	0	0	0	95
16:30	2	83	29	0	4	1	1	6	0	1	0	0	0	0	0	127
16:45	1	74	29	0	1	3	2	2	1	1	0	0	0	0	0	114
	7	263	113	0	10	7	4	14	3	3	0	0	0	0	0	424
17:00	2	105	31	0	4	0	1	2	0	1	0	0	0	0	0	146
17:15	2	83	34	0	0	2	0	2	1	0	0	0	0	0	0	124
17:30	1	107	37	0	2	0	2	3	1	0	0	0	0	0	0	153
17:45	2	100	32	0	3	1	0	2	1	0	0	0	0	0	0	141
	7	395	134	0	9	3	3	9	3	1	0	0	0	0	0	564
18:00	3	92	27	0	3	1	0	2	0	1	0	0	0	0	0	129
18:15	2	81	28	0	0	0	1	5	1	1	0	0	0	0	0	119
18:30	1	79	13	0	0	1	1	1	0	0	0	0	0	0	0	96
18:45	0	55	15	0	1	0	0	1	0	0	0	0	0	0	0	72
	6	307	83	0	4	2	2	9	1	2	0	0	0	0	0	416
19:00	1	48	18	0	1	1	0	1	0	0	0	0	0	0	0	70
19:15	1	27	11	0	0	1	0	1	0	0	0	0	0	0	0	41
19:30	3	43	11	0	0	0	1	0	1	0	0	0	0	0	0	59
19:45	3	27	8	0	1	0	0	1	0	0	0	0	0	0	0	40
	8	145	48	0	2	2	1	3	1	0	0	0	0	0	0	210
20:00	2	41	8	0	2	0	0	1	0	0	0	0	0	0	0	54
20:15	0	28	5	0	1	0	0	0	0	0	0	0	0	0	0	34
20:30	0	33	9	0	0	0	0	0	0	0	0	0	0	0	0	42
20:45	2	35	13	0	1	1	0	0	0	0	0	0	0	0	0	52
	4	137	35	0	4	1	0	1	0	0	0	0	0	0	0	182
21:00	0	25	7	0	0	0	0	0	0	0	0	0	0	0	0	32
21:15	0	23	5	0	0	0	0	0	1	0	0	0	0	0	0	29
21:30	1	19	5	0	0	0	0	0	0	0	0	0	0	0	0	25
21:45	0	19	6	0	0	0	0	0	0	0	0	0	0	0	0	25
	1	86	23	0	0	0	0	0	1	0	0	0	0	0	0	111
22:00	1	12	4	0	0	0	0	0	0	0	0	0	0	0	0	17
22:15	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
22:30	0	13	4	0	1	0	0	0	0	0	0	0	0	0	0	18
22:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
	1	45	13	0	1	0	0	0	0	0	0	0	0	0	0	60
23:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
23:15	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
23:30	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
23:45	1	11	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	1	37	8	0	0	0	0	0	0	0	0	0	0	0	0	46
Total	50	2036	664	7	53	26	20	61	20	8	0	0	1	0	0	2946
Percent	1.7%	69.1%	22.5%	0.2%	1.8%	0.9%	0.7%	2.1%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FL 33607-1462

Chancey Rd
 West of US 301

Station ID: 3
 Site Code: ADR 21
 Latitude: 28' 12.485 North
 Longitude: 82' 11.275 West
CHANCEY RD WEST OF US 301

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	1	31	12	0	2	0	2	0	1	0	0	0	0	0	0	49
12:15	2	36	17	0	3	0	0	2	0	0	0	0	0	0	0	60
12:30	0	33	15	0	1	0	0	0	1	0	0	0	0	0	0	50
12:45	0	38	16	0	2	1	0	1	0	0	0	0	0	0	0	58
	3	138	60	0	8	1	2	3	2	0	0	0	0	0	0	217
13:00	1	26	16	1	1	2	0	0	1	1	0	0	0	0	0	49
13:15	0	36	10	0	2	0	0	2	0	0	0	0	0	0	0	50
13:30	1	33	14	0	3	0	2	3	1	0	0	0	0	0	0	57
13:45	1	28	19	0	2	1	1	1	0	1	0	0	0	0	0	54
	3	123	59	1	8	3	3	6	2	2	0	0	0	0	0	210
14:00	0	45	12	0	1	0	0	0	0	0	0	0	0	0	0	58
14:15	1	47	13	0	4	1	5	1	0	0	0	0	0	0	0	72
14:30	1	34	14	0	1	0	1	1	0	1	0	0	0	0	0	53
14:45	1	37	23	0	1	2	1	0	2	0	0	0	0	0	0	67
	3	163	62	0	7	3	7	2	2	1	0	0	0	0	0	250
15:00	0	59	11	1	0	1	1	1	0	0	0	0	0	0	0	74
15:15	2	62	10	2	2	0	0	1	0	0	0	0	0	0	0	79
15:30	2	68	23	2	1	1	0	0	0	1	0	0	0	0	0	98
15:45	6	63	20	1	1	1	0	3	0	0	0	0	0	0	0	95
	10	252	64	6	4	3	1	5	0	1	0	0	0	0	0	346
16:00	1	78	29	1	3	6	1	0	0	1	0	0	0	0	0	120
16:15	2	88	18	0	0	0	0	1	0	0	0	0	0	0	0	109
16:30	0	82	22	0	3	0	0	0	0	0	0	0	0	0	0	107
16:45	1	77	29	0	1	5	3	0	2	1	0	0	1	0	0	120
	4	325	98	1	7	11	4	1	2	2	0	0	1	0	0	456
17:00	3	118	27	1	0	3	2	4	0	1	0	0	0	0	0	159
17:15	1	150	30	0	8	0	2	5	2	1	0	0	0	0	0	199
17:30	1	112	31	0	5	0	1	4	3	0	0	0	0	0	0	157
17:45	3	121	28	1	6	1	0	5	0	0	0	0	0	0	0	165
	8	501	116	2	19	4	5	18	5	2	0	0	0	0	0	680
18:00	4	101	27	1	1	1	1	1	0	0	0	0	0	0	0	137
18:15	3	100	22	0	1	1	0	3	0	1	0	0	0	0	0	131
18:30	1	73	23	0	1	0	0	1	0	0	0	0	0	0	0	99
18:45	2	62	9	0	1	1	0	0	0	1	0	0	0	0	0	76
	10	336	81	1	4	3	1	5	0	2	0	0	0	0	0	443
19:00	2	46	15	0	1	0	0	2	0	0	0	0	0	0	0	66
19:15	0	46	21	0	2	0	0	0	0	0	0	0	0	0	0	69
19:30	1	55	9	0	0	2	2	0	0	0	0	0	1	0	0	70
19:45	2	26	7	0	0	1	0	1	1	0	0	0	0	0	0	38
	5	173	52	0	3	3	2	3	1	0	0	0	1	0	0	243
20:00	2	45	12	0	1	0	0	2	0	0	0	0	0	0	0	62
20:15	1	34	16	0	1	0	0	0	0	0	0	0	0	0	0	52
20:30	0	46	7	0	1	0	0	0	0	0	0	0	0	0	0	54
20:45	1	24	6	0	2	0	0	0	0	0	0	0	0	0	0	33
	4	149	41	0	5	0	0	2	0	0	0	0	0	0	0	201
21:00	1	30	11	0	1	1	0	0	0	0	0	0	0	0	0	44
21:15	1	32	8	0	0	0	0	0	0	0	0	0	0	0	0	41
21:30	1	14	2	0	1	0	1	0	0	0	0	0	0	0	0	19
21:45	1	20	3	0	0	0	0	0	0	0	0	0	0	0	0	24
	4	96	24	0	2	1	1	0	0	0	0	0	0	0	0	128
22:00	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
22:15	1	18	2	0	0	0	0	0	0	0	0	0	0	0	0	21
22:30	1	15	10	0	0	1	0	0	0	0	0	0	0	0	0	27
22:45	0	12	4	0	0	0	1	0	0	0	0	0	0	0	0	17
	2	61	17	0	0	1	1	0	0	0	0	0	0	0	0	82
23:00	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
23:15	0	14	2	0	1	0	0	0	0	0	0	0	0	0	0	17
23:30	1	13	4	0	1	0	0	0	0	0	0	0	0	0	0	19
23:45	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
	1	51	10	0	2	0	0	0	0	0	0	0	0	0	0	64
Total	57	2368	684	11	69	33	27	45	14	10	0	0	2	0	0	3320
Percent	1.7%	71.3%	20.6%	0.3%	2.1%	1.0%	0.8%	1.4%	0.4%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	

Chancey Rd
 West of US 301

Station ID: 3
 Site Code: ADR 21
 Latitude: 28' 12.485 North
 Longitude: 82' 11.275 West
CHANCEY RD WEST OF US 301

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/16/1																
3	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
00:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
00:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	22	4	0	0	0	0	0	0	0	0	0	0	0	0	26
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
01:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	9	6	0	0	0	0	0	0	0	0	0	0	0	0	15
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
03:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
03:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
03:30	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3
03:45	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	5
	1	13	1	0	1	1	0	1	0	0	0	0	0	0	0	18
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	6	0	0	0	0	0	1	0	0	0	0	0	0	0	7
04:45	1	4	0	0	1	1	0	0	0	0	0	0	0	0	0	7
	1	14	2	0	1	1	0	1	0	0	0	0	0	0	0	20
05:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
05:15	0	8	1	0	1	0	0	0	0	0	0	0	0	0	0	10
05:30	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
05:45	0	10	6	0	0	0	0	0	0	0	0	0	0	0	0	16
	0	40	12	0	1	0	0	0	0	0	0	0	0	0	0	53
06:00	0	21	5	0	0	0	1	1	3	1	0	0	0	0	0	32
06:15	3	17	16	1	1	0	2	0	0	0	0	0	0	0	0	40
06:30	2	23	6	1	0	1	4	0	0	1	0	0	0	0	0	38
06:45	2	24	14	1	0	4	0	0	2	0	0	0	0	0	0	47
	7	85	41	3	1	5	7	1	5	2	0	0	0	0	0	157
07:00	1	30	13	2	0	1	1	4	0	0	0	0	0	0	0	52
07:15	1	20	10	1	0	1	2	0	0	0	0	0	0	0	0	35
07:30	0	29	7	0	1	0	1	1	0	1	0	0	0	0	0	40
07:45	0	23	3	1	2	0	3	3	1	0	0	0	0	0	0	36
	2	102	33	4	3	2	7	8	1	1	0	0	0	0	0	163
08:00	0	37	12	0	1	1	4	1	2	0	0	0	0	0	0	58
08:15	0	38	9	2	1	3	1	1	1	1	0	0	0	0	0	57
08:30	1	34	12	1	4	2	2	0	0	0	0	0	0	0	0	56
08:45	0	26	11	1	1	0	1	0	1	0	0	0	0	0	0	41
	1	135	44	4	7	6	8	2	4	1	0	0	0	0	0	212
09:00	2	36	15	1	1	2	2	1	0	1	0	0	0	0	0	61
09:15	1	28	6	3	4	2	3	1	1	0	0	0	0	0	0	49
09:30	4	34	13	0	3	2	1	3	2	0	0	0	0	0	0	62
09:45	1	33	5	1	2	2	1	2	0	0	0	0	0	0	0	47
	8	131	39	5	10	8	7	7	3	1	0	0	0	0	0	219
10:00	0	28	7	0	1	1	0	1	0	1	0	0	0	0	0	39
10:15	1	31	3	0	2	0	3	2	2	0	0	0	0	0	0	44
10:30	0	30	8	0	0	1	1	0	0	1	0	0	0	0	0	41
10:45	0	31	12	0	1	0	4	0	1	0	0	0	0	0	0	49
	1	120	30	0	4	2	8	3	3	2	0	0	0	0	0	173
11:00	1	23	10	1	1	2	2	0	2	0	0	0	0	0	0	42
11:15	1	28	9	1	2	1	2	2	0	0	0	0	0	0	0	46
11:30	1	28	11	0	1	1	0	2	0	1	0	0	0	0	0	45
11:45	0	22	9	0	3	1	3	0	1	0	0	0	1	0	0	40
	3	101	39	2	7	5	7	4	3	1	0	0	1	0	0	173
Total	24	781	253	18	35	30	44	27	19	8	0	0	1	0	0	1240
Percent	1.9%	63.0%	20.4%	1.5%	2.8%	2.4%	3.5%	2.2%	1.5%	0.6%	0.0%	0.0%	0.1%	0.0%	0.0%	

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FL 33607-1462

Chancey Rd
 West of US 301

Station ID: 3
 Site Code: ADR 21
 Latitude: 28' 12.485 North
 Longitude: 82' 11.275 West
CHANCEY RD WEST OF US 301

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	0	23	8	0	1	4	1	1	2	0	0	0	0	0	0	40
12:15	0	43	11	0	2	0	0	4	0	0	0	0	1	0	0	61
12:30	1	32	14	0	2	1	2	0	1	0	0	0	0	0	0	53
12:45	0	27	8	0	2	0	2	2	1	1	0	0	0	0	0	43
	1	125	41	0	7	5	5	7	4	1	0	0	1	0	0	197
13:00	1	33	10	1	2	1	1	1	0	0	0	0	0	0	0	50
13:15	1	30	14	0	1	1	1	1	0	0	0	0	1	0	0	50
13:30	1	28	11	1	2	2	1	2	0	0	0	0	0	0	0	48
13:45	0	31	7	0	2	0	0	0	1	0	0	0	0	0	0	41
	3	122	42	2	7	4	3	4	1	0	0	0	1	0	0	189
14:00	2	45	8	0	0	0	2	3	1	0	0	0	0	0	0	61
14:15	1	46	17	0	1	0	1	0	2	0	0	0	0	0	0	68
14:30	1	39	15	0	1	0	1	1	1	4	0	0	0	0	0	63
14:45	1	51	13	0	2	0	1	3	2	0	0	0	0	0	0	73
	5	181	53	0	4	0	5	7	6	4	0	0	0	0	0	265
15:00	4	57	18	1	1	6	1	1	0	0	0	0	0	0	0	89
15:15	2	42	13	3	3	2	1	3	1	0	0	0	0	0	0	70
15:30	2	58	35	1	3	2	2	0	0	1	0	0	0	0	0	104
15:45	1	61	22	1	4	2	0	2	0	0	0	0	0	0	0	93
	9	218	88	6	11	12	4	6	1	1	0	0	0	0	0	356
16:00	2	63	22	0	1	0	0	0	2	0	0	0	0	0	0	90
16:15	2	59	27	0	3	1	0	2	1	0	0	0	0	0	0	95
16:30	2	73	25	0	0	2	0	0	0	0	0	0	1	0	0	103
16:45	1	92	31	0	2	0	0	0	1	0	0	0	0	0	0	127
	7	287	105	0	6	3	0	2	4	0	0	0	1	0	0	415
17:00	4	95	30	0	0	2	2	3	0	1	0	0	0	0	0	137
17:15	4	107	27	0	5	0	1	2	0	1	0	0	0	0	0	147
17:30	4	117	31	0	5	1	1	3	0	0	0	0	0	0	0	162
17:45	3	104	33	0	2	1	0	0	0	0	0	0	0	0	0	143
	15	423	121	0	12	4	4	8	0	2	0	0	0	0	0	589
18:00	0	104	25	0	2	2	0	3	0	0	0	0	0	0	0	136
18:15	1	49	22	0	2	3	2	1	0	1	0	0	0	0	0	81
18:30	0	76	22	0	3	0	0	1	1	0	0	0	0	0	0	103
18:45	4	50	14	0	1	1	0	1	0	0	0	0	0	0	0	71
	5	279	83	0	8	6	2	6	1	1	0	0	0	0	0	391
19:00	1	38	14	0	1	0	0	1	0	0	0	0	0	0	0	55
19:15	1	49	11	0	1	1	0	0	0	0	0	0	0	0	0	63
19:30	0	26	14	0	1	0	0	1	0	0	0	0	0	0	0	42
19:45	1	33	15	0	1	0	0	3	0	0	0	0	0	0	0	53
	3	146	54	0	4	1	0	5	0	0	0	0	0	0	0	213
20:00	1	30	8	0	2	0	0	1	0	0	0	0	0	0	0	42
20:15	4	42	6	1	2	0	0	0	0	0	0	0	0	0	0	55
20:30	0	28	6	0	1	0	0	0	0	0	0	0	0	0	0	35
20:45	2	30	10	0	1	1	0	0	0	0	0	0	0	0	0	44
	7	130	30	1	6	1	0	1	0	0	0	0	0	0	0	176
21:00	0	23	13	0	0	0	0	0	0	0	0	0	0	0	0	36
21:15	0	30	6	0	0	0	0	0	0	0	0	0	0	0	0	36
21:30	0	28	7	0	0	0	0	0	0	0	0	0	0	0	0	35
21:45	1	15	1	0	0	0	0	0	0	0	0	0	0	0	0	17
	1	96	27	0	0	0	0	0	0	0	0	0	0	0	0	124
22:00	0	18	4	0	0	0	0	0	0	0	0	0	0	0	0	22
22:15	1	17	4	0	1	0	0	0	0	0	0	0	0	0	0	23
22:30	0	9	6	0	0	0	0	1	0	0	0	0	0	0	0	16
22:45	1	5	6	0	0	0	0	0	0	0	0	0	0	0	0	12
	2	49	20	0	1	0	0	1	0	0	0	0	0	0	0	73
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
23:15	0	7	3	0	0	0	0	0	1	0	0	0	0	0	0	11
23:30	0	5	2	0	0	0	0	1	0	0	0	0	0	0	0	8
23:45	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10
	0	26	7	0	1	0	0	1	1	0	0	0	0	0	0	36
Total	58	2082	671	9	67	36	23	48	18	9	0	0	3	0	0	3024
Percent	1.9%	68.8%	22.2%	0.3%	2.2%	1.2%	0.8%	1.6%	0.6%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	
Grand Total	243	8863	2822	83	277	212	145	232	95	42	0	0	7	0	0	13021
Percent	1.9%	68.1%	21.7%	0.6%	2.1%	1.6%	1.1%	1.8%	0.7%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FI 33607-1462

Chancey Rd
 East of US 301

Station ID: 4
 Site Code: ADR 18
 Latitude: 28' 12.423 North
 Longitude: 82' 10.896 West
CHANCEY RD EAST OF US 301

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/14/1																
3	3	2	0	1	0	2	0	0	1	0	0	0	0	0	0	9
00:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
00:30	2	1	0	0	0	2	0	0	0	0	0	0	0	0	0	5
00:45	1	6	0	0	0	1	0	0	0	0	0	0	0	0	0	8
	6	13	1	1	0	5	0	0	1	0	0	0	0	0	0	27
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	4
	1	9	0	0	0	1	0	0	1	0	0	0	0	0	0	12
02:00	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	4
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	5	1	1	0	0	0	0	2	0	0	0	0	0	0	9
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	1	10	2	1	0	1	0	0	3	0	0	0	0	0	0	18
03:00	3	3	1	0	0	3	0	0	0	0	0	0	0	0	0	10
03:15	1	2	2	0	0	1	0	0	0	0	0	0	0	0	0	6
03:30	2	2	2	0	0	1	0	0	0	0	0	0	0	0	0	7
03:45	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
	6	11	6	0	0	5	0	0	1	0	0	0	0	0	0	29
04:00	1	2	2	0	0	1	0	0	1	0	0	0	0	0	0	7
04:15	2	2	2	0	1	2	0	0	0	0	0	0	0	0	0	9
04:30	0	6	5	0	1	0	0	0	1	1	0	0	0	0	0	14
04:45	1	10	1	0	0	3	0	0	0	0	0	0	0	0	0	15
	4	20	10	0	2	6	0	0	2	1	0	0	0	0	0	45
05:00	3	12	3	0	1	4	0	0	0	0	0	0	0	0	0	23
05:15	0	12	9	0	0	1	1	0	1	0	0	0	0	0	0	24
05:30	3	14	4	0	1	4	0	0	3	0	0	0	0	0	0	29
05:45	2	19	12	1	0	4	0	2	0	0	0	0	1	0	0	41
	8	57	28	1	2	13	1	2	4	0	0	0	1	0	0	117
06:00	0	14	10	0	2	2	0	1	0	0	0	0	0	0	0	29
06:15	2	30	12	0	1	6	0	4	0	1	0	0	1	0	0	57
06:30	4	38	15	0	0	4	0	8	2	0	0	0	0	0	0	71
06:45	1	29	12	1	1	2	0	1	3	1	0	0	0	0	0	51
	7	111	49	1	4	14	0	14	5	2	0	0	1	0	0	208
07:00	3	36	14	1	3	6	0	3	3	1	0	0	0	0	0	70
07:15	2	46	15	0	0	5	0	4	1	1	0	0	0	0	0	74
07:30	2	39	19	1	2	4	2	2	3	3	0	0	0	0	0	77
07:45	3	48	13	2	1	4	1	6	5	0	0	0	0	0	0	83
	10	169	61	4	6	19	3	15	12	5	0	0	0	0	0	304
08:00	3	35	12	1	2	5	0	3	1	1	0	0	0	0	0	63
08:15	2	28	8	0	2	2	0	1	2	0	0	0	0	0	0	45
08:30	2	27	8	3	1	10	1	3	0	0	0	0	0	0	0	55
08:45	1	19	12	0	0	4	0	4	3	0	0	0	0	0	0	43
	8	109	40	4	5	21	1	11	6	1	0	0	0	0	0	206
09:00	5	13	12	0	0	12	0	1	3	0	0	0	0	0	0	46
09:15	2	25	9	0	1	5	0	1	1	0	0	0	0	0	0	44
09:30	3	24	11	0	2	4	2	2	1	0	0	0	0	0	0	49
09:45	2	13	7	1	2	9	0	1	4	0	0	0	1	0	0	40
	12	75	39	1	5	30	2	5	9	0	0	0	1	0	0	179
10:00	6	19	10	2	0	10	0	3	0	0	0	0	0	0	0	50
10:15	5	27	11	1	1	8	0	1	5	1	0	0	0	0	0	60
10:30	5	26	3	0	3	9	2	1	2	0	0	0	0	0	0	51
10:45	4	14	5	2	2	5	0	1	2	0	0	0	0	0	0	35
	20	86	29	5	6	32	2	6	9	1	0	0	0	0	0	196
11:00	2	16	14	0	1	6	0	3	4	0	0	0	0	0	0	46
11:15	3	12	6	1	1	4	0	1	1	0	0	0	0	0	0	29
11:30	6	24	9	0	0	6	0	3	2	0	0	0	0	1	0	51
11:45	4	13	9	1	2	7	0	2	1	1	0	0	0	0	0	40
	15	65	38	2	4	23	0	9	8	1	0	0	0	1	0	166
Total	98	735	303	20	34	170	9	62	61	11	0	0	3	1	0	1507
Percent	6.5%	48.8%	20.1%	1.3%	2.3%	11.3%	0.6%	4.1%	4.0%	0.7%	0.0%	0.0%	0.2%	0.1%	0.0%	

URS Corporation
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Chancey Rd
 East of US 301

Station ID: 4
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 Longitude: 82' 10.896 West
CHANCEY RD EAST OF US 301

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	4	22	8	0	0	8	0	3	1	0	0	0	0	0	0	46
12:15	0	19	10	0	3	1	0	2	1	1	0	0	0	0	0	37
12:30	5	21	4	0	2	8	0	3	1	1	0	0	0	1	0	46
12:45	3	21	8	0	5	7	0	0	0	0	0	0	0	0	0	44
13:00	12	83	30	0	10	24	0	8	3	2	0	0	0	1	0	173
13:15	2	14	9	1	0	4	0	0	2	0	0	0	0	1	0	33
13:30	8	16	11	1	2	4	1	0	3	1	0	0	0	0	0	47
13:45	1	14	6	2	1	5	1	0	5	1	0	0	0	0	0	36
14:00	2	12	17	0	4	5	0	1	1	0	0	0	0	0	0	42
14:15	13	56	43	4	7	18	2	1	11	2	0	0	0	1	0	158
14:30	2	12	8	2	2	3	0	1	3	1	0	0	0	1	0	35
14:45	1	15	8	3	0	3	1	1	1	2	0	0	0	0	0	35
15:00	7	65	40	7	5	11	1	6	11	5	0	0	0	1	0	159
15:15	0	20	9	0	0	3	0	5	2	1	0	0	0	0	0	40
15:30	2	22	11	0	3	2	1	1	1	2	0	0	0	0	0	45
15:45	1	21	13	0	2	1	1	1	3	0	0	0	0	0	0	43
16:00	4	26	13	1	3	3	0	2	1	0	0	0	0	0	0	53
16:15	7	89	46	1	8	9	2	9	7	3	0	0	0	0	0	181
16:30	2	33	20	1	5	2	0	0	3	0	0	0	0	0	0	66
16:45	3	38	15	2	4	3	1	3	1	0	0	0	0	0	0	70
17:00	5	38	13	0	1	4	1	4	3	1	0	0	0	0	0	70
17:15	2	42	24	1	2	2	0	3	3	2	0	0	0	0	0	81
17:30	12	151	72	4	12	11	2	10	10	3	0	0	0	0	0	287
17:45	4	36	14	0	3	6	0	4	1	0	0	0	0	1	0	69
18:00	3	35	16	0	5	2	1	2	3	0	0	0	0	0	0	67
18:15	2	48	32	0	4	4	0	3	1	1	0	0	0	0	0	95
18:30	1	63	23	0	2	2	0	3	2	1	0	0	0	0	0	97
18:45	10	182	85	0	14	14	1	12	7	2	0	0	0	1	0	328
19:00	5	44	10	1	2	5	1	3	2	0	0	0	1	0	0	74
19:15	1	49	20	0	0	1	0	6	1	0	0	0	0	1	0	79
19:30	2	49	7	0	1	2	0	1	2	0	0	0	0	0	0	64
19:45	2	24	18	0	1	2	0	1	1	0	0	0	0	0	0	49
20:00	10	166	55	1	4	10	1	11	6	0	0	0	1	1	0	266
20:15	3	33	9	0	2	2	0	1	1	0	0	0	0	0	0	51
20:30	2	23	7	0	2	3	0	1	0	0	0	0	0	0	0	38
20:45	1	18	10	0	2	1	0	0	4	0	0	0	0	0	0	36
21:00	7	92	31	0	6	7	0	4	7	0	0	0	0	0	0	154
21:15	1	15	7	0	0	1	0	0	0	0	0	0	0	0	0	24
21:30	3	14	4	0	0	3	0	0	0	0	0	0	1	0	0	25
21:45	0	15	5	0	1	1	0	0	2	0	0	0	0	0	0	24
22:00	1	13	3	0	0	1	0	0	0	0	0	0	0	0	0	18
22:15	5	57	19	0	1	6	0	0	2	0	0	0	1	0	0	91
22:30	0	5	2	0	0	0	0	0	2	0	0	0	0	0	0	9
22:45	3	7	2	0	1	2	0	0	1	0	0	0	0	0	0	16
23:00	0	10	4	0	1	0	0	0	0	0	0	0	0	0	0	15
23:15	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
23:30	3	34	10	0	2	2	0	0	3	0	0	0	0	0	0	54
23:45	3	10	2	0	0	2	0	0	0	0	0	0	0	0	0	17
24:00	1	8	1	0	0	0	0	0	1	0	0	0	0	0	0	11
24:15	0	6	3	0	0	1	0	0	0	0	0	0	0	0	0	10
24:30	1	5	3	0	0	0	0	0	1	0	0	0	0	0	0	10
24:45	5	29	9	0	0	3	0	0	2	0	0	0	0	0	0	48
25:00	3	8	1	0	0	3	0	0	0	0	0	0	0	0	0	15
25:15	1	6	2	0	0	1	0	0	0	1	0	0	0	0	0	11
25:30	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	7
25:45	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
26:00	4	22	3	0	0	5	0	0	1	1	0	0	0	0	0	36
Total	95	1026	443	17	69	120	9	61	70	18	0	0	2	5	0	1935
Percent	4.9%	53.0%	22.9%	0.9%	3.6%	6.2%	0.5%	3.2%	3.6%	0.9%	0.0%	0.0%	0.1%	0.3%	0.0%	

Chancey Rd
 East of US 301

Station ID: 4
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Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/15/1																
3	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	9
00:15	1	2	2	0	0	1	0	0	0	0	0	0	0	0	0	6
00:30	0	6	2	0	0	0	0	0	1	0	0	0	0	0	0	9
00:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
1	22	6	0	0	1	0	0	2	0	0	0	0	0	0	0	32
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
01:45	3	1	0	1	1	4	0	1	0	0	0	0	0	0	0	11
3	8	3	1	2	4	0	1	1	1	0	0	0	0	0	0	23
02:00	1	1	0	0	1	1	0	0	1	0	0	0	0	0	0	4
02:15	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
02:30	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0	4
02:45	1	5	3	0	0	0	0	0	0	0	0	0	0	0	0	9
2	10	3	0	2	2	0	0	1	0	0	0	0	0	0	0	20
03:00	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
03:15	1	1	4	0	0	1	0	0	0	0	0	0	0	0	0	7
03:30	1	2	1	0	0	0	0	1	0	0	0	0	0	0	0	5
03:45	2	5	1	0	0	2	0	0	2	0	0	0	0	1	0	13
4	9	6	0	0	3	0	1	4	0	0	0	0	0	1	0	28
04:00	0	4	2	0	0	0	0	1	0	0	0	0	0	0	0	7
04:15	0	5	3	0	0	1	0	0	0	0	0	0	0	0	0	9
04:30	1	3	5	0	2	1	0	0	2	0	0	0	0	0	0	14
04:45	1	10	5	0	0	2	0	0	1	0	0	0	0	0	0	19
2	22	15	0	2	4	0	0	4	0	0	0	0	0	0	0	49
05:00	0	9	3	0	0	1	0	0	0	0	0	0	0	0	0	13
05:15	2	13	8	0	1	3	0	0	1	0	0	0	0	0	0	28
05:30	0	17	4	1	2	2	0	1	0	0	0	0	0	0	0	27
05:45	1	20	14	0	3	2	0	1	0	1	0	0	0	0	0	42
3	59	29	1	6	8	0	2	1	1	1	0	0	0	0	0	110
06:00	1	22	8	0	2	2	0	5	1	0	0	0	0	0	0	41
06:15	2	28	13	0	0	5	0	2	0	1	0	0	0	0	0	51
06:30	6	34	21	0	1	7	0	1	3	1	0	0	0	0	0	74
06:45	6	39	10	1	0	4	0	4	4	0	0	0	0	0	0	68
15	123	52	1	3	18	0	12	8	2	0	0	0	0	0	0	234
07:00	0	35	11	1	0	3	0	1	1	1	0	0	0	0	0	52
07:15	1	37	13	0	0	5	0	3	1	0	0	0	0	0	0	60
07:30	2	46	16	1	3	10	0	10	5	0	0	0	0	1	0	94
07:45	3	47	10	0	2	5	0	6	1	0	0	0	1	0	0	75
6	165	50	2	5	23	0	20	8	0	0	0	1	1	0	0	281
08:00	1	41	12	2	1	3	0	4	3	0	0	0	0	0	0	67
08:15	2	24	8	0	1	3	1	1	3	0	0	0	0	0	0	43
08:30	2	27	19	1	2	8	1	2	1	4	0	0	0	2	0	69
08:45	4	14	13	0	1	5	0	2	5	0	0	0	0	0	0	44
9	106	52	3	5	19	2	9	12	4	0	0	0	2	0	0	223
09:00	2	21	7	0	0	4	0	0	1	1	0	0	0	0	0	36
09:15	6	18	14	0	3	6	0	2	2	1	0	0	0	0	0	52
09:30	2	21	12	0	1	8	2	2	1	1	0	0	0	0	0	50
09:45	1	19	8	2	2	13	0	2	0	5	0	0	0	1	0	53
11	79	41	2	6	31	2	6	4	8	0	0	0	1	0	0	191
10:00	6	20	3	0	0	6	0	1	3	1	0	0	0	0	0	40
10:15	2	17	11	0	1	8	0	1	3	0	0	0	0	0	0	43
10:30	4	23	11	0	1	7	0	3	3	0	0	0	0	0	0	52
10:45	2	17	7	2	2	5	0	2	1	0	0	0	0	0	0	38
14	77	32	2	4	26	0	7	10	1	0	0	0	0	0	0	173
11:00	0	13	10	0	0	1	0	0	0	1	0	0	0	0	0	25
11:15	4	20	7	1	2	9	0	1	5	0	0	0	0	0	0	49
11:30	2	11	9	0	3	7	0	0	2	1	0	0	0	0	0	35
11:45	2	11	11	0	0	5	0	0	0	0	0	0	0	0	0	29
8	55	37	1	5	22	0	1	7	2	0	0	0	0	0	0	138
Total	78	735	326	13	40	161	4	59	62	18	0	0	1	5	0	1502
Percent	5.2%	48.9%	21.7%	0.9%	2.7%	10.7%	0.3%	3.9%	4.1%	1.2%	0.0%	0.0%	0.1%	0.3%	0.0%	

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FI 33607-1462

Chancey Rd
 East of US 301

Station ID: 4
 Site Code: ADR 18
 Latitude: 28' 12.423 North
 Longitude: 82' 10.896 West
CHANCEY RD EAST OF US 301

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	1	26	8	0	1	5	0	1	1	3	0	0	0	0	0	46
12:15	2	17	8	0	0	2	0	0	2	1	0	0	0	0	0	32
12:30	4	19	3	0	2	6	0	2	0	0	0	0	0	0	0	36
12:45	5	14	4	0	2	5	2	1	2	0	0	0	0	0	0	35
13:00	12	76	23	0	5	18	2	4	5	4	0	0	0	0	0	149
13:15	5	22	6	2	3	12	1	0	3	0	0	0	0	0	0	54
13:30	4	21	11	0	2	7	0	1	3	0	0	0	0	0	0	49
13:30	2	24	7	1	2	5	0	3	1	1	0	0	0	0	0	46
13:45	2	17	10	1	2	7	0	3	4	2	1	0	0	0	0	49
14:00	13	84	34	4	9	31	1	7	11	3	1	0	0	0	0	198
14:00	2	14	8	0	1	5	0	1	4	3	0	0	0	1	0	39
14:15	1	23	8	1	2	5	1	4	1	1	0	0	0	0	0	47
14:30	1	20	10	1	1	2	0	3	2	1	0	0	0	0	0	41
14:45	4	19	10	0	3	5	0	2	3	1	0	0	0	0	0	47
15:00	8	76	36	2	7	17	1	10	10	6	0	0	0	1	0	174
15:00	3	21	12	0	2	7	0	0	0	1	0	0	0	0	0	46
15:15	1	29	7	1	2	2	0	0	3	1	0	0	0	0	0	46
15:30	3	17	13	0	1	6	0	3	1	1	0	0	1	0	0	46
15:45	2	20	24	0	4	3	0	4	2	1	0	0	0	0	0	60
16:00	9	87	56	1	9	18	0	7	6	4	0	0	1	0	0	198
16:00	3	35	18	1	3	2	0	6	1	0	0	0	0	0	0	69
16:15	1	36	20	0	2	6	0	1	3	0	0	0	0	0	0	69
16:30	1	38	16	2	4	0	0	3	3	0	0	0	0	0	0	67
16:45	2	35	16	2	1	2	0	4	4	0	0	0	0	0	0	66
17:00	7	144	70	5	10	10	0	14	11	0	0	0	0	0	0	271
17:00	5	42	19	0	3	4	0	3	0	0	0	0	0	0	0	76
17:15	4	46	19	0	3	1	0	4	0	1	0	0	0	0	0	78
17:30	0	45	22	0	1	2	1	7	1	0	0	0	0	0	0	79
17:45	2	56	16	0	1	2	0	3	0	0	0	0	0	0	0	80
18:00	11	189	76	0	8	9	1	17	1	1	0	0	0	0	0	313
18:00	3	48	20	0	2	0	0	3	2	0	0	0	0	0	0	78
18:15	0	34	15	0	1	1	0	6	0	0	0	0	0	0	0	57
18:30	1	33	11	0	1	2	0	2	0	0	0	0	0	0	0	50
18:45	2	27	12	0	0	2	0	1	1	0	0	0	0	0	0	45
19:00	6	142	58	0	4	5	0	12	3	0	0	0	0	0	0	230
19:00	0	30	9	0	4	2	0	0	0	0	0	0	0	0	0	45
19:15	0	17	6	0	1	0	0	2	0	0	0	0	0	0	0	26
19:30	0	16	2	0	0	1	0	1	0	0	0	0	0	0	0	20
19:45	1	19	6	0	0	1	0	0	2	0	0	0	0	0	0	29
20:00	1	82	23	0	5	4	0	3	2	0	0	0	0	0	0	120
20:00	2	17	6	0	2	1	0	2	2	0	0	0	0	0	0	32
20:15	0	25	17	0	2	0	0	0	0	0	0	0	0	0	0	44
20:30	1	25	4	0	0	1	0	0	0	0	0	0	0	0	0	31
20:45	4	17	3	0	1	2	0	1	0	0	0	0	0	0	0	28
21:00	7	84	30	0	5	4	0	3	2	0	0	0	0	0	0	135
21:00	0	12	5	0	1	0	0	1	0	0	0	0	0	0	0	19
21:15	1	9	4	0	1	0	0	0	0	0	0	0	0	0	0	15
21:30	1	6	6	0	0	2	0	0	0	0	0	0	0	0	0	15
21:45	1	3	2	0	1	1	0	1	1	0	0	0	0	0	0	10
22:00	3	30	17	0	3	3	0	2	1	0	0	0	0	0	0	59
22:00	2	6	3	0	2	1	0	0	1	0	0	0	0	0	0	15
22:15	3	11	0	0	1	2	0	1	1	0	0	0	0	0	0	19
22:30	1	9	2	0	0	1	0	1	0	0	0	0	0	0	0	14
22:45	1	14	2	0	1	2	0	1	1	0	0	0	0	0	0	22
23:00	7	40	7	0	4	6	0	3	3	0	0	0	0	0	0	70
23:00	1	6	0	0	0	1	0	0	0	0	0	0	0	0	0	8
23:15	1	8	1	0	0	1	0	0	0	0	0	0	0	0	0	11
23:30	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
23:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	2	31	3	0	0	2	0	0	0	0	0	0	0	0	0	38
Percent	4.4%	54.5%	22.1%	0.6%	3.5%	6.5%	0.3%	4.2%	2.8%	0.9%	0.1%	0.0%	0.1%	0.1%	0.0%	1955

URS Corporation
7650 W. Courtney Campbell Cswy
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Chancey Rd
 East of US 301

Station ID: 4
 Site Code: ADR 18
 Latitude: 28' 12.423 North
 Longitude: 82' 10.896 West
CHANCEY RD EAST OF US 301

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/16/1																
3	0	4	0	0	0	0	0	0	2	0	0	0	0	0	0	6
00:15	1	5	0	0	0	1	0	0	1	0	0	0	0	0	0	8
00:30	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	9
00:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
1	22	1	0	0	0	1	0	0	4	0	0	0	0	0	0	29
01:00	1	4	1	0	0	1	0	0	1	0	0	0	0	0	0	8
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
01:45	2	1	0	0	0	2	0	0	0	0	0	0	0	0	0	5
3	13	1	0	0	0	3	0	0	1	0	0	0	0	0	0	21
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	1	3	0	0	0	0	0	1	0	0	0	0	0	0	5
02:30	1	3	1	0	0	1	0	0	0	0	0	0	0	0	0	6
02:45	2	0	0	0	0	2	0	0	1	0	0	0	0	0	0	5
3	5	4	0	0	0	3	0	0	2	0	0	0	0	0	0	17
03:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
03:15	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
03:30	1	3	2	0	0	1	0	1	0	0	0	0	0	0	0	8
03:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
2	8	6	0	0	0	2	0	1	0	0	0	0	0	0	0	19
04:00	1	3	1	0	0	1	0	2	0	0	0	0	0	0	0	8
04:15	2	6	3	0	0	2	0	0	0	0	0	0	0	0	0	13
04:30	2	5	3	0	0	1	0	0	0	0	0	0	0	0	0	11
04:45	1	6	5	0	2	1	0	0	1	0	0	0	0	0	0	16
6	20	12	0	2	5	0	2	1	0	0	0	0	0	0	0	48
05:00	2	6	2	0	1	3	0	0	2	0	0	0	0	0	0	16
05:15	0	12	5	0	0	1	0	0	0	0	0	0	0	0	0	18
05:30	0	14	9	0	1	3	0	1	0	0	0	0	0	0	0	28
05:45	2	27	9	1	1	2	0	0	1	0	0	0	1	0	0	44
4	59	25	1	3	9	0	1	3	0	0	0	0	1	0	0	106
06:00	1	26	14	0	1	4	1	0	0	0	0	0	0	0	0	47
06:15	1	33	12	0	4	2	0	3	1	0	0	0	0	0	0	56
06:30	5	35	18	0	1	7	1	1	1	0	0	0	0	0	0	69
06:45	2	37	12	1	1	3	1	2	3	0	0	0	0	0	0	62
9	131	56	1	7	16	3	6	5	0	0	0	0	0	0	0	234
07:00	1	38	15	1	0	2	1	3	1	0	0	0	0	0	0	62
07:15	2	41	15	0	1	5	3	3	3	1	0	0	0	0	0	74
07:30	1	47	11	2	2	4	1	3	2	1	0	0	0	0	0	74
07:45	2	45	8	0	2	7	0	4	2	0	0	0	0	0	0	70
6	171	49	3	5	18	5	13	8	2	0	0	0	0	0	0	280
08:00	1	37	17	1	2	4	0	1	2	0	0	0	0	0	0	65
08:15	0	37	16	2	3	5	0	4	0	1	0	0	0	0	0	68
08:30	2	34	13	1	1	5	0	3	6	0	0	0	0	0	0	65
08:45	1	28	6	1	0	5	0	0	5	0	0	0	0	0	0	46
4	136	52	5	6	19	0	8	13	1	0	0	0	0	0	0	244
09:00	1	19	13	2	0	2	0	3	1	0	0	0	0	0	0	41
09:15	4	23	5	1	4	9	0	0	0	0	0	0	0	0	0	46
09:30	3	25	11	1	6	6	0	2	4	0	0	0	0	0	0	58
09:45	5	20	10	0	1	6	0	4	1	1	0	0	0	0	0	48
13	87	39	4	11	23	0	9	6	1	0	0	0	0	0	0	193
10:00	2	17	10	0	1	6	0	2	1	0	0	0	0	0	0	39
10:15	0	19	7	1	4	4	1	5	4	0	0	0	0	0	0	45
10:30	2	13	7	1	0	6	0	2	3	0	0	0	0	0	0	34
10:45	2	18	12	2	4	9	0	1	2	0	0	0	0	0	0	50
6	67	36	4	9	25	1	10	10	0	0	0	0	0	0	0	168
11:00	4	14	3	0	1	4	0	1	6	1	0	0	0	0	0	34
11:15	2	15	9	0	1	6	0	5	0	2	0	0	0	0	0	40
11:30	4	19	8	0	2	10	1	1	1	0	0	0	0	0	0	46
11:45	4	20	12	0	0	5	1	3	4	0	0	0	0	0	0	49
14	68	32	0	4	25	2	10	11	3	0	0	0	0	0	0	169
Total	71	787	313	18	47	149	11	60	64	7	0	0	1	0	0	1528
Percent	4.6%	51.5%	20.5%	1.2%	3.1%	9.8%	0.7%	3.9%	4.2%	0.5%	0.0%	0.0%	0.1%	0.0%	0.0%	

Chancey Rd
 East of US 301

Station ID: 4
 Site Code: ADR 18
 Latitude: 28' 12.423 North
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CHANCEY RD EAST OF US 301

Eastbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	1	15	7	0	3	0	0	2	2	1	0	0	0	0	0	31
12:15	4	19	10	1	2	4	0	1	1	0	0	0	0	0	0	42
12:30	4	20	9	0	0	6	1	2	2	0	0	0	0	0	0	44
12:45	3	21	6	0	3	7	0	1	0	0	0	0	0	0	0	41
13:00	12	75	32	1	8	17	1	6	5	1	0	0	0	0	0	158
13:00	1	22	11	1	1	1	0	0	0	0	0	0	0	1	0	38
13:15	5	13	5	0	2	6	0	1	0	0	0	0	0	0	0	32
13:30	2	17	8	0	1	3	1	1	4	0	0	0	0	0	0	37
13:45	2	13	10	0	3	2	0	1	7	1	0	0	0	0	0	39
14:00	10	65	34	1	7	12	1	3	11	1	0	0	0	1	0	146
14:00	2	21	9	1	5	5	0	3	1	0	0	0	0	0	0	47
14:15	4	22	9	1	3	7	1	2	0	0	0	0	0	0	0	49
14:30	0	21	5	0	2	6	1	0	0	1	0	0	1	0	0	37
14:45	1	27	8	1	3	1	1	2	2	1	0	0	0	1	0	48
15:00	7	91	31	3	13	19	3	7	3	2	0	0	1	1	0	181
15:00	1	21	7	0	2	1	0	1	5	0	0	0	0	0	0	38
15:15	3	25	16	0	1	2	0	2	4	1	0	0	0	0	0	54
15:30	2	22	8	0	0	1	0	2	1	0	0	0	0	0	0	36
15:45	0	34	22	3	2	1	1	3	3	1	0	0	0	0	0	70
16:00	6	102	53	3	5	5	1	8	13	2	0	0	0	0	0	198
16:00	2	33	13	1	2	2	0	1	1	1	0	0	0	0	0	56
16:15	0	40	14	0	3	2	0	3	1	2	0	0	0	0	0	65
16:30	2	43	15	1	0	3	0	1	3	0	0	0	0	0	0	68
16:45	4	41	14	0	2	6	0	4	0	0	0	0	0	0	0	71
17:00	8	157	56	2	7	13	0	9	5	3	0	0	0	0	0	260
17:00	4	32	13	0	1	2	0	1	2	1	0	0	0	0	0	56
17:15	2	46	16	0	7	1	0	5	0	0	0	0	0	0	0	77
17:30	4	46	10	0	1	2	0	4	0	0	0	0	0	0	0	67
17:45	2	52	14	0	1	1	1	0	2	0	0	0	0	0	0	73
18:00	12	176	53	0	10	6	1	10	4	1	0	0	0	0	0	273
18:00	6	37	18	1	4	3	0	2	0	1	0	0	0	0	0	72
18:15	2	37	18	0	2	1	0	1	2	1	0	0	0	0	0	64
18:30	1	33	5	0	1	1	1	2	0	1	0	0	0	0	0	45
18:45	2	20	7	0	0	2	0	2	0	0	0	0	0	0	0	33
19:00	11	127	48	1	7	7	1	7	2	3	0	0	0	0	0	214
19:00	1	18	4	0	0	0	0	1	0	0	0	0	0	0	0	24
19:15	2	27	10	0	2	2	0	0	1	0	0	0	0	0	0	44
19:30	0	13	4	1	2	0	0	0	0	0	0	0	0	0	0	20
19:45	2	19	8	0	3	1	0	0	0	0	0	0	0	0	0	33
20:00	5	77	26	1	7	3	0	1	1	0	0	0	0	0	0	121
20:00	0	13	6	0	0	0	0	1	0	0	0	0	0	0	0	20
20:15	0	12	7	0	1	0	0	0	1	0	0	0	0	0	0	21
20:30	2	15	2	0	1	1	0	0	1	0	0	0	0	0	0	22
20:45	0	19	5	0	1	1	0	0	0	0	0	0	0	0	0	26
21:00	2	59	20	0	3	2	0	1	2	0	0	0	0	0	0	89
21:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
21:15	3	5	5	0	0	2	0	0	0	0	0	0	0	0	0	15
21:30	1	10	2	0	0	1	0	1	0	0	0	0	0	0	0	15
21:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
22:00	4	30	9	0	0	3	0	1	0	0	0	0	0	0	0	47
22:00	0	6	0	0	0	2	0	1	1	0	0	0	0	0	0	10
22:15	1	10	1	0	0	1	0	0	0	0	0	0	0	0	0	13
22:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
22:45	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
23:00	1	25	2	0	0	3	0	1	2	0	0	0	0	0	0	34
23:00	0	3	1	0	0	1	0	0	2	0	0	0	0	0	0	7
23:15	2	1	3	0	1	2	0	0	0	0	0	0	0	0	0	9
23:30	2	1	1	0	1	2	0	0	0	0	0	0	0	0	0	7
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	4	5	5	0	2	5	0	0	2	0	0	0	0	0	0	23
Total	82	989	369	12	69	95	8	54	50	13	0	0	1	2	0	1744
Percent	4.7%	56.7%	21.2%	0.7%	4.0%	5.4%	0.5%	3.1%	2.9%	0.7%	0.0%	0.0%	0.1%	0.1%	0.0%	
Grand Total	510	5337	2187	92	328	822	46	378	362	85	1	0	9	14	0	10171
Percent	5.0%	52.5%	21.5%	0.9%	3.2%	8.1%	0.5%	3.7%	3.6%	0.8%	0.0%	0.0%	0.1%	0.1%	0.0%	

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FI 33607-1462

Chancey Rd
 East of US 301

Station ID: 4
 Site Code: ADR 18
 Latitude: 28' 12.423 North
 Longitude: 82' 10.896 West
CHANCEY RD EAST OF US 301

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/14/1																
3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
00:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	6	2	0	1	0	0	0	1	0	0	0	0	0	0	10
00:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
	0	18	4	0	1	0	0	0	1	0	0	0	0	0	0	24
01:00	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3
01:15	0	3	1	2	0	0	0	0	0	0	0	0	0	0	0	6
01:30	1	3	1	0	0	1	0	0	0	0	0	0	1	0	0	7
01:45	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	4
	3	9	2	2	0	3	0	0	0	0	0	0	1	0	0	20
02:00	0	2	1	0	1	0	0	0	1	0	0	0	0	0	0	5
02:15	0	4	1	0	3	0	0	0	0	0	0	0	0	0	0	8
02:30	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	6	2	0	4	1	0	1	1	0	0	0	0	0	0	16
03:00	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5
03:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	3
03:45	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	4
	2	7	4	0	0	2	0	0	1	0	0	0	0	0	0	16
04:00	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	6
04:15	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	4
04:30	1	3	2	0	0	3	0	0	0	0	0	0	0	0	0	9
04:45	4	2	1	0	0	6	0	0	0	0	0	0	0	0	0	13
	8	7	5	0	0	12	0	0	0	0	0	0	0	0	0	32
05:00	0	8	2	0	1	1	0	0	0	0	0	0	0	0	0	12
05:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
05:30	1	6	5	0	1	1	0	0	1	0	0	0	0	0	0	15
05:45	1	6	3	0	0	1	0	0	0	0	0	0	0	0	0	11
	2	22	12	0	2	3	0	0	1	0	0	0	0	0	0	42
06:00	4	9	10	1	2	5	0	0	1	1	0	0	0	0	0	33
06:15	2	9	8	0	2	3	1	0	0	0	0	0	0	0	0	25
06:30	0	29	8	0	2	1	0	0	1	0	0	0	0	0	0	41
06:45	3	25	12	0	1	4	0	0	1	1	0	0	0	0	0	47
	9	72	38	1	7	13	1	0	3	2	0	0	0	0	0	146
07:00	4	27	13	1	1	4	3	1	1	1	0	0	0	0	0	56
07:15	5	30	16	1	8	8	2	0	3	0	0	0	0	0	0	73
07:30	3	41	22	1	3	4	3	1	2	1	0	0	0	0	0	81
07:45	4	38	17	1	3	5	2	2	1	1	0	0	1	0	0	75
	16	136	68	4	15	21	10	4	7	3	0	0	1	0	0	285
08:00	6	31	15	2	3	6	2	1	2	0	0	0	0	0	0	68
08:15	5	44	13	3	0	5	1	1	2	0	0	0	0	0	0	74
08:30	4	32	10	0	5	6	0	1	1	0	0	1	1	1	0	66
08:45	3	23	10	0	0	6	3	6	1	1	0	1	1	0	0	55
	18	130	48	5	8	22	12	8	6	2	0	1	2	1	0	263
09:00	2	28	12	1	5	1	1	2	3	0	0	0	1	0	0	56
09:15	0	26	10	1	1	1	1	2	1	0	0	0	0	0	0	43
09:30	3	21	20	0	0	4	3	6	4	1	0	0	0	0	0	62
09:45	5	21	3	1	2	6	3	2	1	0	0	0	0	0	0	44
	10	96	45	3	8	12	8	12	9	1	0	0	1	0	0	205
10:00	1	22	9	1	1	4	2	2	1	1	0	0	0	0	0	44
10:15	1	30	7	1	2	3	0	1	3	0	0	0	0	0	0	48
10:30	2	22	10	2	2	5	4	2	1	1	0	0	0	0	0	51
10:45	2	13	7	0	2	4	2	0	1	1	0	0	0	0	0	32
	6	87	33	4	7	16	8	5	6	3	0	0	0	0	0	175
11:00	1	22	11	0	0	3	1	3	1	3	0	0	0	0	0	45
11:15	3	14	14	0	2	4	0	0	0	0	0	0	0	0	0	37
11:30	2	14	6	1	3	2	2	1	2	0	0	0	0	0	0	33
11:45	5	22	4	3	1	6	2	1	4	0	0	0	0	0	0	48
	11	72	35	4	6	15	5	5	7	3	0	0	0	0	0	163
Total	86	662	296	23	58	120	44	35	42	14	0	1	5	1	0	1387
Percent	6.2%	47.7%	21.3%	1.7%	4.2%	8.7%	3.2%	2.5%	3.0%	1.0%	0.0%	0.1%	0.4%	0.1%	0.0%	

URS Corporation
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Chancey Rd
 East of US 301

Station ID: 4
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 Longitude: 82' 10.896 West
CHANCEY RD EAST OF US 301

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	4	22	12	1	3	4	3	1	2	4	0	0	0	0	0	56
12:15	3	12	8	0	1	7	3	1	1	1	0	0	0	0	0	37
12:30	7	9	11	1	2	10	0	0	3	2	0	0	0	1	0	46
12:45	2	20	10	1	1	4	0	2	2	2	0	0	0	0	0	44
	16	63	41	3	7	25	6	4	8	9	0	0	0	1	0	183
13:00	1	19	7	0	2	2	2	1	5	0	0	0	0	0	0	39
13:15	5	24	7	0	2	7	2	3	1	0	0	0	0	0	0	51
13:30	4	17	7	0	2	7	3	2	3	0	0	0	0	0	0	45
13:45	1	18	7	0	1	0	0	1	0	0	0	0	0	0	0	28
	11	78	28	0	7	16	7	7	9	0	0	0	0	0	0	163
14:00	3	18	6	1	5	4	2	0	1	0	0	0	0	0	0	40
14:15	0	19	3	0	1	2	1	1	0	1	0	0	0	0	0	28
14:30	1	23	2	1	1	1	2	1	1	0	0	0	0	0	0	33
14:45	2	15	8	1	1	3	1	3	1	0	0	0	0	0	0	35
	6	75	19	3	8	10	6	5	3	1	0	0	0	0	0	136
15:00	6	19	9	0	3	6	0	1	4	1	0	0	0	0	0	49
15:15	2	22	6	0	1	0	5	2	3	1	0	0	1	0	0	43
15:30	2	24	15	0	3	2	1	1	1	0	0	0	0	0	0	49
15:45	2	15	16	1	1	1	3	1	1	0	0	0	0	0	0	41
	12	80	46	1	8	9	9	5	9	2	0	0	1	0	0	182
16:00	2	25	8	0	0	2	1	4	1	2	0	1	0	0	0	46
16:15	2	19	8	1	2	8	0	2	3	1	0	0	0	0	0	46
16:30	5	37	18	2	5	3	0	3	1	1	0	0	0	0	0	75
16:45	2	27	15	1	3	2	0	4	1	1	0	0	0	0	0	56
	11	108	49	4	10	15	1	13	6	5	0	1	0	0	0	223
17:00	5	26	15	0	2	2	0	2	1	1	1	0	0	0	0	55
17:15	6	39	13	1	5	4	1	2	0	1	0	0	0	0	0	72
17:30	7	48	17	1	3	4	0	4	2	0	0	0	0	0	0	86
17:45	1	54	18	0	3	4	0	2	0	0	0	0	0	0	0	82
	19	167	63	2	13	14	1	10	3	2	1	0	0	0	0	295
18:00	0	75	21	1	5	2	0	0	1	0	0	0	0	0	0	105
18:15	2	49	21	0	5	0	0	1	0	0	0	0	0	0	0	78
18:30	1	68	26	0	1	1	0	0	0	0	0	0	0	0	0	97
18:45	1	56	20	0	3	1	1	2	1	0	0	0	0	0	0	85
	4	248	88	1	14	4	1	3	2	0	0	0	0	0	0	365
19:00	2	54	19	0	5	1	0	1	0	0	0	0	0	0	0	82
19:15	1	38	14	0	3	0	0	3	0	0	0	0	0	0	0	59
19:30	3	35	5	0	0	1	0	1	1	0	0	0	0	0	0	46
19:45	0	28	7	0	2	0	0	0	0	0	0	0	0	0	0	37
	6	155	45	0	10	2	0	5	1	0	0	0	0	0	0	224
20:00	0	18	8	0	0	0	0	2	0	0	0	0	0	0	0	28
20:15	4	18	6	1	0	3	0	0	1	0	0	0	0	0	0	33
20:30	1	20	7	0	2	0	0	3	2	0	0	0	0	0	0	35
20:45	3	19	3	0	1	2	0	2	1	0	0	0	0	0	0	31
	8	75	24	1	3	5	0	7	4	0	0	0	0	0	0	127
21:00	3	18	4	1	4	2	0	2	1	0	0	0	0	0	0	35
21:15	2	20	3	0	2	1	0	0	0	0	0	0	0	0	0	28
21:30	0	22	4	0	0	0	0	1	0	0	0	0	0	0	0	27
21:45	0	25	6	0	2	0	0	0	0	0	0	0	0	0	0	33
	5	85	17	1	8	3	0	3	1	0	0	0	0	0	0	123
22:00	0	11	4	0	1	0	0	0	0	0	0	0	0	0	0	16
22:15	3	10	4	1	0	2	0	0	0	0	0	0	0	0	0	20
22:30	0	10	1	0	1	0	0	0	0	0	0	0	0	0	0	12
22:45	2	6	3	0	0	2	0	0	1	0	0	0	0	0	0	14
	5	37	12	1	2	4	0	0	1	0	0	0	0	0	0	62
23:00	1	9	1	0	0	0	0	0	1	0	0	0	0	0	0	12
23:15	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
23:30	0	4	3	0	0	0	0	0	1	0	0	0	0	0	0	8
23:45	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
	1	26	8	0	0	0	0	0	3	0	0	0	0	0	0	38
Total	104	1197	440	17	90	107	31	62	50	19	1	1	1	1	0	2121
Percent	4.9%	56.4%	20.7%	0.8%	4.2%	5.0%	1.5%	2.9%	2.4%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	

Chancey Rd
 East of US 301

Station ID: 4
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CHANCEY RD EAST OF US 301

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/15/1																
3	1	10	0	1	0	0	0	0	0	0	0	0	0	0	0	12
00:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
00:30	0	8	2	0	0	0	0	0	1	0	0	0	0	0	0	11
00:45	0	5	2	0	0	1	0	0	0	0	0	0	0	0	0	8
	1	26	5	1	0	1	0	0	1	0	0	0	0	0	0	35
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
01:15	1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	5
01:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
01:45	1	2	0	1	0	0	0	1	0	0	0	0	0	0	0	5
	2	14	2	1	1	0	0	1	0	0	0	0	0	0	0	21
02:00	0	2	1	0	1	0	0	0	1	0	0	0	0	0	0	5
02:15	0	2	1	0	0	0	0	0	2	0	0	0	0	0	0	5
02:30	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:45	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	3
	1	4	3	0	1	1	0	0	4	0	0	0	0	0	0	14
03:00	1	2	2	0	0	1	0	0	3	0	0	0	0	0	0	9
03:15	2	3	1	0	0	2	0	0	1	0	0	0	0	0	0	9
03:30	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
03:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
	4	10	4	0	1	4	0	0	4	0	0	0	0	0	0	27
04:00	1	3	2	0	0	1	0	0	0	0	0	0	0	0	0	7
04:15	1	1	4	0	0	1	0	0	0	0	0	0	0	0	0	7
04:30	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
04:45	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
	2	8	8	0	0	2	0	0	2	0	0	0	0	0	0	22
05:00	1	4	3	0	0	1	0	0	1	0	0	0	0	0	0	10
05:15	0	5	3	0	0	0	0	0	2	0	0	0	0	0	0	10
05:30	1	5	5	0	0	1	0	0	0	0	0	0	0	0	0	12
05:45	1	5	4	0	0	1	0	1	0	0	0	0	0	0	0	12
	3	19	15	0	0	3	0	1	3	0	0	0	0	0	0	44
06:00	3	16	7	0	2	3	0	1	0	2	0	0	0	0	0	34
06:15	1	11	6	0	0	1	0	2	1	1	0	0	0	0	0	23
06:30	4	26	6	0	4	5	0	2	0	0	0	0	0	0	0	47
06:45	2	18	18	0	0	1	0	0	0	0	0	0	0	0	0	39
	10	71	37	0	6	10	0	5	1	3	0	0	0	0	0	143
07:00	2	28	16	0	1	3	3	1	5	0	0	0	0	0	0	59
07:15	1	29	18	2	1	2	1	0	1	0	0	0	0	0	0	55
07:30	3	36	18	1	3	4	6	3	4	0	0	0	0	0	0	78
07:45	1	25	23	1	2	2	2	1	3	1	0	0	1	0	0	62
	7	118	75	4	7	11	12	5	13	1	0	0	1	0	0	254
08:00	3	30	20	1	2	1	1	2	0	0	0	0	0	0	0	60
08:15	6	42	12	0	3	6	2	1	1	2	0	0	0	1	0	76
08:30	3	41	13	0	2	3	2	1	3	0	0	0	0	0	0	68
08:45	1	32	12	0	5	3	5	5	1	0	0	0	0	0	0	64
	13	145	57	1	12	13	10	9	5	2	0	0	0	1	0	268
09:00	1	25	9	1	3	4	7	3	3	2	0	0	0	0	0	58
09:15	3	29	10	2	3	6	1	0	4	0	0	0	0	0	0	58
09:30	1	20	11	2	3	0	1	0	5	2	0	0	0	0	0	45
09:45	0	20	12	2	5	2	2	3	1	2	0	0	0	0	0	49
	5	94	42	7	14	12	11	6	13	6	0	0	0	0	0	210
10:00	4	27	12	2	2	6	4	1	1	0	0	0	0	0	0	59
10:15	3	14	6	0	5	3	1	2	0	0	0	0	0	0	0	34
10:30	2	12	6	0	4	2	2	2	4	2	0	0	0	0	0	36
10:45	2	14	7	0	2	4	3	0	3	0	0	0	0	0	0	35
	11	67	31	2	13	15	10	5	8	2	0	0	0	0	0	164
11:00	1	20	9	0	3	9	2	2	1	1	0	0	0	0	0	48
11:15	3	17	6	0	3	6	2	1	2	1	0	0	0	1	0	42
11:30	0	21	8	0	4	2	3	3	4	4	0	0	0	0	0	49
11:45	3	16	5	0	1	3	1	3	0	0	0	0	0	0	0	32
	7	74	28	0	11	20	8	9	7	6	0	0	0	1	0	171
Total	66	650	307	16	66	92	51	41	61	20	0	0	1	2	0	1373
Percent	4.8%	47.3%	22.4%	1.2%	4.8%	6.7%	3.7%	3.0%	4.4%	1.5%	0.0%	0.0%	0.1%	0.1%	0.0%	

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CHANCEY RD EAST OF US 301

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	4	20	10	1	3	5	2	0	0	0	0	0	0	0	0	45
12:15	3	17	9	0	5	6	3	2	2	0	0	0	0	0	0	47
12:30	4	25	13	1	3	4	2	0	0	0	0	0	0	0	0	52
12:45	3	15	7	2	4	4	2	2	3	0	0	0	0	0	0	42
	14	77	39	4	15	19	9	4	5	0	0	0	0	0	0	186
13:00	1	17	13	1	4	1	2	2	3	4	0	0	0	0	0	48
13:15	2	20	9	0	3	3	3	1	1	1	0	0	0	0	0	43
13:30	3	21	11	0	3	2	3	1	2	2	0	0	0	0	0	48
13:45	6	15	14	0	8	8	3	1	1	2	0	0	0	0	0	58
	12	73	47	1	18	14	11	5	7	9	0	0	0	0	0	197
14:00	2	16	5	1	0	3	1	4	0	0	0	0	0	0	0	32
14:15	2	18	8	1	3	3	1	5	1	0	0	0	0	0	0	42
14:30	6	21	11	1	4	6	6	3	1	0	0	0	0	0	0	59
14:45	0	24	10	1	3	3	2	2	4	0	0	0	0	0	0	49
	10	79	34	4	10	15	10	14	6	0	0	0	0	0	0	182
15:00	3	20	12	0	3	3	5	1	1	0	0	0	0	0	0	48
15:15	3	21	14	0	2	4	1	1	2	2	0	0	0	0	0	50
15:30	3	24	13	0	3	3	1	1	1	1	0	0	0	0	0	50
15:45	0	18	12	0	4	6	2	2	1	0	0	0	0	0	0	45
	9	83	51	0	12	16	9	5	5	3	0	0	0	0	0	193
16:00	3	22	9	1	3	3	2	0	3	0	0	0	0	0	0	46
16:15	3	29	13	1	4	2	1	0	1	0	0	0	0	0	0	54
16:30	2	41	15	1	1	2	1	1	1	1	0	0	0	0	0	66
16:45	1	37	16	2	4	2	0	2	1	1	0	0	0	0	0	66
	9	129	53	5	12	9	4	3	6	2	0	0	0	0	0	232
17:00	3	27	18	1	1	3	1	1	0	1	0	1	0	0	0	57
17:15	1	30	12	0	1	2	0	1	0	0	0	0	0	0	0	47
17:30	1	50	11	1	2	2	0	1	0	1	0	0	0	0	0	69
17:45	4	46	19	0	1	8	1	4	2	0	0	0	0	0	0	85
	9	153	60	2	5	15	2	7	2	2	0	1	0	0	0	258
18:00	4	72	21	0	3	4	0	3	0	1	0	0	0	0	0	108
18:15	1	71	17	0	8	2	1	2	2	0	0	0	0	0	0	104
18:30	2	57	22	0	4	3	0	2	2	0	0	0	0	0	0	92
18:45	2	70	24	0	1	1	0	4	2	0	0	0	0	0	0	104
	9	270	84	0	16	10	1	11	6	1	0	0	0	0	0	408
19:00	1	38	14	0	2	1	0	0	0	0	0	0	0	0	0	56
19:15	5	57	16	0	4	0	0	1	1	0	0	0	0	0	0	84
19:30	3	48	10	1	1	1	0	1	1	0	0	0	0	0	0	66
19:45	1	35	5	0	1	1	0	0	0	0	0	0	0	0	0	43
	10	178	45	1	8	3	0	2	2	0	0	0	0	0	0	249
20:00	1	31	12	0	1	1	0	0	0	0	0	0	0	0	0	46
20:15	0	22	8	0	3	1	0	1	0	0	0	0	0	0	0	35
20:30	0	26	16	0	1	1	0	0	1	0	0	0	0	0	0	45
20:45	1	14	3	0	2	0	0	1	0	0	0	0	0	0	0	21
	2	93	39	0	7	3	0	2	1	0	0	0	0	0	0	147
21:00	1	17	3	0	2	1	0	2	0	0	0	0	0	0	0	26
21:15	1	19	8	0	1	0	0	0	2	0	0	0	0	0	0	31
21:30	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
21:45	1	17	1	0	1	0	0	0	0	0	0	0	0	0	0	20
	3	64	16	0	4	1	0	2	2	0	0	0	0	0	0	92
22:00	1	13	4	0	1	2	0	0	0	0	0	0	0	0	0	21
22:15	1	11	2	0	1	1	0	1	0	0	0	0	0	0	0	17
22:30	1	5	2	0	0	1	0	0	1	0	0	0	0	0	0	10
22:45	1	9	4	0	0	1	0	0	0	0	0	0	0	0	0	15
	4	38	12	0	2	5	0	1	1	0	0	0	0	0	0	63
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
23:15	1	6	1	0	0	1	0	1	0	0	0	0	0	0	0	10
23:30	1	7	4	0	0	1	0	0	1	0	0	0	0	0	0	14
23:45	1	8	2	0	0	1	0	0	1	0	0	0	0	0	0	13
	3	24	8	0	0	3	0	1	2	0	0	0	0	0	0	41
Total	94	1261	488	17	109	113	46	57	45	17	0	1	0	0	0	2248
Percent	4.2%	56.1%	21.7%	0.8%	4.8%	5.0%	2.0%	2.5%	2.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	

Chancey Rd
 East of US 301

Station ID: 4
 Site Code: ADR 18
 Latitude: 28' 12.423 North
 Longitude: 82' 10.896 West
CHANCEY RD EAST OF US 301

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/16/1																
3	1	4	0	0	1	1	0	0	1	0	0	0	0	0	0	8
00:15	0	5	1	0	1	0	0	0	0	0	0	0	0	0	0	7
00:30	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
00:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
	1	13	4	0	3	1	0	0	1	0	0	0	0	0	0	23
01:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
01:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	5
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	9	1	0	1	0	0	0	2	0	0	0	0	0	0	13
02:00	1	1	1	0	0	1	0	0	1	0	0	0	0	0	0	5
02:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	3
02:45	1	1	1	0	0	1	0	0	1	0	0	0	0	0	0	5
	3	3	5	0	0	3	0	0	2	0	0	0	0	0	0	16
03:00	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	3
03:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	1	2	1	0	0	1	0	0	1	0	0	0	0	0	0	6
	2	8	2	0	0	2	0	0	1	0	0	0	0	0	0	15
04:00	2	3	1	0	0	2	0	0	0	0	0	0	0	0	0	8
04:15	1	4	1	0	0	1	0	0	1	0	0	0	0	0	0	8
04:30	1	2	1	0	0	1	0	0	0	0	0	0	0	0	0	5
04:45	1	4	1	0	0	1	0	0	1	0	0	0	0	0	0	8
	5	13	4	0	0	5	0	0	2	0	0	0	0	0	0	29
05:00	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	7
05:15	1	5	3	0	1	1	0	0	0	0	0	0	0	0	0	11
05:30	2	7	2	0	1	1	0	1	1	0	0	0	0	0	0	15
05:45	2	5	1	0	0	2	0	0	0	0	0	0	0	0	0	10
	5	20	10	0	2	4	0	1	1	0	0	0	0	0	0	43
06:00	1	6	10	0	1	1	0	0	0	1	0	0	0	0	0	20
06:15	0	12	6	0	3	2	0	0	1	1	0	0	0	0	0	25
06:30	2	20	6	0	3	2	0	0	1	0	0	0	0	0	0	34
06:45	3	24	11	0	1	2	0	0	1	1	0	0	0	0	0	43
	6	62	33	0	8	7	0	0	3	3	0	0	0	0	0	122
07:00	5	36	11	0	3	5	2	2	4	1	0	0	0	0	0	69
07:15	3	23	23	1	2	3	2	2	3	0	0	0	0	0	0	62
07:30	4	42	22	1	3	5	2	1	3	3	0	0	0	0	0	86
07:45	8	40	18	0	0	9	1	4	1	0	0	0	0	0	0	81
	20	141	74	2	8	22	7	9	11	4	0	0	0	0	0	298
08:00	4	27	19	1	5	6	2	7	3	0	1	0	0	0	0	75
08:15	6	42	5	1	2	5	1	4	1	1	0	1	0	0	0	69
08:30	5	36	15	0	4	5	1	1	1	0	0	0	0	0	0	68
08:45	3	30	3	0	4	3	6	1	1	0	2	0	0	0	0	53
	18	135	42	2	15	19	10	13	6	1	3	1	0	0	0	265
09:00	1	41	11	2	2	2	1	3	2	1	0	0	0	0	0	66
09:15	2	22	5	1	2	5	3	2	4	4	0	0	0	0	0	50
09:30	4	18	12	0	3	6	3	2	2	0	0	0	0	0	0	50
09:45	1	22	11	1	4	2	2	2	1	2	0	0	0	0	0	48
	8	103	39	4	11	15	9	9	9	7	0	0	0	0	0	214
10:00	2	23	10	2	3	4	2	2	2	2	0	0	0	0	0	52
10:15	4	14	11	0	3	6	3	0	3	0	0	0	0	0	0	44
10:30	3	24	11	0	3	5	2	0	2	2	0	0	0	0	0	52
10:45	3	18	7	0	5	2	2	1	2	2	0	0	0	0	0	42
	12	79	39	2	14	17	9	3	9	6	0	0	0	0	0	190
11:00	0	16	9	0	6	1	0	3	0	0	0	0	0	0	0	35
11:15	5	22	4	0	4	5	4	5	2	0	0	0	0	0	0	51
11:30	2	22	13	0	4	4	1	3	2	1	0	0	0	0	0	52
11:45	2	23	9	0	4	3	3	1	2	0	0	0	0	0	0	47
	9	83	35	0	18	13	8	12	6	1	0	0	0	0	0	185
Total	89	669	288	10	80	108	43	47	53	22	3	1	0	0	0	1413
Percent	6.3%	47.3%	20.4%	0.7%	5.7%	7.6%	3.0%	3.3%	3.8%	1.6%	0.2%	0.1%	0.0%	0.0%	0.0%	

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FL 33607-1462

Chancey Rd
 East of US 301

Station ID: 4
 Site Code: ADR 18
 Latitude: 28' 12.423 North
 Longitude: 82' 10.896 West
CHANCEY RD EAST OF US 301

Westbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
12 PM	1	11	6	2	2	3	2	2	2	1	0	0	0	0	0	32
12:15	2	14	6	4	0	3	3	3	4	1	0	0	0	0	0	40
12:30	3	19	9	0	3	4	0	1	2	2	0	0	0	0	0	43
12:45	4	12	7	1	1	3	4	1	4	1	0	0	0	0	0	38
	10	56	28	7	6	13	9	7	12	5	0	0	0	0	0	153
13:00	2	15	7	0	3	6	2	3	3	2	0	0	0	1	0	44
13:15	3	22	7	0	4	2	1	4	2	1	0	0	0	0	0	46
13:30	4	17	9	0	3	5	2	2	1	0	0	0	0	0	0	43
13:45	4	11	7	0	0	5	2	4	1	0	0	0	0	0	0	34
	13	65	30	0	10	18	7	13	7	3	0	0	0	1	0	167
14:00	2	16	4	1	3	2	0	1	1	0	0	0	0	0	0	30
14:15	3	17	8	0	2	4	3	0	3	3	0	0	0	0	0	43
14:30	1	20	9	1	1	2	0	1	1	0	0	0	0	0	0	36
14:45	2	20	6	0	1	3	0	1	2	1	0	0	0	0	0	36
	8	73	27	2	7	11	3	3	7	4	0	0	0	0	0	145
15:00	2	24	8	0	2	2	2	5	1	1	0	0	0	0	0	47
15:15	1	23	11	1	4	2	2	0	4	5	0	0	0	0	0	53
15:30	2	25	16	0	2	4	2	1	2	0	0	0	0	0	0	54
15:45	3	28	15	1	1	4	0	2	0	1	0	0	0	0	0	55
	8	100	50	2	9	12	6	8	7	7	0	0	0	0	0	209
16:00	1	32	12	2	4	1	1	1	1	0	0	0	0	0	0	55
16:15	2	36	15	2	2	5	1	2	2	0	0	0	0	0	0	67
16:30	0	33	18	2	5	4	0	0	2	0	0	0	0	0	0	64
16:45	2	44	14	0	0	2	0	1	0	0	0	0	0	0	0	63
	5	145	59	6	11	12	2	4	5	0	0	0	0	0	0	249
17:00	1	35	14	0	1	1	0	1	1	1	0	0	0	0	0	55
17:15	1	38	9	0	1	2	0	1	0	0	0	0	0	0	0	52
17:30	2	47	17	2	1	2	0	2	0	0	0	0	0	0	0	73
17:45	5	47	23	0	3	3	0	1	2	1	0	0	0	0	0	85
	9	167	63	2	6	8	0	5	3	2	0	0	0	0	0	265
18:00	5	53	22	0	3	4	0	4	0	0	0	0	0	0	0	91
18:15	1	60	20	0	5	0	0	3	0	0	0	0	0	0	0	89
18:30	2	64	24	0	7	1	1	0	0	0	0	0	0	0	0	99
18:45	1	50	10	1	5	2	0	1	0	0	0	0	0	0	0	70
	9	227	76	1	20	7	1	8	0	0	0	0	0	0	0	349
19:00	0	28	13	0	2	1	0	1	0	0	0	0	0	0	0	45
19:15	2	42	10	1	2	0	0	1	2	0	0	0	0	1	0	61
19:30	2	21	11	0	0	3	0	0	0	0	0	0	0	0	0	37
19:45	0	29	7	0	5	0	0	0	0	0	0	0	0	0	0	41
	4	120	41	1	9	4	0	2	2	0	0	0	0	1	0	184
20:00	0	20	3	0	1	0	0	1	0	0	0	0	0	0	0	25
20:15	0	16	7	0	0	0	0	1	0	0	0	0	0	0	0	24
20:30	3	16	7	0	3	2	0	1	1	0	0	0	0	0	0	33
20:45	0	18	6	0	3	0	0	0	0	0	0	0	0	0	0	27
	3	70	23	0	7	2	0	3	1	0	0	0	0	0	0	109
21:00	2	21	3	0	1	0	0	0	0	0	0	0	0	0	0	27
21:15	1	15	6	0	2	2	0	0	0	0	0	0	0	0	0	26
21:30	1	20	5	0	1	2	0	0	1	0	0	0	0	0	0	30
21:45	0	12	9	0	0	0	0	0	2	0	0	0	0	0	0	23
	4	68	23	0	4	4	0	0	3	0	0	0	0	0	0	106
22:00	0	14	2	0	0	0	0	0	1	0	0	0	0	0	0	17
22:15	0	10	4	0	1	0	0	0	0	0	0	0	0	0	0	15
22:30	4	9	1	0	0	1	0	0	0	0	0	0	0	0	0	15
22:45	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
	4	42	11	0	1	1	0	0	1	0	0	0	0	0	0	60
23:00	1	10	1	0	0	0	0	0	0	0	0	0	0	0	0	12
23:15	2	2	1	0	0	2	0	0	0	0	0	0	0	0	0	7
23:30	1	6	7	1	0	0	0	0	0	0	0	0	0	0	0	15
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4	18	9	1	0	2	0	0	0	0	0	0	0	0	0	34
Total	81	1151	440	22	90	94	28	53	48	21	0	0	0	2	0	2030
Percent	4.0%	56.7%	21.7%	1.1%	4.4%	4.6%	1.4%	2.6%	2.4%	1.0%	0.0%	0.0%	0.0%	0.1%	0.0%	
Grand Total	520	5590	2259	105	493	634	243	295	299	113	4	4	7	6	0	10572
Percent	4.9%	52.9%	21.4%	1.0%	4.7%	6.0%	2.3%	2.8%	2.8%	1.1%	0.0%	0.0%	0.1%	0.1%	0.0%	

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FL 33607-1462

US 301
 South of Chancey Rd

Station ID: 8
 Site Code: ADR 11
 Latitude: 28' 12.457 North
 Longitude: 82' 11.134 West
US 301 S OF CHANCEY VOLUME

Start Time	07-May-13 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		15	58			6	92				
12:15		12	67			11	96				
12:30		17	76			6	59				
12:45		6	79	50	280	5	98	28	345	78	625
01:00		5	77			7	86				
01:15		13	67			7	90				
01:30		10	98			5	64				
01:45		10	78	38	320	6	62	25	302	63	622
02:00		6	75			10	60				
02:15		3	90			5	66				
02:30		6	89			8	72				
02:45		10	96	25	350	8	78	31	276	56	626
03:00		4	89			5	71				
03:15		9	94			19	61				
03:30		8	111			10	90				
03:45		14	136	35	430	17	58	51	280	86	710
04:00		14	156			20	65				
04:15		6	156			35	60				
04:30		14	175			34	88				
04:45		11	189	45	676	38	59	127	272	172	948
05:00		6	208			59	71				
05:15		14	216			108	88				
05:30		25	244			120	71				
05:45		28	233	73	901	123	57	410	287	483	1188
06:00		31	201			180	64				
06:15		31	195			210	48				
06:30		33	136			216	68				
06:45		46	96	141	628	201	50	807	230	948	858
07:00		40	94			233	45				
07:15		38	74			261	29				
07:30		64	84			210	32				
07:45		64	58	206	310	179	25	883	131	1089	441
08:00		36	48			160	22				
08:15		57	56			129	31				
08:30		72	54			101	23				
08:45		65	36	230	194	104	24	494	100	724	294
09:00		51	44			117	23				
09:15		44	43			87	31				
09:30		76	44			65	19				
09:45		62	41	233	172	76	22	345	95	578	267
10:00		60	38			97	25				
10:15		61	35			83	19				
10:30		68	46			86	13				
10:45		70	26	259	145	80	6	346	63	605	208
11:00		66	27			85	18				
11:15		75	12			75	10				
11:30		92	26			69	9				
11:45		90	20	323	85	76	7	305	44	628	129
Total		1658	4491			3852	2425			5510	6916
Percent		27.0%	73.0%			61.4%	38.6%			44.3%	55.7%

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FL 33607-1462

US 301
 South of Chancey Rd

Station ID: 8
 Site Code: ADR 11
 Latitude: 28' 12.457 North
 Longitude: 82' 11.134 West
 US 301 S OF CHANCEY VOLUME

Start Time	08-May-13 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		17	72			8	82				
12:15		7	48			9	94				
12:30		13	75			9	81				
12:45		14	50	51	245	5	76	31	333	82	578
01:00		15	78			11	68				
01:15		13	72			6	93				
01:30		7	83			3	92				
01:45		16	66	51	299	9	76	29	329	80	628
02:00		9	78			9	85				
02:15		12	90			9	80				
02:30		9	93			16	86				
02:45		5	93	35	354	6	77	40	328	75	682
03:00		9	94			13	101				
03:15		9	123			20	98				
03:30		12	150			9	72				
03:45		12	150	42	517	12	67	54	338	96	855
04:00		13	233			25	86				
04:15		3	160			34	84				
04:30		15	210			41	91				
04:45		9	234	40	837	43	88	143	349	183	1186
05:00		14	228			57	105				
05:15		14	275			63	90				
05:30		26	294			115	115				
05:45		27	241	81	1038	162	75	397	385	478	1423
06:00		54	238			162	83				
06:15		52	189			203	85				
06:30		62	176			215	84				
06:45		40	106	208	709	212	68	792	320	1000	1029
07:00		40	90			261	60				
07:15		71	108			277	32				
07:30		71	85			238	36				
07:45		86	66	268	349	183	37	959	165	1227	514
08:00		49	84			153	35				
08:15		63	57			149	34				
08:30		88	91			103	27				
08:45		64	52	264	284	59	27	464	123	728	407
09:00		69	45			82	28				
09:15		65	47			82	23				
09:30		67	60			71	21				
09:45		61	45	262	197	91	24	326	96	588	293
10:00		75	53			85	25				
10:15		50	35			92	17				
10:30		63	42			69	11				
10:45		59	35	247	165	73	18	319	71	566	236
11:00		59	27			76	12				
11:15		71	26			89	11				
11:30		82	35			91	8				
11:45		74	28	286	116	75	10	331	41	617	157
Total		1835	5110			3885	2878			5720	7988
Percent		26.4%	73.6%			57.4%	42.6%			41.7%	58.3%

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FL 33607-1462

US 301
 South of Chancey Rd

Station ID: 8
 Site Code: ADR 11
 Latitude: 28' 12.457 North
 Longitude: 82' 11.134 West
US 301 S OF CHANCEY VOLUME

Start Time	09-May-13 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		17	80			8	69				
12:15		19	78			5	76				
12:30		21	71			5	53				
12:45		13	71	70	300	5	71	23	269	93	569
01:00		17	67			12	58				
01:15		12	101			8	71				
01:30		6	67			4	65				
01:45		11	73	46	308	13	63	37	257	83	565
02:00		8	78			5	80				
02:15		8	101			3	78				
02:30		5	80			9	79				
02:45		6	90	27	349	4	75	21	312	48	661
03:00		4	99			6	82				
03:15		11	93			12	56				
03:30		13	114			8	75				
03:45		6	137	34	443	15	64	41	277	75	720
04:00		7	170			14	73				
04:15		8	164			28	71				
04:30		11	184			34	68				
04:45		14	182	40	700	39	73	115	285	155	985
05:00		12	203			60	86				
05:15		13	229			84	82				
05:30		25	234			118	86				
05:45		25	225	75	891	125	71	387	325	462	1216
06:00		33	219			168	61				
06:15		34	173			206	55				
06:30		51	144			198	40				
06:45		39	96	157	632	203	63	775	219	932	851
07:00		42	105			235	50				
07:15		55	69			247	28				
07:30		61	88			224	31				
07:45		59	62	217	324	187	36	893	145	1110	469
08:00		54	40			141	38				
08:15		60	54			135	34				
08:30		59	67			108	30				
08:45		50	60	223	221	81	20	465	122	688	343
09:00		75	46			88	35				
09:15		69	55			86	29				
09:30		60	53			73	26				
09:45		61	38	265	192	99	31	346	121	611	313
10:00		58	38			67	29				
10:15		50	50			90	21				
10:30		68	34			76	12				
10:45		78	23	254	145	69	14	302	76	556	221
11:00		73	26			82	19				
11:15		54	16			87	14				
11:30		61	31			75	8				
11:45		58	24	246	97	68	6	312	47	558	144
Total		1654	4602			3717	2455			5371	7057
Percent		26.4%	73.6%			60.2%	39.8%			43.2%	56.8%
Grand Total		5147	14203			11454	7758			16601	21961
Percent		26.6%	73.4%			59.6%	40.4%			43.1%	56.9%

ADT

ADT 11,475

AADT 11,475

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FL 33607-1462

US 301
 North of Chancey Rd

Station ID: 9
 Site Code: ADR 26
 Latitude: 28' 12.509 North
 Longitude: 82' 11.081 West
 US 301 N OF CHANCEY VOLUME

Start Time	07-May-13 Tue	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		12	69			9	74				
12:15		14	59			10	83				
12:30		11	71			6	72				
12:45		9	71	46	270	4	83	29	312	75	582
01:00		7	66			3	68				
01:15		7	66			6	76				
01:30		9	71			5	59				
01:45		6	76	29	279	3	67	17	270	46	549
02:00		3	76			4	57				
02:15		0	72			8	66				
02:30		5	78			4	63				
02:45		6	67	14	293	8	80	24	266	38	559
03:00		4	71			5	73				
03:15		2	77			7	79				
03:30		3	81			7	78				
03:45		9	107	18	336	12	52	31	282	49	618
04:00		9	125			16	73				
04:15		9	118			20	66				
04:30		13	116			17	75				
04:45		7	136	38	495	20	68	73	282	111	777
05:00		12	136			37	70				
05:15		10	142			54	71				
05:30		16	163			75	68				
05:45		22	140	60	581	82	56	248	265	308	846
06:00		31	127			102	67				
06:15		19	125			114	50				
06:30		31	84			125	57				
06:45		35	90	116	426	141	64	482	238	598	664
07:00		43	79			124	53				
07:15		49	59			155	37				
07:30		55	53			121	31				
07:45		81	44	228	235	113	39	513	160	741	395
08:00		63	40			79	33				
08:15		56	42			100	34				
08:30		57	43			80	34				
08:45		72	37	248	162	72	28	331	129	579	291
09:00		63	35			78	29				
09:15		63	37			68	35				
09:30		67	40			59	21				
09:45		60	30	253	142	84	26	289	111	542	253
10:00		66	20			54	23				
10:15		59	23			75	18				
10:30		74	33			67	13				
10:45		52	22	251	98	70	7	266	61	517	159
11:00		62	16			73	14				
11:15		68	10			69	15				
11:30		82	14			60	9				
11:45		74	15	286	55	71	14	273	52	559	107
Total		1587	3372			2576	2428			4163	5800
Percent		32.0%	68.0%			51.5%	48.5%			41.8%	58.2%

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FL 33607-1462

US 301
 North of Chancey Rd

Station ID: 9
 Site Code: ADR 26
 Latitude: 28' 12.509 North
 Longitude: 82' 11.081 West
 US 301 N OF CHANCEY VOLUME

Start Time	08-May-13 Wed	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		13	63			9	67				
12:15		12	54			11	78				
12:30		6	71			8	66				
12:45		10	53	41	241	9	72	37	283	78	524
01:00		10	66			5	52				
01:15		13	71			6	84				
01:30		8	60			4	81				
01:45		8	67	39	264	7	63	22	280	61	544
02:00		5	88			2	72				
02:15		8	89			8	75				
02:30		7	76			10	80				
02:45		1	68	21	321	6	69	26	296	47	617
03:00		6	69			6	90				
03:15		2	83			11	102				
03:30		5	97			3	68				
03:45		7	127	20	376	9	58	29	318	49	694
04:00		5	155			15	76				
04:15		7	104			26	75				
04:30		7	154			25	93				
04:45		4	165	23	578	19	76	85	320	108	898
05:00		12	147			34	89				
05:15		16	165			41	93				
05:30		20	167			59	88				
05:45		19	155	67	634	89	57	223	327	290	961
06:00		33	135			107	74				
06:15		33	123			114	68				
06:30		44	119			153	72				
06:45		44	79	154	456	124	62	498	276	652	732
07:00		44	75			162	46				
07:15		60	64			162	37				
07:30		65	73			146	37				
07:45		73	49	242	261	98	39	568	159	810	420
08:00		57	45			112	32				
08:15		55	48			106	39				
08:30		67	64			79	33				
08:45		44	51	223	208	50	39	347	143	570	351
09:00		59	41			68	32				
09:15		76	46			64	32				
09:30		74	43			51	20				
09:45		51	35	260	165	80	22	263	106	523	271
10:00		61	36			70	22				
10:15		57	25			77	19				
10:30		57	22			55	18				
10:45		57	23	232	106	69	15	271	74	503	180
11:00		54	20			74	6				
11:15		54	20			78	13				
11:30		61	23			76	10				
11:45		56	14	225	77	63	13	291	42	516	119
Total		1547	3687			2660	2624			4207	6311
Percent		29.6%	70.4%			50.3%	49.7%			40.0%	60.0%

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FL 33607-1462

US 301
 North of Chancey Rd

Station ID: 9
 Site Code: ADR 26
 Latitude: 28' 12.509 North
 Longitude: 82' 11.081 West
 US 301 N OF CHANCEY VOLUME

Start Time	09-May-13 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		13	57			11	71				
12:15		12	65			4	78				
12:30		8	63			6	49				
12:45		15	63	48	248	3	58	24	256	72	504
01:00		11	72			12	66				
01:15		8	58			6	72				
01:30		7	98			4	63				
01:45		4	65	30	293	6	63	28	264	58	557
02:00		4	79			4	82				
02:15		2	77			7	75				
02:30		2	69			6	75				
02:45		7	85	15	310	5	66	22	298	37	608
03:00		2	79			7	72				
03:15		3	90			8	79				
03:30		6	93			8	70				
03:45		7	100	18	362	6	55	29	276	47	638
04:00		3	121			12	70				
04:15		10	122			17	71				
04:30		9	142			17	63				
04:45		12	128	34	513	25	76	71	280	105	793
05:00		10	129			23	89				
05:15		13	139			58	93				
05:30		20	145			65	67				
05:45		25	136	68	549	76	78	222	327	290	876
06:00		33	147			110	62				
06:15		28	129			121	43				
06:30		43	114			136	47				
06:45		32	73	136	463	122	49	489	201	625	664
07:00		39	72			140	54				
07:15		46	56			151	36				
07:30		56	66			120	45				
07:45		82	42	223	236	101	33	512	168	735	404
08:00		65	38			98	40				
08:15		55	46			90	43				
08:30		56	38			84	43				
08:45		63	41	239	163	57	32	329	158	568	321
09:00		58	38			60	29				
09:15		60	55			67	28				
09:30		69	47			65	29				
09:45		54	32	241	172	78	26	270	112	511	284
10:00		55	29			55	33				
10:15		52	30			72	30				
10:30		59	27			60	19				
10:45		65	29	231	115	65	20	252	102	483	217
11:00		55	21			64	11				
11:15		56	9			79	13				
11:30		74	19			66	6				
11:45		54	20	239	69	65	10	274	40	513	109
Total		1522	3493			2522	2482			4044	5975
Percent		30.3%	69.7%			50.4%	49.6%			40.4%	59.6%
Grand Total		4656	10552			7758	7534			12414	18086
Percent		30.6%	69.4%			50.7%	49.3%			40.7%	59.3%
ADT		ADT 9,483				AADT 9,483					

URS Corporation
7650 W. Courtney Campbell Cswy
Tampa, FL 33607 813-286-1711

Counter: 1212
Counted By: URS
Weather: Sunny
Other:

File Name : 301_CHANCEY TMC
Site Code : 00001111
Start Date : 5/8/2013
Page No : 1

Groups Printed- Unshifted

Start Time	US 301 South Bound				Chancey Rd West Bound				US 301 North Bound				Chancey Rd East Bound			
	Left	Thru	Right	Factor	Left	Thru	Right	Factor	Left	Thru	Right	Factor	Left	Thru	Right	Factor
	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
06:00 AM	1	103	3	31	16	6	25	23	6	23	25	28	4	35	28	281
06:15 AM	0	107	7	55	38	5	22	22	4	24	22	41	4	45	41	354
06:30 AM	5	136	12	44	35	3	15	15	13	34	15	35	7	55	35	394
06:45 AM	4	107	13	56	26	9	12	12	1	27	12	49	8	56	49	368
Total	10	453	35	186	115	23	74	74	26	108	74	153	23	191	153	1397
07:00 AM	4	144	14	49	24	10	15	15	4	21	15	68	13	60	68	426
07:15 AM	4	147	11	55	30	7	19	19	8	44	19	75	9	57	75	466
07:30 AM	6	129	11	45	28	7	22	22	7	42	22	64	16	62	64	439
07:45 AM	7	86	5	48	29	9	27	27	12	47	27	49	17	79	49	415
Total	21	506	41	197	111	33	83	83	31	154	83	256	55	258	256	1746
08:00 AM	3	99	10	24	31	7	12	12	5	32	12	30	18	40	30	311
08:15 AM	4	86	16	23	38	9	20	20	7	36	20	40	10	46	40	335
08:30 AM	5	66	8	20	31	6	27	27	12	49	27	17	12	41	17	294
08:45 AM	2	41	7	0	35	10	20	20	0	34	20	18	0	32	18	199
Total	14	292	41	67	135	32	79	79	24	151	79	105	40	159	105	1139
03:00 PM	10	62	18	17	34	6	21	21	22	51	21	22	12	32	22	307
03:15 PM	10	73	19	18	41	2	38	38	19	66	38	7	15	26	7	334
03:30 PM	7	45	16	15	52	7	43	43	35	72	43	12	18	26	12	348
03:45 PM	6	36	16	16	56	16	31	31	27	92	31	15	19	53	15	383
Total	33	216	69	66	183	31	133	133	103	281	133	56	64	137	56	1372
04:00 PM	7	54	15	23	50	6	54	54	58	121	54	9	28	41	9	466
04:15 PM	8	53	14	16	45	6	32	32	47	81	32	15	17	37	15	371
04:30 PM	9	68	16	11	56	14	50	50	39	121	50	12	19	38	12	453
04:45 PM	11	50	15	21	54	17	58	58	50	126	58	17	22	34	17	475
Total	35	225	60	71	205	43	194	194	194	449	194	53	86	150	53	1765
05:00 PM	5	67	17	13	79	4	49	49	60	119	49	25	24	22	25	484
05:15 PM	19	52	22	15	93	7	46	46	92	137	46	23	21	51	23	578
05:30 PM	8	63	17	23	61	6	64	64	86	144	64	29	17	42	29	560
05:45 PM	6	38	13	22	90	9	58	58	64	119	58	15	27	47	15	508
Total	38	220	69	73	323	26	217	217	302	519	217	92	89	162	92	2130

Groups Printed- Unshifted

Start Time	US 301 South Bound			Chancey Rd West Bound			US 301 North Bound			Chancey Rd East Bound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
06:00 PM	4	54	16	7	56	4	66	114	58	17	42	22
06:15 PM	7	44	17	21	59	11	57	102	30	10	27	20
06:30 PM	9	53	10	15	45	6	43	96	37	17	32	16
06:45 PM	4	47	11	11	37	5	22	62	22	12	28	10
Total	24	198	54	54	197	26	188	374	147	56	129	68
Grand Total	175	2110	369	714	1269	214	868	2036	927	413	1186	783
Approch %	6.6	79.5	13.9	32.5	57.8	9.7	22.7	53.1	24.2	17.3	49.8	32.9
Total %	1.6	19.1	3.3	6.5	11.5	1.9	7.8	18.4	8.4	3.7	10.7	7.1

Start Time	US 301 South Bound			Chancey Rd West Bound			US 301 North Bound			Chancey Rd East Bound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Intersection 07:00 AM	21	506	41	197	111	33	31	154	83	55	258	569
Volume	3.7	89.1	7.2	57.8	32.6	9.7	11.6	57.5	31.0	9.7	45.3	45.0
07:15 Volume	4	147	11	55	30	7	8	44	19	9	57	75
Peak Factor												
High Int. 07:00 AM	4	144	14	55	30	7	12	47	27	17	79	49
Volume				0.715 AM			07:45 AM			07:45 AM		
Peak Factor				0.877			0.927			0.779		

Start Time	US 301 South Bound			Chancey Rd West Bound			US 301 North Bound			Chancey Rd East Bound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Peak Hour From 12:45 PM to 06:45 PM - Peak 1 of 1												
Intersection 05:00 PM	38	220	69	73	323	26	302	519	217	89	162	92
Volume	11.6	67.3	21.1	17.3	76.5	6.2	29.1	50.0	20.9	25.9	47.2	26.8
05:15 Volume	19	52	22	15	93	7	92	137	46	21	51	23
Peak Factor												
High Int. 05:15 PM	19	52	22	22	90	9	86	144	64	21	51	23
Volume				05:45 PM			05:30 PM			05:15 PM		
Peak Factor				0.879			0.872			0.883		

URS Corporation
 7650 West Courtney Campbell Cswy
 Tampa, FL 33607

Counter: 1214
 Counted By: URS
 Weather: Sunny
 Other:

File Name : us301_~1
 Site Code : 00002222
 Start Date : 5/8/2013
 Page No : 1

Groups Printed- Unshifted

Start Time	US 301 Southbound				NO Access No Access				US 301 Northbound				SR 39 Northbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
06:00 AM	41	103	0	144	0	0	0	0	0	24	0	24	0	18	0	18
06:15 AM	50	108	0	158	0	0	0	0	0	22	0	22	0	22	0	22
06:30 AM	67	133	0	200	0	0	0	0	0	40	0	40	0	32	0	32
06:45 AM	43	131	0	174	0	0	0	0	0	40	0	40	0	28	0	28
Total	201	475	0	676	0	0	0	0	0	126	0	126	0	100	0	100
07:00 AM	50	131	0	181	0	0	0	0	0	37	0	37	0	46	0	46
07:15 AM	40	153	0	193	0	0	0	0	0	55	0	55	0	48	0	48
07:30 AM	64	116	0	180	0	0	0	0	0	68	0	68	0	39	0	39
07:45 AM	50	91	0	141	0	0	0	0	0	75	0	75	0	34	0	34
Total	204	491	0	695	0	0	0	0	0	235	0	235	0	167	0	167
08:00 AM	40	103	0	143	0	0	0	0	0	60	0	60	0	41	0	41
08:15 AM	37	92	0	129	0	0	0	0	0	58	0	58	0	43	0	43
08:30 AM	43	82	0	125	0	0	0	0	0	56	0	56	0	46	0	46
08:45 AM	36	57	0	93	0	0	0	0	0	57	0	57	0	49	0	49
Total	156	334	0	490	0	0	0	0	0	231	0	231	0	179	0	179
03:00 PM	42	88	0	130	0	0	0	0	0	79	0	79	0	43	0	43
03:15 PM	42	87	0	129	0	0	0	0	0	83	0	83	0	55	0	55
03:30 PM	42	70	0	112	0	0	0	0	0	94	0	94	0	80	0	80
03:45 PM	48	57	0	105	0	0	0	0	0	122	0	122	0	56	0	56
Total	174	302	0	476	0	0	0	0	0	378	0	378	0	234	0	234
04:00 PM	47	71	0	118	0	0	0	0	0	144	0	144	0	42	0	42
04:15 PM	42	82	0	124	0	0	0	0	0	85	0	85	0	46	0	46
04:30 PM	48	68	0	116	0	0	0	0	0	131	0	131	0	57	0	57
04:45 PM	56	72	0	128	0	0	0	0	0	150	0	150	0	60	0	60
Total	193	293	0	486	0	0	0	0	0	510	0	510	0	205	0	205
05:00 PM	45	77	0	122	0	0	0	0	0	118	0	118	0	77	0	77
05:15 PM	45	68	0	113	0	0	0	0	0	151	0	151	0	69	0	69
05:30 PM	56	73	0	129	0	0	0	0	0	158	0	158	0	63	0	63
05:45 PM	54	52	0	106	0	0	0	0	0	160	0	160	0	61	0	61
Total	200	270	0	470	0	0	0	0	0	587	0	587	0	270	0	270
06:00 PM	55	78	0	133	0	0	0	0	0	128	0	128	0	45	0	45
06:15 PM	52	63	0	115	0	0	0	0	0	106	0	106	0	47	0	47
06:30 PM	40	59	0	99	0	0	0	0	0	106	0	106	0	58	0	58
06:45 PM	33	64	0	97	0	0	0	0	0	79	0	79	0	53	0	53
Total	180	264	0	444	0	0	0	0	0	419	0	419	0	203	0	203
06:00 PM	55	78	0	133	0	0	0	0	0	128	0	128	0	45	0	45
06:15 PM	52	63	0	115	0	0	0	0	0	106	0	106	0	47	0	47
06:30 PM	40	59	0	99	0	0	0	0	0	106	0	106	0	58	0	58
06:45 PM	33	64	0	97	0	0	0	0	0	79	0	79	0	53	0	53
Total	180	264	0	444	0	0	0	0	0	419	0	419	0	203	0	203
06:00 PM	55	78	0	133	0	0	0	0	0	128	0	128	0	45	0	45
06:15 PM	52	63	0	115	0	0	0	0	0	106	0	106	0	47	0	47
06:30 PM	40	59	0	99	0	0	0	0	0	106	0	106	0	58	0	58
06:45 PM	33	64	0	97	0	0	0	0	0	79	0	79	0	53	0	53
Total	180	264	0	444	0	0	0	0	0	419	0	419	0	203	0	203

URS Corporation
 7650 West Courtney Campbell Cswy
 Tampa, FL 33607

File Name : us301_~1
 Site Code : 00002222
 Start Date : 5/8/2013
 Page No : 3

Start Time	US 301 Southbound				NO Access No Access				US 301 Northbound				SR 39 Northbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour From 06:00 AM to 12:30 PM - Peak 1 of 1																
Intersection 07:00 AM	204	491	0	695	0	0	0	0	0	235	0	235	0	167	0	167
Volume	29.4	70.6	0.0		0.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0	
Percent	40	153	0	193	0	0	0	0	0	55	0	55	0	48	0	48
07:15 Volume																
Peak Factor																
High Int. 07:15 AM					5:45:00 AM				07:45 AM				07:15 AM			
Volume	40	153	0	193	0	0	0	0	0	75	0	75	0	48	0	48
Peak Factor				0.900								0.783				0.870
Peak Hour From 12:45 PM to 06:45 PM - Peak 1 of 1																
Intersection 04:45 PM	202	290	0	492	0	0	0	0	0	577	0	577	0	269	0	269
Volume	41.1	58.9	0.0		0.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0	
Percent	56	73	0	129	0	0	0	0	0	158	0	158	0	63	0	63
05:30 Volume																
Peak Factor																
High Int. 05:30 PM					05:30 PM				05:30 PM				05:00 PM			
Volume	56	73	0	129	0	0	0	0	0	158	0	158	0	77	0	77
Peak Factor				0.953								0.913				0.873

**FDOT Florida Traffic Information and Highway Data
(2012)**

MOCF: 0.95

Week	Dates	SF	PSCF
1	01/01/2012 - 01/07/2012	1.01	1.06
2	01/08/2012 - 01/14/2012	1.02	1.07
3	01/15/2012 - 01/21/2012	1.02	1.07
4	01/22/2012 - 01/28/2012	1.01	1.06
5	01/29/2012 - 02/04/2012	1.00	1.05
* 6	02/05/2012 - 02/11/2012	0.98	1.03
* 7	02/12/2012 - 02/18/2012	0.97	1.02
* 8	02/19/2012 - 02/25/2012	0.96	1.01
* 9	02/26/2012 - 03/03/2012	0.95	1.00
*10	03/04/2012 - 03/10/2012	0.94	0.99
*11	03/11/2012 - 03/17/2012	0.93	0.98
*12	03/18/2012 - 03/24/2012	0.93	0.98
*13	03/25/2012 - 03/31/2012	0.94	0.99
*14	04/01/2012 - 04/07/2012	0.94	0.99
*15	04/08/2012 - 04/14/2012	0.95	1.00
*16	04/15/2012 - 04/21/2012	0.96	1.01
*17	04/22/2012 - 04/28/2012	0.97	1.02
*18	04/29/2012 - 05/05/2012	0.98	1.03
19	05/06/2012 - 05/12/2012	0.99	1.04
20	05/13/2012 - 05/19/2012	1.00	1.05
21	05/20/2012 - 05/26/2012	1.01	1.06
22	05/27/2012 - 06/02/2012	1.01	1.06
23	06/03/2012 - 06/09/2012	1.02	1.07
24	06/10/2012 - 06/16/2012	1.02	1.07
25	06/17/2012 - 06/23/2012	1.02	1.07
26	06/24/2012 - 06/30/2012	1.02	1.07
27	07/01/2012 - 07/07/2012	1.02	1.07
28	07/08/2012 - 07/14/2012	1.02	1.07
29	07/15/2012 - 07/21/2012	1.02	1.07
30	07/22/2012 - 07/28/2012	1.02	1.07
31	07/29/2012 - 08/04/2012	1.02	1.07
32	08/05/2012 - 08/11/2012	1.02	1.07
33	08/12/2012 - 08/18/2012	1.03	1.08
34	08/19/2012 - 08/25/2012	1.03	1.08
35	08/26/2012 - 09/01/2012	1.04	1.09
36	09/02/2012 - 09/08/2012	1.05	1.10
37	09/09/2012 - 09/15/2012	1.05	1.10
38	09/16/2012 - 09/22/2012	1.04	1.09
39	09/23/2012 - 09/29/2012	1.04	1.09
40	09/30/2012 - 10/06/2012	1.03	1.08
41	10/07/2012 - 10/13/2012	1.02	1.07
42	10/14/2012 - 10/20/2012	1.01	1.06
43	10/21/2012 - 10/27/2012	1.01	1.06
44	10/28/2012 - 11/03/2012	1.01	1.06
45	11/04/2012 - 11/10/2012	1.00	1.05
46	11/11/2012 - 11/17/2012	1.00	1.05
47	11/18/2012 - 11/24/2012	1.00	1.05
48	11/25/2012 - 12/01/2012	1.00	1.05
49	12/02/2012 - 12/08/2012	1.01	1.06
50	12/09/2012 - 12/15/2012	1.01	1.06
51	12/16/2012 - 12/22/2012	1.01	1.06
52	12/23/2012 - 12/29/2012	1.02	1.07
53	12/30/2012 - 12/31/2012	1.02	1.07

* Peak Season

MOCF: 0.94

Week	Dates	SF	PSCF
1	01/01/2012 - 01/07/2012	1.00	1.06
2	01/08/2012 - 01/14/2012	1.05	1.11
3	01/15/2012 - 01/21/2012	1.09	1.16
4	01/22/2012 - 01/28/2012	1.08	1.15
5	01/29/2012 - 02/04/2012	1.06	1.12
6	02/05/2012 - 02/11/2012	1.04	1.10
7	02/12/2012 - 02/18/2012	1.03	1.09
8	02/19/2012 - 02/25/2012	1.00	1.06
* 9	02/26/2012 - 03/03/2012	0.97	1.03
*10	03/04/2012 - 03/10/2012	0.94	1.00
*11	03/11/2012 - 03/17/2012	0.91	0.97
*12	03/18/2012 - 03/24/2012	0.91	0.97
*13	03/25/2012 - 03/31/2012	0.91	0.97
*14	04/01/2012 - 04/07/2012	0.92	0.98
*15	04/08/2012 - 04/14/2012	0.92	0.98
*16	04/15/2012 - 04/21/2012	0.92	0.98
*17	04/22/2012 - 04/28/2012	0.94	1.00
*18	04/29/2012 - 05/05/2012	0.96	1.02
*19	05/06/2012 - 05/12/2012	0.97	1.03
*20	05/13/2012 - 05/19/2012	0.99	1.05
*21	05/20/2012 - 05/26/2012	0.99	1.05
22	05/27/2012 - 06/02/2012	1.00	1.06
23	06/03/2012 - 06/09/2012	1.00	1.06
24	06/10/2012 - 06/16/2012	1.00	1.06
25	06/17/2012 - 06/23/2012	1.00	1.06
26	06/24/2012 - 06/30/2012	0.99	1.05
27	07/01/2012 - 07/07/2012	0.99	1.05
28	07/08/2012 - 07/14/2012	0.98	1.04
29	07/15/2012 - 07/21/2012	0.98	1.04
30	07/22/2012 - 07/28/2012	0.99	1.05
31	07/29/2012 - 08/04/2012	0.99	1.05
32	08/05/2012 - 08/11/2012	1.00	1.06
33	08/12/2012 - 08/18/2012	1.00	1.06
34	08/19/2012 - 08/25/2012	1.02	1.08
35	08/26/2012 - 09/01/2012	1.05	1.11
36	09/02/2012 - 09/08/2012	1.08	1.15
37	09/09/2012 - 09/15/2012	1.10	1.17
38	09/16/2012 - 09/22/2012	1.09	1.16
39	09/23/2012 - 09/29/2012	1.07	1.14
40	09/30/2012 - 10/06/2012	1.06	1.12
41	10/07/2012 - 10/13/2012	1.04	1.10
42	10/14/2012 - 10/20/2012	1.03	1.09
43	10/21/2012 - 10/27/2012	1.02	1.08
44	10/28/2012 - 11/03/2012	1.01	1.07
45	11/04/2012 - 11/10/2012	1.00	1.06
46	11/11/2012 - 11/17/2012	0.99	1.05
47	11/18/2012 - 11/24/2012	0.99	1.05
48	11/25/2012 - 12/01/2012	1.00	1.06
49	12/02/2012 - 12/08/2012	1.00	1.06
50	12/09/2012 - 12/15/2012	1.00	1.06
51	12/16/2012 - 12/22/2012	1.03	1.09
52	12/23/2012 - 12/29/2012	1.06	1.12
53	12/30/2012 - 12/31/2012	1.09	1.16

* Peak Season

Category: 1400 - PASCO COUNTYWIDE

CoSite Dir	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Std "K"	Median "D"	AAADT
140013 N	1.03	0.98	0.97	0.98	1.00	1.02	1.03	1.01	1.00	0.98	1.00	0.99	1.32	1.00	0.95	0.94	0.93	0.89	1.08	9.0	65.9	54644
140013 S	1.02	0.97	0.96	0.97	1.00	1.02	1.02	1.01	1.02	1.00	1.01	1.01	1.34	0.99	0.94	0.94	0.93	0.89	1.09			
140013 B	1.02	0.98	0.97	0.98	1.00	1.02	1.02	1.01	1.01	0.99	1.00	1.00	1.33	1.00	0.94	0.94	0.93	0.89	1.09			
140079 N	0.99	0.91	0.89	0.95	1.01	1.05	1.06	1.07	1.07	1.03	1.00	1.03	1.25	0.99	0.99	0.98	0.95	0.87	1.05			
140079 S	0.98	0.91	0.90	0.98	1.02	1.05	1.05	1.06	1.05	1.03	0.98	1.00	1.17	0.97	1.00	0.99	0.98	0.89	1.04			
140079 B	0.99	0.91	0.89	0.97	1.01	1.05	1.05	1.07	1.06	1.03	0.99	1.01	1.21	0.98	1.00	0.99	0.97	0.88	1.04	9.0	58.9	13658
140190 N	1.10	1.03	0.93	0.89	0.98	1.01	0.99	1.01	1.09	1.02	0.98	1.01	1.14	1.03	1.04	1.01	0.96	0.87	0.99			
140190 S	1.08	1.04	0.90	0.96	1.00	0.98	0.96	0.98	1.11	1.04	1.00	0.99	1.09	1.01	1.04	1.03	0.98	0.88	0.99			
140190 B	1.09	1.03	0.91	0.92	0.99	1.00	0.98	1.00	1.10	1.03	0.99	1.00	1.12	1.02	1.04	1.02	0.97	0.88	0.99	9.0	54.7	81013
140199 N	0.99	0.94	0.92	0.94	1.02	1.03	1.02	1.04	1.04	1.02	1.03	1.04	1.30	1.00	0.97	0.96	0.95	0.88	1.02			
140199 S	1.00	0.95	0.93	0.98	1.01	1.02	1.02	1.03	1.04	1.01	1.01	1.01	1.30	1.00	0.97	0.96	0.95	0.89	1.03			
140199 B	1.00	0.94	0.93	0.96	1.01	1.02	1.02	1.03	1.04	1.01	1.02	1.02	1.30	1.00	0.97	0.96	0.95	0.88	1.02	9.0	56.3	52645

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Category: 1.02 0.97 0.93 0.96 1.00 1.02 1.02 1.03 1.03 1.05 1.01 1.00 1.01 1.24 1.00 0.99 0.98 0.96 0.88 1.04 9.0 59.0

County: 14 - PASCO

Week	Dates	1401 I75, HILLS CO - SUMT	US 301	1402	1403 SR41, SR52 - HERNAND	1404 US19, SR52 - HERNAND
1	01/01/2012 - 01/07/2012	0.82		0.96	0.92	0.98
2	01/08/2012 - 01/14/2012	0.82		0.96	0.92	0.98
3	01/15/2012 - 01/21/2012	0.82		0.96	0.92	0.98
4	01/22/2012 - 01/28/2012	0.82		0.96	0.92	0.98
5	01/29/2012 - 02/04/2012	0.82		0.96	0.92	0.98
6	02/05/2012 - 02/11/2012	0.82		0.96	0.92	0.98
7	02/12/2012 - 02/18/2012	0.82		0.96	0.92	0.98
8	02/19/2012 - 02/25/2012	0.82		0.96	0.92	0.98
9	02/26/2012 - 03/03/2012	0.82		0.96	0.92	0.98
10	03/04/2012 - 03/10/2012	0.82		0.96	0.92	0.98
11	03/11/2012 - 03/17/2012	0.82		0.96	0.92	0.98
12	03/18/2012 - 03/24/2012	0.82		0.96	0.92	0.98
13	03/25/2012 - 03/31/2012	0.82		0.96	0.92	0.98
14	04/01/2012 - 04/07/2012	0.82		0.96	0.92	0.98
15	04/08/2012 - 04/14/2012	0.82		0.96	0.92	0.98
16	04/15/2012 - 04/21/2012	0.82		0.96	0.92	0.98
17	04/22/2012 - 04/28/2012	0.82		0.96	0.92	0.98
18	04/29/2012 - 05/05/2012	0.82		0.96	0.92	0.98
19	05/06/2012 - 05/12/2012	0.82		0.96	0.92	0.98
20	05/13/2012 - 05/19/2012	0.82		0.96	0.92	0.98
21	05/20/2012 - 05/26/2012	0.82		0.96	0.92	0.98
22	05/27/2012 - 06/02/2012	0.82		0.96	0.92	0.98
23	06/03/2012 - 06/09/2012	0.82		0.96	0.92	0.98
24	06/10/2012 - 06/16/2012	0.82		0.96	0.92	0.98
25	06/17/2012 - 06/23/2012	0.82		0.96	0.92	0.98
26	06/24/2012 - 06/30/2012	0.82		0.96	0.92	0.98
27	07/01/2012 - 07/07/2012	0.82		0.96	0.92	0.98
28	07/08/2012 - 07/14/2012	0.82		0.96	0.92	0.98
29	07/15/2012 - 07/21/2012	0.82		0.96	0.92	0.98
30	07/22/2012 - 07/28/2012	0.82		0.96	0.92	0.98
31	07/29/2012 - 08/04/2012	0.82		0.96	0.92	0.98
32	08/05/2012 - 08/11/2012	0.82		0.96	0.92	0.98
33	08/12/2012 - 08/18/2012	0.82		0.96	0.92	0.98
34	08/19/2012 - 08/25/2012	0.82		0.96	0.92	0.98
35	08/26/2012 - 09/01/2012	0.82		0.96	0.92	0.98
36	09/02/2012 - 09/08/2012	0.82		0.96	0.92	0.98
37	09/09/2012 - 09/15/2012	0.82		0.96	0.92	0.98
38	09/16/2012 - 09/22/2012	0.82		0.96	0.92	0.98
39	09/23/2012 - 09/29/2012	0.82		0.96	0.92	0.98
40	09/30/2012 - 10/06/2012	0.82		0.96	0.92	0.98
41	10/07/2012 - 10/13/2012	0.82		0.96	0.92	0.98
42	10/14/2012 - 10/20/2012	0.82		0.96	0.92	0.98
43	10/21/2012 - 10/27/2012	0.82		0.96	0.92	0.98
44	10/28/2012 - 11/03/2012	0.82		0.96	0.92	0.98
45	11/04/2012 - 11/10/2012	0.82		0.96	0.92	0.98
46	11/11/2012 - 11/17/2012	0.82		0.96	0.92	0.98
47	11/18/2012 - 11/24/2012	0.82		0.96	0.92	0.98
48	11/25/2012 - 12/01/2012	0.82		0.96	0.92	0.98
49	12/02/2012 - 12/08/2012	0.82		0.96	0.92	0.98
50	12/09/2012 - 12/15/2012	0.82		0.96	0.92	0.98
51	12/16/2012 - 12/22/2012	0.82		0.96	0.92	0.98
52	12/23/2012 - 12/29/2012	0.82		0.96	0.92	0.98
53	12/30/2012 - 12/31/2012	0.82		0.96	0.92	0.98

County: 14 - PASCO

Week	Dates	1405 ALT19, PINE - US 19	1406 SR597, HILLS CO/L -	1407 SR41, HILLS - SR 52	1408 US19, PINE - SR 52
1	01/01/2012 - 01/07/2012	0.98	0.99	0.98	0.99
2	01/08/2012 - 01/14/2012	0.98	0.99	0.98	0.99
3	01/15/2012 - 01/21/2012	0.98	0.99	0.98	0.99
4	01/22/2012 - 01/28/2012	0.98	0.99	0.98	0.99
5	01/29/2012 - 02/04/2012	0.98	0.99	0.98	0.99
6	02/05/2012 - 02/11/2012	0.98	0.99	0.98	0.99
7	02/12/2012 - 02/18/2012	0.98	0.99	0.98	0.99
8	02/19/2012 - 02/25/2012	0.98	0.99	0.98	0.99
9	02/26/2012 - 03/03/2012	0.98	0.99	0.98	0.99
10	03/04/2012 - 03/10/2012	0.98	0.99	0.98	0.99
11	03/11/2012 - 03/17/2012	0.98	0.99	0.98	0.99
12	03/18/2012 - 03/24/2012	0.98	0.99	0.98	0.99
13	03/25/2012 - 03/31/2012	0.98	0.99	0.98	0.99
14	04/01/2012 - 04/07/2012	0.98	0.99	0.98	0.99
15	04/08/2012 - 04/14/2012	0.98	0.99	0.98	0.99
16	04/15/2012 - 04/21/2012	0.98	0.99	0.98	0.99
17	04/22/2012 - 04/28/2012	0.98	0.99	0.98	0.99
18	04/29/2012 - 05/05/2012	0.98	0.99	0.98	0.99
19	05/06/2012 - 05/12/2012	0.98	0.99	0.98	0.99
20	05/13/2012 - 05/19/2012	0.98	0.99	0.98	0.99
21	05/20/2012 - 05/26/2012	0.98	0.99	0.98	0.99
22	05/27/2012 - 06/02/2012	0.98	0.99	0.98	0.98
23	06/03/2012 - 06/09/2012	0.98	0.99	0.98	0.98
24	06/10/2012 - 06/16/2012	0.98	0.99	0.98	0.98
25	06/17/2012 - 06/23/2012	0.98	0.99	0.98	0.98
26	06/24/2012 - 06/30/2012	0.98	0.99	0.98	0.98
27	07/01/2012 - 07/07/2012	0.98	0.99	0.98	0.98
28	07/08/2012 - 07/14/2012	0.98	0.99	0.98	0.98
29	07/15/2012 - 07/21/2012	0.98	0.99	0.98	0.98
30	07/22/2012 - 07/28/2012	0.98	0.99	0.98	0.98
31	07/29/2012 - 08/04/2012	0.98	0.99	0.98	0.98
32	08/05/2012 - 08/11/2012	0.98	0.99	0.98	0.98
33	08/12/2012 - 08/18/2012	0.98	0.99	0.98	0.98
34	08/19/2012 - 08/25/2012	0.98	0.99	0.98	0.98
35	08/26/2012 - 09/01/2012	0.98	0.99	0.98	0.98
36	09/02/2012 - 09/08/2012	0.98	0.99	0.98	0.98
37	09/09/2012 - 09/15/2012	0.98	0.99	0.98	0.98
38	09/16/2012 - 09/22/2012	0.98	0.99	0.98	0.98
39	09/23/2012 - 09/29/2012	0.98	0.99	0.98	0.98
40	09/30/2012 - 10/06/2012	0.98	0.99	0.98	0.98
41	10/07/2012 - 10/13/2012	0.98	0.99	0.98	0.98
42	10/14/2012 - 10/20/2012	0.98	0.99	0.98	0.98
43	10/21/2012 - 10/27/2012	0.98	0.99	0.98	0.98
44	10/28/2012 - 11/03/2012	0.98	0.99	0.98	0.99
45	11/04/2012 - 11/10/2012	0.98	0.99	0.98	0.99
46	11/11/2012 - 11/17/2012	0.98	0.99	0.98	0.99
47	11/18/2012 - 11/24/2012	0.98	0.99	0.98	0.99
48	11/25/2012 - 12/01/2012	0.98	0.99	0.98	0.99
49	12/02/2012 - 12/08/2012	0.98	0.99	0.98	0.99
50	12/09/2012 - 12/15/2012	0.98	0.99	0.98	0.99
51	12/16/2012 - 12/22/2012	0.98	0.99	0.98	0.99
52	12/23/2012 - 12/29/2012	0.98	0.99	0.98	0.99
53	12/30/2012 - 12/31/2012	0.98	0.99	0.98	0.99

County: 14 - PASCO

Week	Dates	1409 US98, POLK - US 301	1410 SR54, US41 - PASCO R	1411 SR54, PASCO RD-CR581	1412 SR54, CR581 - US301
1	01/01/2012 - 01/07/2012	0.85	0.98	0.98	0.99
2	01/08/2012 - 01/14/2012	0.85	0.98	0.98	0.99
3	01/15/2012 - 01/21/2012	0.85	0.98	0.98	0.99
4	01/22/2012 - 01/28/2012	0.85	0.98	0.98	0.99
5	01/29/2012 - 02/04/2012	0.85	0.98	0.98	0.99
6	02/05/2012 - 02/11/2012	0.85	0.98	0.98	0.99
7	02/12/2012 - 02/18/2012	0.85	0.98	0.98	0.99
8	02/19/2012 - 02/25/2012	0.85	0.98	0.98	0.99
9	02/26/2012 - 03/03/2012	0.85	0.98	0.98	0.99
10	03/04/2012 - 03/10/2012	0.85	0.98	0.98	0.99
11	03/11/2012 - 03/17/2012	0.85	0.98	0.98	0.99
12	03/18/2012 - 03/24/2012	0.85	0.98	0.98	0.99
13	03/25/2012 - 03/31/2012	0.85	0.98	0.98	0.99
14	04/01/2012 - 04/07/2012	0.85	0.98	0.98	0.99
15	04/08/2012 - 04/14/2012	0.85	0.98	0.98	0.99
16	04/15/2012 - 04/21/2012	0.85	0.98	0.98	0.99
17	04/22/2012 - 04/28/2012	0.85	0.98	0.98	0.99
18	04/29/2012 - 05/05/2012	0.85	0.98	0.98	0.99
19	05/06/2012 - 05/12/2012	0.85	0.98	0.98	0.99
20	05/13/2012 - 05/19/2012	0.85	0.98	0.98	0.99
21	05/20/2012 - 05/26/2012	0.85	0.98	0.98	0.99
22	05/27/2012 - 06/02/2012	0.85	0.98	0.98	0.99
23	06/03/2012 - 06/09/2012	0.85	0.98	0.98	0.99
24	06/10/2012 - 06/16/2012	0.85	0.98	0.98	0.99
25	06/17/2012 - 06/23/2012	0.85	0.98	0.98	0.99
26	06/24/2012 - 06/30/2012	0.85	0.98	0.98	0.99
27	07/01/2012 - 07/07/2012	0.85	0.98	0.98	0.99
28	07/08/2012 - 07/14/2012	0.85	0.98	0.98	0.99
29	07/15/2012 - 07/21/2012	0.85	0.98	0.98	0.99
30	07/22/2012 - 07/28/2012	0.85	0.98	0.98	0.99
31	07/29/2012 - 08/04/2012	0.85	0.98	0.98	0.99
32	08/05/2012 - 08/11/2012	0.85	0.98	0.98	0.99
33	08/12/2012 - 08/18/2012	0.85	0.98	0.98	0.99
34	08/19/2012 - 08/25/2012	0.85	0.98	0.98	0.99
35	08/26/2012 - 09/01/2012	0.85	0.98	0.98	0.99
36	09/02/2012 - 09/08/2012	0.85	0.98	0.98	0.99
37	09/09/2012 - 09/15/2012	0.85	0.98	0.98	0.99
38	09/16/2012 - 09/22/2012	0.85	0.98	0.98	0.99
39	09/23/2012 - 09/29/2012	0.85	0.98	0.98	0.99
40	09/30/2012 - 10/06/2012	0.85	0.98	0.98	0.99
41	10/07/2012 - 10/13/2012	0.85	0.98	0.98	0.99
42	10/14/2012 - 10/20/2012	0.85	0.98	0.98	0.99
43	10/21/2012 - 10/27/2012	0.85	0.98	0.98	0.99
44	10/28/2012 - 11/03/2012	0.85	0.98	0.98	0.99
45	11/04/2012 - 11/10/2012	0.85	0.98	0.98	0.99
46	11/11/2012 - 11/17/2012	0.85	0.98	0.98	0.99
47	11/18/2012 - 11/24/2012	0.85	0.98	0.98	0.99
48	11/25/2012 - 12/01/2012	0.85	0.98	0.98	0.99
49	12/02/2012 - 12/08/2012	0.85	0.98	0.98	0.99
50	12/09/2012 - 12/15/2012	0.85	0.98	0.98	0.99
51	12/16/2012 - 12/22/2012	0.85	0.98	0.98	0.99
52	12/23/2012 - 12/29/2012	0.85	0.98	0.98	0.99
53	12/30/2012 - 12/31/2012	0.85	0.98	0.98	0.99

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Week	Dates	1413	1414	1415	1416
		SR52, US19 - CR587	SR52, CR587 - CR581	SR52, CR581 - CR577	SR52, CR577 - SR533
1	01/01/2012 - 01/07/2012	0.98	0.94	0.92	0.98
2	01/08/2012 - 01/14/2012	0.98	0.94	0.92	0.98
3	01/15/2012 - 01/21/2012	0.98	0.94	0.92	0.98
4	01/22/2012 - 01/28/2012	0.98	0.94	0.92	0.98
5	01/29/2012 - 02/04/2012	0.98	0.94	0.92	0.98
6	02/05/2012 - 02/11/2012	0.98	0.94	0.92	0.98
7	02/12/2012 - 02/18/2012	0.98	0.94	0.92	0.98
8	02/19/2012 - 02/25/2012	0.98	0.94	0.92	0.98
9	02/26/2012 - 03/03/2012	0.98	0.94	0.92	0.98
10	03/04/2012 - 03/10/2012	0.98	0.94	0.92	0.98
11	03/11/2012 - 03/17/2012	0.98	0.94	0.92	0.98
12	03/18/2012 - 03/24/2012	0.98	0.94	0.92	0.98
13	03/25/2012 - 03/31/2012	0.98	0.94	0.92	0.98
14	04/01/2012 - 04/07/2012	0.98	0.94	0.92	0.98
15	04/08/2012 - 04/14/2012	0.98	0.94	0.92	0.98
16	04/15/2012 - 04/21/2012	0.98	0.94	0.92	0.98
17	04/22/2012 - 04/28/2012	0.98	0.94	0.92	0.98
18	04/29/2012 - 05/05/2012	0.98	0.94	0.92	0.98
19	05/06/2012 - 05/12/2012	0.98	0.94	0.92	0.98
20	05/13/2012 - 05/19/2012	0.98	0.94	0.92	0.98
21	05/20/2012 - 05/26/2012	0.98	0.94	0.92	0.98
22	05/27/2012 - 06/02/2012	0.98	0.94	0.92	0.98
23	06/03/2012 - 06/09/2012	0.98	0.94	0.92	0.98
24	06/10/2012 - 06/16/2012	0.98	0.94	0.92	0.98
25	06/17/2012 - 06/23/2012	0.98	0.94	0.92	0.98
26	06/24/2012 - 06/30/2012	0.98	0.94	0.92	0.98
27	07/01/2012 - 07/07/2012	0.98	0.94	0.92	0.98
28	07/08/2012 - 07/14/2012	0.98	0.94	0.92	0.98
29	07/15/2012 - 07/21/2012	0.98	0.94	0.92	0.98
30	07/22/2012 - 07/28/2012	0.98	0.94	0.92	0.98
31	07/29/2012 - 08/04/2012	0.98	0.94	0.92	0.98
32	08/05/2012 - 08/11/2012	0.98	0.94	0.92	0.98
33	08/12/2012 - 08/18/2012	0.98	0.94	0.92	0.98
34	08/19/2012 - 08/25/2012	0.98	0.94	0.92	0.98
35	08/26/2012 - 09/01/2012	0.98	0.94	0.92	0.98
36	09/02/2012 - 09/08/2012	0.98	0.94	0.92	0.98
37	09/09/2012 - 09/15/2012	0.98	0.94	0.92	0.98
38	09/16/2012 - 09/22/2012	0.98	0.94	0.92	0.98
39	09/23/2012 - 09/29/2012	0.98	0.94	0.92	0.98
40	09/30/2012 - 10/06/2012	0.98	0.94	0.92	0.98
41	10/07/2012 - 10/13/2012	0.98	0.94	0.92	0.98
42	10/14/2012 - 10/20/2012	0.98	0.94	0.92	0.98
43	10/21/2012 - 10/27/2012	0.98	0.94	0.92	0.98
44	10/28/2012 - 11/03/2012	0.98	0.94	0.92	0.98
45	11/04/2012 - 11/10/2012	0.98	0.94	0.92	0.98
46	11/11/2012 - 11/17/2012	0.98	0.94	0.92	0.98
47	11/18/2012 - 11/24/2012	0.98	0.94	0.92	0.98
48	11/25/2012 - 12/01/2012	0.98	0.94	0.92	0.98
49	12/02/2012 - 12/08/2012	0.98	0.94	0.92	0.98
50	12/09/2012 - 12/15/2012	0.98	0.94	0.92	0.98
51	12/16/2012 - 12/22/2012	0.98	0.94	0.92	0.98
52	12/23/2012 - 12/29/2012	0.98	0.94	0.92	0.98
53	12/30/2012 - 12/31/2012	0.98	0.94	0.92	0.98

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Week	Dates	1417 SR533, US301 - US301	1418 US41, HILLS - CR 583	1419 SR575, US301 - HERN	1420 SR54, US19 - GUNN H
1	01/01/2012 - 01/07/2012	0.95	0.95	0.90	0.98
2	01/08/2012 - 01/14/2012	0.95	0.95	0.90	0.98
3	01/15/2012 - 01/21/2012	0.95	0.95	0.90	0.98
4	01/22/2012 - 01/28/2012	0.95	0.95	0.90	0.98
5	01/29/2012 - 02/04/2012	0.95	0.95	0.90	0.98
6	02/05/2012 - 02/11/2012	0.95	0.95	0.90	0.98
7	02/12/2012 - 02/18/2012	0.95	0.95	0.90	0.98
8	02/19/2012 - 02/25/2012	0.95	0.95	0.90	0.98
9	02/26/2012 - 03/03/2012	0.95	0.95	0.90	0.98
10	03/04/2012 - 03/10/2012	0.95	0.95	0.90	0.98
11	03/11/2012 - 03/17/2012	0.95	0.95	0.90	0.98
12	03/18/2012 - 03/24/2012	0.95	0.95	0.90	0.98
13	03/25/2012 - 03/31/2012	0.95	0.95	0.90	0.98
14	04/01/2012 - 04/07/2012	0.95	0.95	0.90	0.98
15	04/08/2012 - 04/14/2012	0.95	0.95	0.90	0.98
16	04/15/2012 - 04/21/2012	0.95	0.95	0.90	0.98
17	04/22/2012 - 04/28/2012	0.95	0.95	0.90	0.98
18	04/29/2012 - 05/05/2012	0.95	0.95	0.90	0.98
19	05/06/2012 - 05/12/2012	0.95	0.95	0.90	0.98
20	05/13/2012 - 05/19/2012	0.95	0.95	0.90	0.98
21	05/20/2012 - 05/26/2012	0.95	0.95	0.90	0.98
22	05/27/2012 - 06/02/2012	0.95	0.95	0.90	0.98
23	06/03/2012 - 06/09/2012	0.95	0.95	0.90	0.98
24	06/10/2012 - 06/16/2012	0.95	0.95	0.90	0.98
25	06/17/2012 - 06/23/2012	0.95	0.95	0.90	0.98
26	06/24/2012 - 06/30/2012	0.95	0.95	0.90	0.98
27	07/01/2012 - 07/07/2012	0.95	0.95	0.90	0.98
28	07/08/2012 - 07/14/2012	0.95	0.95	0.90	0.98
29	07/15/2012 - 07/21/2012	0.95	0.95	0.90	0.98
30	07/22/2012 - 07/28/2012	0.95	0.95	0.90	0.98
31	07/29/2012 - 08/04/2012	0.95	0.95	0.90	0.98
32	08/05/2012 - 08/11/2012	0.95	0.95	0.90	0.98
33	08/12/2012 - 08/18/2012	0.95	0.95	0.90	0.98
34	08/19/2012 - 08/25/2012	0.95	0.95	0.90	0.98
35	08/26/2012 - 09/01/2012	0.95	0.95	0.90	0.98
36	09/02/2012 - 09/08/2012	0.95	0.95	0.90	0.98
37	09/09/2012 - 09/15/2012	0.95	0.95	0.90	0.98
38	09/16/2012 - 09/22/2012	0.95	0.95	0.90	0.98
39	09/23/2012 - 09/29/2012	0.95	0.95	0.90	0.98
40	09/30/2012 - 10/06/2012	0.95	0.95	0.90	0.98
41	10/07/2012 - 10/13/2012	0.95	0.95	0.90	0.98
42	10/14/2012 - 10/20/2012	0.95	0.95	0.90	0.98
43	10/21/2012 - 10/27/2012	0.95	0.95	0.90	0.98
44	10/28/2012 - 11/03/2012	0.95	0.95	0.90	0.98
45	11/04/2012 - 11/10/2012	0.95	0.95	0.90	0.98
46	11/11/2012 - 11/17/2012	0.95	0.95	0.90	0.98
47	11/18/2012 - 11/24/2012	0.95	0.95	0.90	0.98
48	11/25/2012 - 12/01/2012	0.95	0.95	0.90	0.98
49	12/02/2012 - 12/08/2012	0.95	0.95	0.90	0.98
50	12/09/2012 - 12/15/2012	0.95	0.95	0.90	0.98
51	12/16/2012 - 12/22/2012	0.95	0.95	0.90	0.98
52	12/23/2012 - 12/29/2012	0.95	0.95	0.90	0.98
53	12/30/2012 - 12/31/2012	0.95	0.95	0.90	0.98

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Week	Dates	1421 SR54, PLAYER - US 41	1422 US41, CR583 - HERN	1423 SR 700, US 301-PASCO	1424 SR 39, HILLS-US 301
1	01/01/2012 - 01/07/2012	0.97	0.97	0.82	0.86
2	01/08/2012 - 01/14/2012	0.97	0.97	0.82	0.86
3	01/15/2012 - 01/21/2012	0.97	0.97	0.82	0.86
4	01/22/2012 - 01/28/2012	0.97	0.97	0.82	0.86
5	01/29/2012 - 02/04/2012	0.97	0.97	0.82	0.86
6	02/05/2012 - 02/11/2012	0.97	0.97	0.82	0.86
7	02/12/2012 - 02/18/2012	0.97	0.97	0.82	0.86
8	02/19/2012 - 02/25/2012	0.97	0.97	0.82	0.86
9	02/26/2012 - 03/03/2012	0.97	0.97	0.82	0.86
10	03/04/2012 - 03/10/2012	0.97	0.97	0.82	0.86
11	03/11/2012 - 03/17/2012	0.97	0.97	0.82	0.86
12	03/18/2012 - 03/24/2012	0.97	0.97	0.82	0.86
13	03/25/2012 - 03/31/2012	0.97	0.97	0.82	0.86
14	04/01/2012 - 04/07/2012	0.97	0.97	0.82	0.86
15	04/08/2012 - 04/14/2012	0.97	0.97	0.82	0.86
16	04/15/2012 - 04/21/2012	0.97	0.97	0.82	0.86
17	04/22/2012 - 04/28/2012	0.97	0.97	0.82	0.86
18	04/29/2012 - 05/05/2012	0.97	0.97	0.82	0.86
19	05/06/2012 - 05/12/2012	0.97	0.97	0.82	0.86
20	05/13/2012 - 05/19/2012	0.97	0.97	0.82	0.86
21	05/20/2012 - 05/26/2012	0.97	0.97	0.82	0.86
22	05/27/2012 - 06/02/2012	0.97	0.97	0.82	0.86
23	06/03/2012 - 06/09/2012	0.97	0.97	0.82	0.86
24	06/10/2012 - 06/16/2012	0.97	0.97	0.82	0.86
25	06/17/2012 - 06/23/2012	0.97	0.97	0.82	0.86
26	06/24/2012 - 06/30/2012	0.97	0.97	0.82	0.86
27	07/01/2012 - 07/07/2012	0.97	0.97	0.82	0.86
28	07/08/2012 - 07/14/2012	0.97	0.97	0.82	0.86
29	07/15/2012 - 07/21/2012	0.97	0.97	0.82	0.86
30	07/22/2012 - 07/28/2012	0.97	0.97	0.82	0.86
31	07/29/2012 - 08/04/2012	0.97	0.97	0.82	0.86
32	08/05/2012 - 08/11/2012	0.97	0.97	0.82	0.86
33	08/12/2012 - 08/18/2012	0.97	0.97	0.82	0.86
34	08/19/2012 - 08/25/2012	0.97	0.97	0.82	0.86
35	08/26/2012 - 09/01/2012	0.97	0.97	0.82	0.86
36	09/02/2012 - 09/08/2012	0.97	0.97	0.82	0.86
37	09/09/2012 - 09/15/2012	0.97	0.97	0.82	0.86
38	09/16/2012 - 09/22/2012	0.97	0.97	0.82	0.86
39	09/23/2012 - 09/29/2012	0.97	0.97	0.82	0.86
40	09/30/2012 - 10/06/2012	0.97	0.97	0.82	0.86
41	10/07/2012 - 10/13/2012	0.97	0.97	0.82	0.86
42	10/14/2012 - 10/20/2012	0.97	0.97	0.82	0.86
43	10/21/2012 - 10/27/2012	0.97	0.97	0.82	0.86
44	10/28/2012 - 11/03/2012	0.97	0.97	0.82	0.86
45	11/04/2012 - 11/10/2012	0.97	0.97	0.82	0.86
46	11/11/2012 - 11/17/2012	0.97	0.97	0.82	0.86
47	11/18/2012 - 11/24/2012	0.97	0.97	0.82	0.86
48	11/25/2012 - 12/01/2012	0.97	0.97	0.82	0.86
49	12/02/2012 - 12/08/2012	0.97	0.97	0.82	0.86
50	12/09/2012 - 12/15/2012	0.97	0.97	0.82	0.86
51	12/16/2012 - 12/22/2012	0.97	0.97	0.82	0.86
52	12/23/2012 - 12/29/2012	0.97	0.97	0.82	0.86
53	12/30/2012 - 12/31/2012	0.97	0.97	0.82	0.86

County: 14 - PASCO

Week	Dates	1425		1426		1427		1428	
		PASCO	EASTERN HPMS 1	PASCO	EASTERN HPMS 2	PASCO	CENTRAL HPMS	PASCO	WESTERN HPMS
1	01/01/2012 - 01/07/2012		0.99		0.99		0.98		0.99
2	01/08/2012 - 01/14/2012		0.99		0.99		0.98		0.99
3	01/15/2012 - 01/21/2012		0.99		0.99		0.98		0.99
4	01/22/2012 - 01/28/2012		0.99		0.99		0.98		0.99
5	01/29/2012 - 02/04/2012		0.99		0.99		0.98		0.99
6	02/05/2012 - 02/11/2012		0.99		0.99		0.98		0.99
7	02/12/2012 - 02/18/2012		0.99		0.99		0.98		0.99
8	02/19/2012 - 02/25/2012		0.99		0.99		0.98		0.99
9	02/26/2012 - 03/03/2012		0.99		0.99		0.98		0.99
10	03/04/2012 - 03/10/2012		0.99		0.99		0.98		0.99
11	03/11/2012 - 03/17/2012		0.99		0.99		0.98		0.99
12	03/18/2012 - 03/24/2012		0.99		0.99		0.98		0.99
13	03/25/2012 - 03/31/2012		0.99		0.99		0.98		0.99
14	04/01/2012 - 04/07/2012		0.99		0.99		0.98		0.99
15	04/08/2012 - 04/14/2012		0.99		0.99		0.98		0.99
16	04/15/2012 - 04/21/2012		0.99		0.99		0.98		0.99
17	04/22/2012 - 04/28/2012		0.99		0.99		0.98		0.99
18	04/29/2012 - 05/05/2012		0.99		0.99		0.98		0.99
19	05/06/2012 - 05/12/2012		0.99		0.99		0.98		0.99
20	05/13/2012 - 05/19/2012		0.99		0.99		0.98		0.99
21	05/20/2012 - 05/26/2012		0.99		0.99		0.98		0.99
22	05/27/2012 - 06/02/2012		0.99		0.99		0.98		0.99
23	06/03/2012 - 06/09/2012		0.99		0.99		0.98		0.99
24	06/10/2012 - 06/16/2012		0.99		0.99		0.98		0.99
25	06/17/2012 - 06/23/2012		0.99		0.99		0.98		0.99
26	06/24/2012 - 06/30/2012		0.99		0.99		0.98		0.99
27	07/01/2012 - 07/07/2012		0.99		0.99		0.98		0.99
28	07/08/2012 - 07/14/2012		0.99		0.99		0.98		0.99
29	07/15/2012 - 07/21/2012		0.99		0.99		0.98		0.99
30	07/22/2012 - 07/28/2012		0.99		0.99		0.98		0.99
31	07/29/2012 - 08/04/2012		0.99		0.99		0.98		0.99
32	08/05/2012 - 08/11/2012		0.99		0.99		0.98		0.99
33	08/12/2012 - 08/18/2012		0.99		0.99		0.98		0.99
34	08/19/2012 - 08/25/2012		0.99		0.99		0.98		0.99
35	08/26/2012 - 09/01/2012		0.99		0.99		0.98		0.99
36	09/02/2012 - 09/08/2012		0.99		0.99		0.98		0.99
37	09/09/2012 - 09/15/2012		0.99		0.99		0.98		0.99
38	09/16/2012 - 09/22/2012		0.99		0.99		0.98		0.99
39	09/23/2012 - 09/29/2012		0.99		0.99		0.98		0.99
40	09/30/2012 - 10/06/2012		0.99		0.99		0.98		0.99
41	10/07/2012 - 10/13/2012		0.99		0.99		0.98		0.99
42	10/14/2012 - 10/20/2012		0.99		0.99		0.98		0.99
43	10/21/2012 - 10/27/2012		0.99		0.99		0.98		0.99
44	10/28/2012 - 11/03/2012		0.99		0.99		0.98		0.99
45	11/04/2012 - 11/10/2012		0.99		0.99		0.98		0.99
46	11/11/2012 - 11/17/2012		0.99		0.99		0.98		0.99
47	11/18/2012 - 11/24/2012		0.99		0.99		0.98		0.99
48	11/25/2012 - 12/01/2012		0.99		0.99		0.98		0.99
49	12/02/2012 - 12/08/2012		0.99		0.99		0.98		0.99
50	12/09/2012 - 12/15/2012		0.99		0.99		0.98		0.99
51	12/16/2012 - 12/22/2012		0.99		0.99		0.98		0.99
52	12/23/2012 - 12/29/2012		0.99		0.99		0.98		0.99
53	12/30/2012 - 12/31/2012		0.99		0.99		0.98		0.99

County: 14 - PASCO

Week	Dates	1429 PASCO WESTERN HPMS 2	1430 PASCO COUNTY WIDE	SR 56	1431
1	01/01/2012 - 01/07/2012	0.99	0.99		0.99
2	01/08/2012 - 01/14/2012	0.99	0.99		0.99
3	01/15/2012 - 01/21/2012	0.99	0.99		0.99
4	01/22/2012 - 01/28/2012	0.99	0.99		0.99
5	01/29/2012 - 02/04/2012	0.99	0.99		0.99
6	02/05/2012 - 02/11/2012	0.99	0.99		0.99
7	02/12/2012 - 02/18/2012	0.99	0.99		0.99
8	02/19/2012 - 02/25/2012	0.99	0.98		0.99
9	02/26/2012 - 03/03/2012	0.99	0.98		0.99
10	03/04/2012 - 03/10/2012	0.99	0.98		0.99
11	03/11/2012 - 03/17/2012	0.99	0.98		0.99
12	03/18/2012 - 03/24/2012	0.99	0.97		0.99
13	03/25/2012 - 03/31/2012	0.99	0.97		0.99
14	04/01/2012 - 04/07/2012	0.99	0.97		0.99
15	04/08/2012 - 04/14/2012	0.99	0.97		0.99
16	04/15/2012 - 04/21/2012	0.99	0.97		0.99
17	04/22/2012 - 04/28/2012	0.99	0.97		0.99
18	04/29/2012 - 05/05/2012	0.99	0.97		0.99
19	05/06/2012 - 05/12/2012	0.99	0.98		0.99
20	05/13/2012 - 05/19/2012	0.99	0.98		0.99
21	05/20/2012 - 05/26/2012	0.99	0.98		0.99
22	05/27/2012 - 06/02/2012	0.99	0.98		0.99
23	06/03/2012 - 06/09/2012	0.99	0.98		0.99
24	06/10/2012 - 06/16/2012	0.99	0.98		0.99
25	06/17/2012 - 06/23/2012	0.99	0.98		0.99
26	06/24/2012 - 06/30/2012	0.99	0.98		0.99
27	07/01/2012 - 07/07/2012	0.99	0.98		0.99
28	07/08/2012 - 07/14/2012	0.99	0.98		0.99
29	07/15/2012 - 07/21/2012	0.99	0.98		0.99
30	07/22/2012 - 07/28/2012	0.99	0.98		0.99
31	07/29/2012 - 08/04/2012	0.99	0.98		0.99
32	08/05/2012 - 08/11/2012	0.99	0.98		0.99
33	08/12/2012 - 08/18/2012	0.99	0.98		0.99
34	08/19/2012 - 08/25/2012	0.99	0.98		0.99
35	08/26/2012 - 09/01/2012	0.99	0.98		0.99
36	09/02/2012 - 09/08/2012	0.99	0.98		0.99
37	09/09/2012 - 09/15/2012	0.99	0.98		0.99
38	09/16/2012 - 09/22/2012	0.99	0.98		0.99
39	09/23/2012 - 09/29/2012	0.99	0.98		0.99
40	09/30/2012 - 10/06/2012	0.99	0.98		0.99
41	10/07/2012 - 10/13/2012	0.99	0.98		0.99
42	10/14/2012 - 10/20/2012	0.99	0.98		0.99
43	10/21/2012 - 10/27/2012	0.99	0.98		0.99
44	10/28/2012 - 11/03/2012	0.99	0.99		0.99
45	11/04/2012 - 11/10/2012	0.99	0.99		0.99
46	11/11/2012 - 11/17/2012	0.99	0.99		0.99
47	11/18/2012 - 11/24/2012	0.99	0.99		0.99
48	11/25/2012 - 12/01/2012	0.99	0.99		0.99
49	12/02/2012 - 12/08/2012	0.99	0.99		0.99
50	12/09/2012 - 12/15/2012	0.99	0.99		0.99
51	12/16/2012 - 12/22/2012	0.99	0.99		0.99
52	12/23/2012 - 12/29/2012	0.99	0.99		0.99
53	12/30/2012 - 12/31/2012	0.99	0.99		0.99

Site 0016 US 301 south of SR 39

ANNUAL VEHICLE CLASSIFICATION REPORT - REPORT TYPE: ALL
COUNT YEAR 2012

COUNTY: 14 - PASCO

SITE CO SEC SUB MILEPOST DESCRIPTION
0016 14050000 3.700 SR 41/US 301/GALL BLVD, SOUTH OF SR39/PAUL S BUCHM

FUNC. CLASS: 14 - URBAN OTHER PRINCIPAL ARTERIAL

SURVEY TYPE: PORTABLE

DURATION: 2 DAYS

CLASS	VOLUME	ANNUAL AVERAGE DAILY %	SUMMARY DAILY STATISTICS	
			DAILY	DESIGN HOUR
CLASS 01	82	0.60	24T&B = 6.16%	DHT = 3.08%
CLASS 02	9205	66.70	24T = 5.75%	
CLASS 03	3663	26.54	24H = 0.96%	DH3 = 0.48%
CLASS 04	56	0.41	24M = 5.20%	DH2 = 2.60%
CLASS 05	662	4.80		
CLASS 06	21	0.15		
CLASS 07	0	0.00		
CLASS 08	48	0.34		
CLASS 09	62	0.45		
CLASS 10	1	0.01		
CLASS 11	0	0.00		
CLASS 12	0	0.00		
CLASS 13	0	0.00		
CLASS 14	0	0.00		
CLASS 15	0	0.00		
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	13800	100.00		

SITE CO SEC SUB MILEPOST DESCRIPTION
0019 14050000 6.130 SR 39/US 301/GALL BLVD, NORTH OF GEIGER ROAD

FUNC. CLASS: 14 - URBAN OTHER PRINCIPAL ARTERIAL

SURVEY TYPE: PORTABLE

DURATION: 2 DAYS

CLASS	VOLUME	ANNUAL AVERAGE DAILY %	SUMMARY DAILY STATISTICS	
			DAILY	DESIGN HOUR
CLASS 01	299	1.11	24T&B = 3.38%	DHT = 1.69%
CLASS 02	19507	72.25	24T = 3.36%	
CLASS 03	6282	23.27	24H = 1.55%	DH3 = 0.78%
CLASS 04	4	0.01	24M = 1.83%	DH2 = 0.91%
CLASS 05	490	1.81		
CLASS 06	67	0.25		
CLASS 07	0	0.00		
CLASS 08	210	0.78		
CLASS 09	138	0.51		
CLASS 10	1	0.00		
CLASS 11	0	0.00		
CLASS 12	2	0.01		
CLASS 13	1	0.00		
CLASS 14	0	0.00		
CLASS 15	0	0.00		
	-----	-----		
	27000	100.00		

CLASSES: PASSENGER VEHICLES 01-03, TRUCK & BUSES 04-13, TRUCKS 05-13, MEDIUM TRUCKS 04-05, HEAVY TRUCKS 06-13

Florida Department of Transportation
 Transportation Statistics Office
 2012 Historical AADT Report

County: 14 - PASCO

Site: 0016 - SR 41/US 301/GALL BLVD, SOUTH OF SR39/PAUL S BUCHMAN HWY

Year	AADT	Direction 1		Direction 2		*K Factor	D Factor	T Factor
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2012	13800 C	N	6900	S	6900	9.00	59.00	6.20
2011	14200 C	N	7200	S	7000	9.00	58.20	7.10
2010	13400 C	N	6700	S	6700	9.07	58.18	5.60
2009	14500 C	N	7300	S	7200	9.17	58.07	5.50
2008	13900 C	N	6900	S	7000	9.52	56.97	6.40
2007	15700 C	N	7700	S	8000	9.26	52.68	2.10
2006	15800 C	N	7900	S	7900	9.38	56.87	5.60
2005	18000 C	N	9000	S	9000	9.40	55.20	5.60
2004	2800 C	N	1500	S	1300	9.40	57.90	5.60
2003	11200 C	N	4800	S	6400	9.30	56.80	5.20
2002	11200 C	N	5000	S	6200	9.60	57.90	7.40
2001	10800 C	N	5600	S	5200	9.70	57.10	7.00
2000	9600 C	N	4800	S	4800	9.30	52.00	6.40
1999	9800 C	N	4900	S	4900	9.70	53.10	4.30
1998	9100 C	N	4500	S	4600	10.30	58.70	5.40
1997	8800 C	N	4400	S	4400	10.60	54.10	5.70

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate

S = Second Year Estimate; T = Third Year Estimate; X = Unknown

*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2012 VEHICLE CLASS HISTORY DATA

COUNTY: 14 -- PASCO
 SITE: 0016 DESCRIPTION: SR 41/US 301/GALL BLVD, SOUTH OF SR39/PAUL S BUCHMAN HWY

YEAR	AADT	PASSENGER VEHICLES		TOTAL TRUCKS		SINGLE UNIT TRUCKS		COMBINATION TRAILER TRUCKS		MULTI TRAILER TRUCKS	
		%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME
2012	13800	93.84	12,950	6.16	850	5.36	740	0.80	110	0.00	0
2011	14200	92.90	13,192	7.10	1,008	6.01	853	1.09	155	0.00	0
2010	13400	94.45	12,656	5.55	744	4.58	614	0.97	130	0.00	0
2009	14500	94.51	13,704	5.49	796	4.43	642	1.05	152	0.01	1
2008	13900	93.59	13,009	6.41	891	5.34	742	1.07	149	0.00	0
2007	15700	97.88	15,367	2.12	333	1.27	199	0.81	127	0.04	6
2004	2800	94.41	2,644	5.59	156	4.60	129	0.95	27	0.04	1
2003	11200	94.70	10,606	5.30	594	4.30	482	1.00	112	0.00	0
2002	11200	92.50	10,360	7.50	840	5.00	560	2.20	246	0.30	34
2001	10800	92.91	10,034	7.09	766	4.70	507	2.30	248	0.10	11
2000	9600	93.61	8,986	6.39	614	3.40	326	3.00	288	0.00	0
1999	9800	95.70	9,379	4.30	421	2.60	255	1.70	167	0.00	0
1998	9100	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
1997	8800	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0

NOTE: 1 - PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15
 2 - TOTAL TRUCKS = VEHICLE CLASS 4-13
 3 - SINGLE UNIT TRUCKS = VEHICLE CLASS 4-7
 4 - COMBINATION TRAILER TRUCKS = VEHICLE CLASS 8-10
 5 - MULTI TRAILER TRUCKS = VEHICLE CLASS 11-13

Site 0022 US 301 north of SR 39

Florida Department of Transportation
 Transportation Statistics Office
 2012 Historical AADT Report

County: 14 - PASCO

Site: 0022 - SR 39/US 301/GALL BLVD, NORTH OF SR39

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2012	21500 C	N 11000	S 10500	9.00	59.00	6.50
2011	20300 C	N 10500	S 9800	9.00	58.20	7.70
2010	22500 C	N 11500	S 11000	9.07	58.18	6.90
2009	22500 C	N 11500	S 11000	9.17	58.07	7.50
2008	26500 C	N 13000	S 13500	9.52	56.97	5.70
2007	22000 C	N 11000	S 11000	9.26	52.68	4.10
2006	25500 C	N 12500	S 13000	9.38	56.87	6.60
2005	36500 C	N 18500	S 18000	9.40	55.20	4.80
2004	19000 C	N 9100	S 9900	9.40	57.90	4.80
2003	18700 C	N 9400	S 9300	9.30	56.80	4.80
2002	18100 F	N 9100	S 9000	9.60	57.90	7.60
2001	17900 C	N 9000	S 8900	9.70	57.10	4.80
2000	17200 C	N 8600	S 8600	9.30	52.00	9.20
1999	16500 C	N 7500	S 9000	9.70	53.10	5.20
1998	17800 C	N 8900	S 8900	10.30	58.70	5.60
1997	17300 C	N 8600	S 8700	10.60	54.10	5.50

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate

S = Second Year Estimate; T = Third Year Estimate; X = Unknown

*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Site 0023 SR 39 southeast of US 301

Florida Department of Transportation
 Transportation Statistics Office
 2012 Historical AADT Report

County: 14 - PASCO

Site: 0023 - SR 39 SOUTHEAST OF SR 39, 41/US 301

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2012	6700 C	N 3400	S 3300	9.00	59.00	17.10
2011	6900 C	N 3400	S 3500	9.00	58.20	17.10
2010	6700 C	N 3400	S 3300	9.07	58.18	17.20
2009	6700 C	N 3400	S 3300	9.17	58.07	17.20
2008	6400 C	N 3200	S 3200	9.52	56.97	16.90
2007	6900 C	N 3400	S 3500	9.26	52.68	19.40
2006	7800 C	N 3900	S 3900	9.38	56.87	18.40
2005	6200 C	N 3100	S 3100	9.40	55.20	8.80
2004	6200 C	N 3200	S 3000	9.40	57.90	8.80
2003	6100 C	N 3100	S 3000	9.30	56.80	8.80

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate

S = Second Year Estimate; T = Third Year Estimate; X = Unknown

*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Site 5308 SR 39 of Chancey

ANNUAL VEHICLE CLASSIFICATION REPORT - REPORT TYPE: ALL
COUNT YEAR 2012

COUNTY: 14 - PASCO

SITE CO SEC SUB MILEPOST DESCRIPTION
5307 14080000 1.786 SR 700/US 98, S OF HERNANDO COUNTY

FUNC. CLASS: 02 - RURAL PRINCIPAL ARTERIAL -- OTHER

SURVEY TYPE: PORTABLE

DURATION: 2 DAYS

CLASS	ANNUAL AVERAGE DAILY		SUMMARY DAILY STATISTICS	
	VOLUME	%	DAILY	DESIGN HOUR
CLASS 01	59	0.98	24T&B = 18.66%	DHT = 9.33%
CLASS 02	3294	54.89	24T = 18.60%	
CLASS 03	1528	25.47	24H = 15.79%	DH3 = 7.90%
CLASS 04	4	0.06	24M = 2.87%	DH2 = 1.43%
CLASS 05	168	2.80		
CLASS 06	47	0.78		
CLASS 07	9	0.14		
CLASS 08	224	3.73		
CLASS 09	608	10.14		
CLASS 10	42	0.70		
CLASS 11	2	0.03		
CLASS 12	8	0.13		
CLASS 13	8	0.13		
CLASS 14	0	0.00		
CLASS 15	0	0.00		
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	6000	100.00		

SITE CO SEC SUB MILEPOST DESCRIPTION
5308 14110000 2.300 SR 39, S OF CHANCY RD

FUNC. CLASS: 14 - URBAN OTHER PRINCIPAL ARTERIAL

SURVEY TYPE: PORTABLE

DURATION: 2 DAYS

CLASS	ANNUAL AVERAGE DAILY		SUMMARY DAILY STATISTICS	
	VOLUME	%	DAILY	DESIGN HOUR
CLASS 01	127	1.10	24T&B = 14.48%	DHT = 7.24%
CLASS 02	6416	55.31	24T = 14.44%	
CLASS 03	3377	29.11	24H = 10.60%	DH3 = 5.30%
CLASS 04	5	0.04	24M = 3.88%	DH2 = 1.94%
CLASS 05	445	3.84		
CLASS 06	122	1.05		
CLASS 07	22	0.19		
CLASS 08	327	2.82		
CLASS 09	709	6.11		
CLASS 10	48	0.41		
CLASS 11	0	0.00		
CLASS 12	1	0.01		
CLASS 13	1	0.01		
CLASS 14	0	0.00		
CLASS 15	0	0.00		
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	11600	100.00		

CLASSES: PASSENGER VEHICLES 01-03, TRUCK & BUSES 04-13, TRUCKS 05-13, MEDIUM TRUCKS 04-05, HEAVY TRUCKS 06-13

Florida Department of Transportation
 Transportation Statistics Office
 2012 Historical AADT Report

County: 14 - PASCO

Site: 5308 - SR 39, S OF CHANCY RD

Year	AADT		Direction 1		Direction 2	*K Factor	D Factor	T Factor
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2012	11600	C	N 5800		S 5800	9.00	59.00	14.50
2011	10900	C	N 5400		S 5500	9.00	58.20	15.20
2010	11700	C	N 5900		S 5800	9.07	58.18	13.40
2009	11700	C	N 5800		S 5900	9.17	58.07	16.60
2008	11600	C	N 5800		S 5800	9.52	56.97	14.40
2007	12700	C	N 6300		S 6400	9.26	52.68	16.50
2006	13800	C	N 6800		S 7000	9.38	56.87	14.30
2005	11300	C	N 5600		S 5700	9.40	55.20	18.60
2004	9300	C	N 4700		S 4600	9.40	57.90	18.60
2003	8300	C	N 4100		S 4200	9.30	56.80	18.70
2002	7900	C	N 3900		S 4000	9.60	57.90	18.70
2001	8100	C	N 4000		S 4100	9.70	57.10	11.40
2000	8300	C	N 4200		S 4100	9.30	52.00	18.60
1999	7700	C	N 3900		S 3800	9.70	53.10	17.70
1998	7700	C	N 3900		S 3800	10.30	58.70	15.80
1997	8000	C	N 4000		S 4000	10.60	54.10	15.50

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate

S = Second Year Estimate; T = Third Year Estimate; X = Unknown

*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 VEHICLE CLASS HISTORY DATA

COUNTY: 14 -- PASCO
SITE: 5308 DESCRIPTION: SR 39, S OF CHANCY RD

YEAR	AADT	PASSENGER VEHICLES		TOTAL TRUCKS		SINGLE UNIT TRUCKS		COMBINATION TRAILER TRUCKS		MULTI TRAILER TRUCKS	
		%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME
2012	11600	85.52	9,920	14.48	1,680	5.12	594	9.34	1,083	0.02	2
2011	10900	84.81	9,244	15.19	1,656	5.90	643	9.24	1,007	0.05	5
2010	11700	86.63	10,136	13.37	1,564	5.89	689	7.19	841	0.29	34
2009	11700	83.44	9,762	16.56	1,938	7.88	922	8.64	1,011	0.04	5
2008	11600	85.63	9,933	14.37	1,667	7.14	828	6.99	811	0.24	28
2007	12700	83.50	10,605	16.50	2,095	7.37	936	9.04	1,148	0.09	11
2006	13800	85.70	11,826	14.30	1,974	7.11	981	7.11	981	0.08	11
2005	11300	82.65	9,340	17.35	1,960	9.34	1,055	7.97	901	0.04	5
2004	9300	81.41	7,571	18.59	1,729	9.65	898	8.90	828	0.04	4
2003	8300	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
2002	7900	81.38	6,429	18.62	1,471	9.31	735	9.21	728	0.10	8
2001	8100	88.68	7,183	11.32	917	6.11	495	5.21	422	0.00	0
2000	8300	81.38	6,755	18.62	1,545	8.01	665	10.51	872	0.10	8
1999	7700	82.14	6,324	17.86	1,376	5.29	407	12.38	953	0.20	15
1998	7700	84.12	6,477	15.88	1,223	5.19	400	10.29	792	0.40	31
1997	8000	84.33	6,747	15.67	1,253	5.79	463	9.68	774	0.20	16

NOTE: 1 - PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15
2 - TOTAL TRUCKS = VEHICLE CLASS 4-13
3 - SINGLE UNIT TRUCKS = VEHICLE CLASS 4-7
4 - COMBINATION TRAILER TRUCKS = VEHICLE CLASS 8-10
5 - MULTI TRAILER TRUCKS = VEHICLE CLASS 11-13

Site 5501 US 301 south of Chancey

ANNUAL VEHICLE CLASSIFICATION REPORT - REPORT TYPE: ALL
COUNT YEAR 2012

COUNTY: 14 - PASCO

SITE CO SEC SUB MILEPOST DESCRIPTION
5501 14050000 2.300 SR 41/US 301, S OF CHANCY RD.

FUNC. CLASS: 02 - RURAL PRINCIPAL ARTERIAL -- OTHER

SURVEY TYPE: PORTABLE

DURATION: 2 DAYS

CLASS	VOLUME	ANNUAL AVERAGE DAILY %	SUMMARY DAILY STATISTICS	
			DAILY	DESIGN HOUR
CLASS 01	23	0.18	24T&B = 12.29%	DHT = 6.15%
CLASS 02	8832	66.41	24T = 11.79%	
CLASS 03	2799	21.04	24H = 7.98%	DH3 = 3.99%
CLASS 04	67	0.51	24M = 4.31%	DH2 = 2.16%
CLASS 05	506	3.81		
CLASS 06	255	1.92		
CLASS 07	74	0.56		
CLASS 08	263	1.98		
CLASS 09	368	2.77		
CLASS 10	78	0.59		
CLASS 11	0	0.00		
CLASS 12	1	0.01		
CLASS 13	22	0.17		
CLASS 14	0	0.00		
CLASS 15	11	0.08		
	-----	-----		
	13300	100.00		

SITE CO SEC SUB MILEPOST DESCRIPTION
5504 14570000 5.200 SR 54 E OF LITTLE ROAD

FUNC. CLASS: 14 - URBAN OTHER PRINCIPAL ARTERIAL

SURVEY TYPE: PORTABLE

DURATION: 2 DAYS

CLASS	VOLUME	ANNUAL AVERAGE DAILY %	SUMMARY DAILY STATISTICS	
			DAILY	DESIGN HOUR
CLASS 01	350	0.77	24T&B = 4.11%	DHT = 2.06%
CLASS 02	34429	75.67	24T = 4.08%	
CLASS 03	8851	19.45	24H = 2.10%	DH3 = 1.05%
CLASS 04	15	0.03	24M = 2.01%	DH2 = 1.01%
CLASS 05	900	1.98		
CLASS 06	246	0.54		
CLASS 07	26	0.06		
CLASS 08	411	0.90		
CLASS 09	229	0.50		
CLASS 10	14	0.03		
CLASS 11	0	0.00		
CLASS 12	0	0.00		
CLASS 13	28	0.06		
CLASS 14	0	0.00		
CLASS 15	0	0.00		
	-----	-----		
	45500	100.00		

CLASSES: PASSENGER VEHICLES 01-03, TRUCK & BUSES 04-13, TRUCKS 05-13, MEDIUM TRUCKS 04-05, HEAVY TRUCKS 06-13

Florida Department of Transportation
 Transportation Statistics Office
 2012 Historical AADT Report

County: 14 - PASCO

Site: 5501 - SR 41/US 301, S OF CHANCY RD.

Year	AADT		Direction 1		Direction 2	*K Factor	D Factor	T Factor
----	-----		-----		-----	-----	-----	-----
2012	13300 C	N	6500	S	6800	9.00	59.00	12.30
2011	14400 C	N	7200	S	7200	9.00	58.20	11.50
2010	12700 C	N	6300	S	6400	9.07	58.18	10.00
2009	15000 C	N	7500	S	7500	9.17	58.07	10.30
2008	13900 C	N	6900	S	7000	9.52	56.97	11.10
2007	16500 C	N	8100	S	8400	9.26	52.68	12.80
2006	14300 C	N	7200	S	7100	9.38	56.87	11.80
2005	11100 C	N	5400	S	5700	9.40	55.20	9.10
2004	9200 C	N	4600	S	4600	9.40	57.90	9.10
2003	18200 C	N	6200	S	12000	9.30	56.80	17.50

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate

S = Second Year Estimate; T = Third Year Estimate; X = Unknown

*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2012 VEHICLE CLASS HISTORY DATA

COUNTY: 14 -- PASCO
 SITE: 5501 DESCRIPTION: SR 41/US 301, S OF CHANCY RD.

YEAR	AADT	PASSENGER VEHICLES		TOTAL TRUCKS		SINGLE UNIT TRUCKS		COMBINATION TRAILER TRUCKS		MULTI TRAILER TRUCKS	
		%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME
2012	13300	87.68	11,662	12.32	1,638	6.80	904	5.34	710	0.18	24
2011	14400	88.47	12,740	11.53	1,660	7.64	1,100	3.89	560	0.00	0
2010	12700	90.03	11,434	9.97	1,266	6.64	843	3.33	423	0.00	0
2009	15000	89.68	13,452	10.32	1,548	6.75	1,013	3.52	528	0.05	8
2008	13900	88.92	12,360	11.08	1,540	7.22	1,004	3.86	537	0.00	0
2007	16500	87.15	14,380	12.85	2,120	7.68	1,267	5.16	851	0.01	2
2006	14300	88.17	12,608	11.83	1,692	6.73	962	4.96	709	0.14	20
2005	11100	90.57	10,053	9.43	1,047	4.41	490	5.00	555	0.02	2
2004	9200	90.91	8,364	9.09	836	4.73	435	4.35	400	0.01	1
2003	18200	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0

NOTE: 1 - PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15
 2 - TOTAL TRUCKS = VEHICLE CLASS 4-13
 3 - SINGLE UNIT TRUCKS = VEHICLE CLASS 4-7
 4 - COMBINATION TRAILER TRUCKS = VEHICLE CLASS 8-10
 5 - MULTI TRAILER TRUCKS = VEHICLE CLASS 11-13

Site 6001 Crystal Springs south of Chancey

Florida Department of Transportation
 Transportation Statistics Office
 2012 Historical AADT Report

County: 14 - PASCO

Site: 6001 - CRYSTAL SPRINGS RD/ CENTRAL AVE, SOUTH OF CHANCEY(HPMS)

Year	AADT	Direction 1		Direction 2		*K Factor	D Factor	T Factor
----	-----	-----	-----	-----	-----	-----	-----	-----
2012	1300 S	N	650	S	650	9.00	59.00	4.60
2011	1300 F	N	650	S	650	9.00	58.20	4.60
2010	1300 C	N	650	S	650	9.07	58.18	4.60
2009	1200 C	N	600	S	600	9.17	58.07	4.40
2008	1200 C	N	600	S	600	9.52	56.97	5.30

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; X = Unknown

*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Site 6019 Chancey east of SR 39

Florida Department of Transportation
 Transportation Statistics Office
 2012 Historical AADT Report

County: 14 - PASCO

Site: 6019 - CHANCEY RD, EAST OF PAUL S BUCHMAN HWY (HPMS)

Year	AADT		Direction 1		Direction 2	*K Factor	D Factor	T Factor
----	-----		-----		-----	-----	-----	-----
2012	6800 S	E	3400	W	3400	9.00	59.00	27.60
2011	6600 F	E	3300	W	3300	9.00	58.20	27.60
2010	6600 C	E	3300	W	3300	9.07	58.18	27.60
2009	6500 C	E	3200	W	3300	9.17	58.07	27.50
2008	7100 C	E	3600	W	3500	9.52	56.97	19.40

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate

S = Second Year Estimate; T = Third Year Estimate; X = Unknown

*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Site 9025 Chancey west of US 301

Florida Department of Transportation
 Transportation Statistics Office
 2012 Historical AADT Report

County: 14 - PASCO

Site: 9025 - CHANCEY RD, W OF US 301

Year	AADT	Direction 1		Direction 2		*K Factor	D Factor	T Factor
----	-----	-----	-----	-----	-----	-----	-----	-----
2012	8900 F		0		0	9.00	59.00	5.10
2011	8600 C	E	0	W	0	9.00	58.20	6.10

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate

S = Second Year Estimate; T = Third Year Estimate; X = Unknown

*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

APPENDIX D

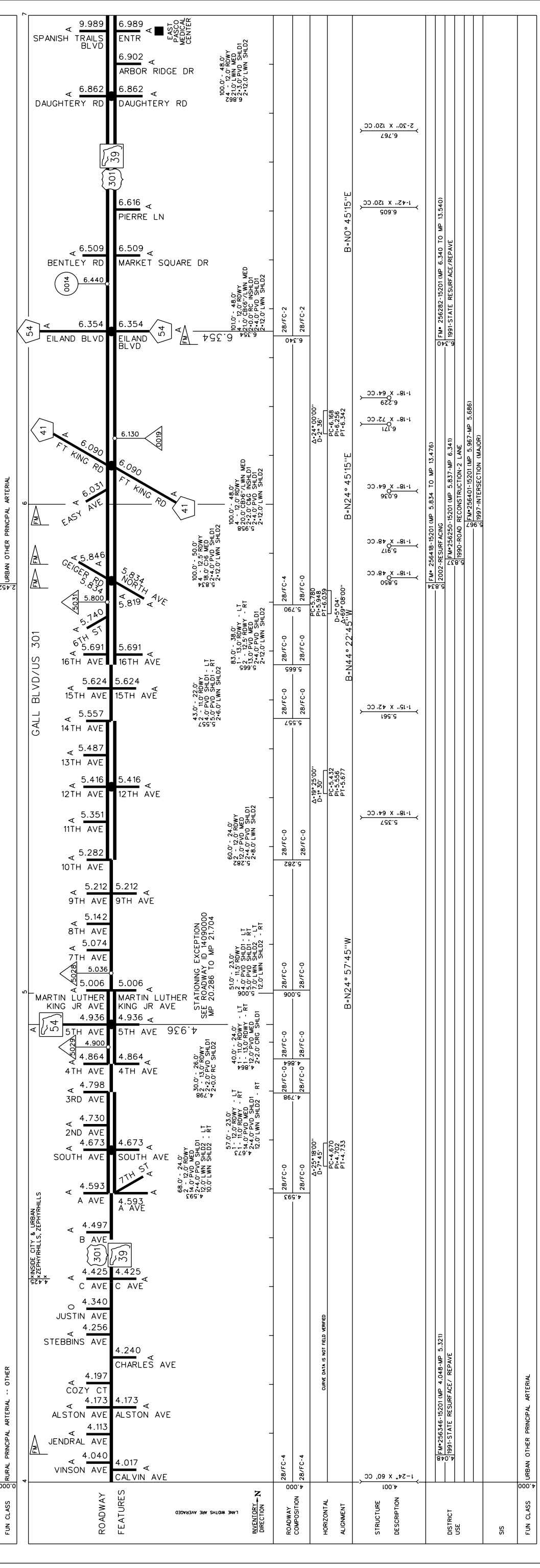
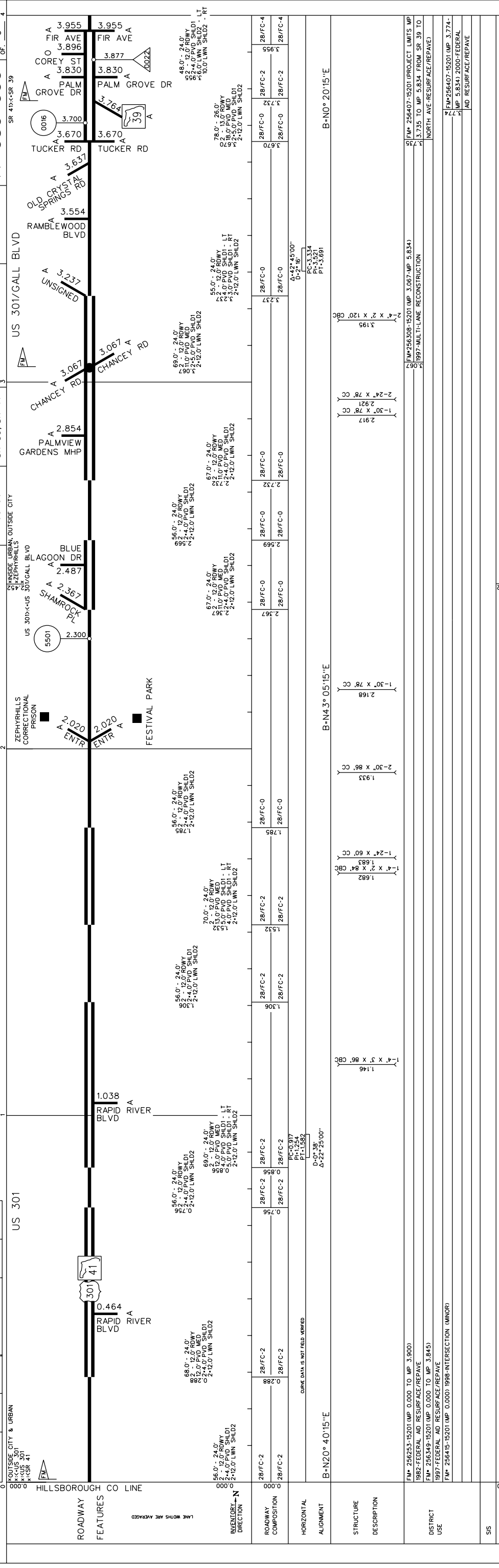
Existing Traffic Characteristics and Operations Analysis

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

FLORIDA DEPARTMENT OF TRANSPORTATION

DATE		5 YR INV SLD REV		S/D REV	
BY		MEJ/MJS		MEJ/KA	
SR		SR 39, SR 41		SR 39, SR 41	
DISTRICT		COUNTY		ROADWAY ID	
7		PASCO		14 050 000	
SHEET NO.		OF		SHEET NO.	
1		6		1	

INTERM REVISIONS		S/D REV	
EMP		INV	
BMP		6.354	
S/D CORRECTION		MEJ/KA	

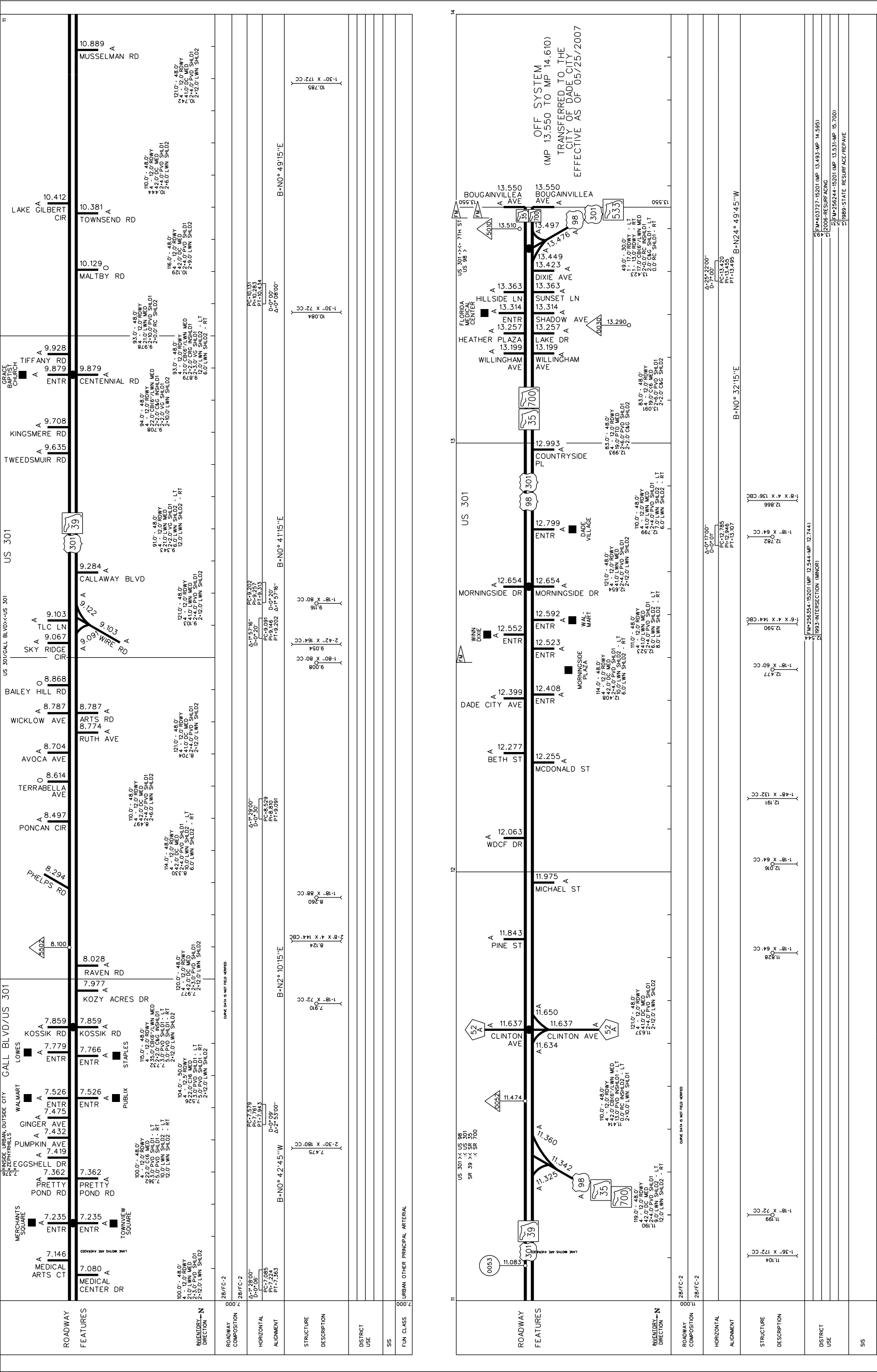


DISTRICT USE		FM 256251-15201 (MP 0.000 TO MP 3.920)		1997-FEDERAL AID RESURFACE/REPAVE	
DISTRICT USE		FM 256349-15201 (MP 0.000 TO MP 3.845)		1997-FEDERAL AID RESURFACE/REPAVE	
DISTRICT USE		FM 256415-15201 (MP 0.000) 1998-INTERSECTION (MINOR)		1997-FEDERAL AID RESURFACE/REPAVE	
DISTRICT USE		FM 256407-15201 (PROJECT LIMITS MP 3.735 TO MP 5.834 FROM SR 39 TO NORTH AVE-RESURFACE/REPAVE)		1997-FEDERAL AID RESURFACE/REPAVE	
DISTRICT USE		FM 256407-15201 (MP 3.067-MP 5.834)		1997-MULTI-LANE RECONSTRUCTION	
DISTRICT USE		FM 256407-15201 (MP 3.774-5.834)		2000-FEDERAL AID RESURFACE/REPAVE	
DISTRICT USE		FM 256415-15201 (MP 5.834)		1997-INTERSECTION (MAJOR)	

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

FLORIDA DEPARTMENT OF TRANSPORTATION

DATE	BY	5 YR INV	SLO REV	EMP	INV	SLO REV	REV	ME/AR	
03/27/2011	ME/JM/JCS	13.476	13.550			13.550	13.550	ME/AR	
INTERM REVISIONS		BMP	SLO REV	EMP	INV	SLO REV	REV	ME/AR	
		13.476	13.550			13.550	13.550	ME/AR	
DISTRICT		COUNTY		STATE ROAD NO.		ROADWAY ID		SHEET	
7		PASCO		SR 35, SR 39, SR 700		14 050 000		NO. 2 OF 6	



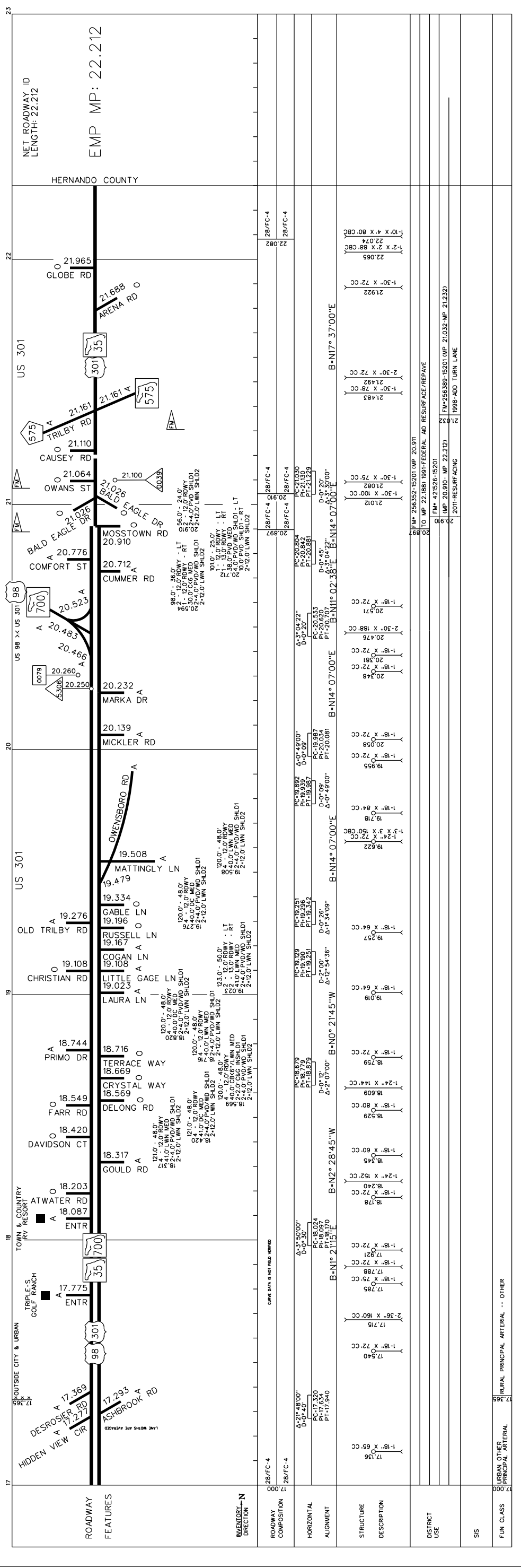
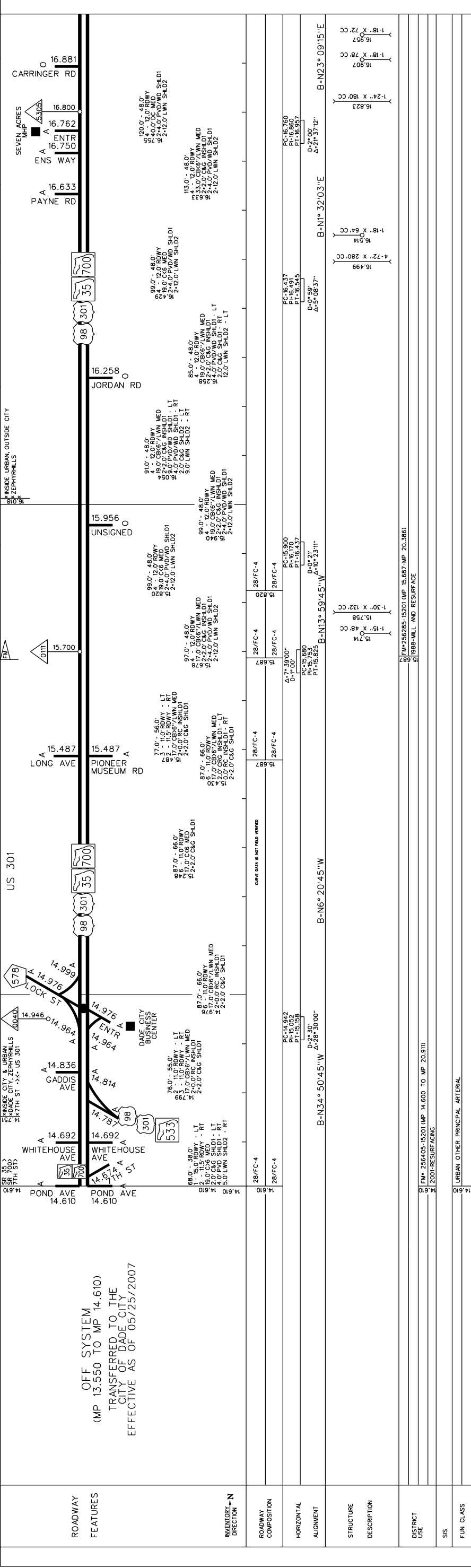
ROADWAY	COMPOSITION	HORIZONTAL	ALIGNMENT	STRUCTURE	DESCRIPTION	DISTRICT	USE	SIS	FUN CLASS
2B/FC-2	7.000	Δ=1°28'00" D=0°00"	B-N0°42'45"W	1-18' X 72' CC	11.104				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	7.000	Δ=1°28'00" D=0°00"	B-N2°10'15"E	1-18' X 64' CC	11.828				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	7.000	Δ=1°28'00" D=0°00"	B-N0°49'15"E	1-30' X 180' CC	7.475				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	7.000	Δ=1°28'00" D=0°00"	B-N2°49'15"E	1-30' X 72' CC	7.910				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	7.000	Δ=1°28'00" D=0°00"	B-N0°49'15"E	1-30' X 172' CC	10.785				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	7.000	Δ=1°28'00" D=0°00"	B-N2°49'15"E	1-30' X 72' CC	10.084				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	7.000	Δ=1°28'00" D=0°00"	B-N0°49'15"E	1-30' X 172' CC	10.785				URBAN OTHER PRINCIPAL ARTERIAL

ROADWAY	COMPOSITION	HORIZONTAL	ALIGNMENT	STRUCTURE	DESCRIPTION	DISTRICT	USE	SIS	FUN CLASS
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-8' X 4' X 136' CBC	12.866				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 64' CC	12.782				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-6' X 4' X 144' CBC	12.590				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 60' CC	12.477				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 132' CC	12.191				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 64' CC	12.016				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 64' CC	11.828				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 64' CC	11.637				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 64' CC	11.474				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 64' CC	11.360				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 64' CC	11.325				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 64' CC	11.302				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 64' CC	11.255				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 64' CC	12.063				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 64' CC	12.277				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 64' CC	12.399				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 64' CC	12.552				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 64' CC	12.592				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 64' CC	12.654				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 64' CC	12.799				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 64' CC	12.993				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 64' CC	13.257				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 64' CC	13.314				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 64' CC	13.363				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 64' CC	13.423				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 64' CC	13.476				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 64' CC	13.510				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 64' CC	13.550				URBAN OTHER PRINCIPAL ARTERIAL
2B/FC-2	11.000	Δ=0°17'00" D=0°00"	B-N2°49'45"W	1-18' X 64' CC	13.550				URBAN OTHER PRINCIPAL ARTERIAL

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

FLORIDA DEPARTMENT OF TRANSPORTATION

DATE	BY	5 YR INV	SLO REV	REV	SLO REV	INT. or US ROUTE NO	STATE ROAD NO	COUNTY	DISTRICT	ROADWAY ID	SHEET NO.
03/21/2011	ME/JKA	14.610	14.610	14.610	14.610	US 98, US 301	SR 35, SR 700	PASCO	7	14 050 000	3 OF 6



**US 301 (Gall Blvd.) PD&E Study
From SR 56 (Proposed) to SR 39 (Buchman Hwy.)
Historic K-Factors**

FDOT Count Site	Location	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	Average
5501	US 301 South of Chancey Road	N/A	N/A	N/A	N/A	N/A	N/A	9.30%	9.40%	9.40%	9.38%	9.26%	9.52%	9.17%	9.07%	9.00%	9.00%	9.25%
0016	US 301 South of SR 39	10.60%	10.30%	9.70%	9.30%	9.70%	9.60%	9.30%	9.40%	9.40%	9.38%	9.26%	9.52%	9.17%	9.07%	9.00%	9.00%	9.48%
0022	US 301 North of SR 39	10.60%	10.30%	9.70%	9.30%	9.70%	9.60%	9.30%	9.40%	9.40%	9.38%	9.26%	9.52%	9.17%	9.07%	9.00%	9.00%	9.48%
5308	SR 39 South of Chancey Road	10.60%	10.30%	9.70%	9.30%	9.70%	9.60%	9.30%	9.40%	9.40%	9.38%	9.26%	9.52%	9.17%	9.07%	9.00%	9.00%	9.48%
0023	SR 39 South of US 301	N/A	N/A	N/A	N/A	N/A	N/A	9.30%	9.40%	9.40%	9.38%	9.26%	9.52%	9.17%	9.07%	9.00%	9.00%	9.25%
9025	Chancey Road West of US 301	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	9.00%	9.00%	9.00%
6019	Chancey Road East of SR 39	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	9.52%	9.17%	9.07%	9.00%	9.00%	9.15%
US 301 Historic Average 9.40%																		
SR 39 Historic Average 9.37%																		
Chancey Road Historic Average 9.08%																		

Source: Florida Transportation Information 2012

N/A = Not Available

	Historic Average (FDOT)	Measured Average (URS)	Overall Average
US 301	9.40%	9.29%	9.35%
SR 39	9.37%	8.57%	8.97%
Chancey Road	9.08%	9.72%	9.40%
Study Area Average:	9.28%	9.19%	9.24%

**US 301 (Gall Blvd.) PD&E Study
From SR 56 (Proposed) to SR 39 (Buchman Hwy.)
Historic D-Factors**

FDOT Count Site	Location	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	Average		
5501	US 301 South of Chancey Road	N/A	N/A	N/A	N/A	N/A	N/A	56.80%	57.90%	55.20%	56.87%	52.68%	56.97%	58.07%	58.18%	58.20%	59.00%	56.99%		
0016	US 301 South of SR 39	54.10%	58.70%	55.10%	52.00%	57.10%	57.90%	56.80%	57.90%	55.20%	56.87%	52.68%	56.97%	58.07%	58.18%	58.20%	59.00%	56.42%		
0022	US 301 North of SR 39	54.10%	58.70%	55.10%	52.00%	57.10%	57.90%	56.80%	57.90%	55.20%	56.87%	52.68%	56.97%	58.07%	58.18%	58.20%	59.00%	56.42%		
																		US 301 Historic Average	56.61%	
5508	SR 39 South of Chancey Road	54.10%	58.70%	55.10%	52.00%	57.10%	57.90%	56.80%	57.90%	55.20%	56.87%	52.68%	56.97%	58.07%	58.18%	58.20%	59.00%	56.42%		
0023	SR 39 South of US 301	N/A	N/A	N/A	N/A	N/A	N/A	56.80%	57.90%	55.20%	56.87%	52.68%	56.97%	58.07%	58.18%	58.20%	59.00%	56.99%		
																			SR 39 Historic Average	56.71%
9025	Chancey Road West of US 301	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	58.20%	59.00%	58.60%		
6019	Chancey Road East of SR 39	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	56.97%	58.07%	58.18%	58.20%	59.00%	58.08%		
																			Chancey Road Historic Average	58.34%

Source: Florida Transportation Information 2012

N/A = Not Available

	Historic Average (FDOT)	Measured Average (URS)	Overall Average
US 301	56.61%	70.11%	63.36%
SR 39	56.71%	58.45%	57.58%
Chancey Road	58.34%	59.55%	58.95%
Study Area Average:	57.22%	62.71%	59.96%

US 301 (Gall Blvd.) PD&E Study
From SR 56 (Proposed) to SR 39 (Buchman Hwy.)
Historic T-Factors

FDOT Count Site	Location	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	Average	
5501	US 301 South of Chancey Road	N/A	N/A	N/A	N/A	N/A	N/A	17.50%	9.10%	9.10%	11.80%	12.80%	11.10%	10.30%	10.00%	11.50%	12.30%	11.55%	
0016	US 301 South of SR 39	5.70%	5.40%	4.30%	6.40%	7.00%	7.40%	5.20%	5.60%	5.60%	5.60%	2.10%	6.40%	5.50%	5.60%	7.10%	6.20%	5.69%	
0022	US 301 North of SR 39	5.50%	5.60%	5.20%	9.20%	4.80%	7.60%	4.80%	4.80%	4.80%	6.60%	4.10%	5.70%	7.50%	6.90%	7.70%	6.50%	6.08%	
US 301 Historic Average 7.78%																			
5508	SR 39 South of Chancey Road	15.50%	15.80%	17.70%	18.60%	11.40%	18.70%	18.70%	18.60%	18.60%	14.30%	16.50%	14.40%	16.60%	13.40%	15.20%	14.50%	16.16%	
0023	SR 39 South of US 301	N/A	N/A	N/A	N/A	N/A	N/A	8.80%	8.80%	8.80%	18.40%	19.40%	16.90%	17.20%	17.20%	17.10%	17.10%	14.97%	
SR 39 Historic Average 15.56%																			
9025	Chancey Road West of US 301	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	6.10%	5.10%	5.60%
6019	Chancey Road East of SR 39	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	19.40%	27.60%	27.60%	27.60%	25.94%	
Chancey Road Historic Average 15.77%																			

Source: Florida Transportation Information 2012

N/A = Not Available

	Historic Average (FDOT)	Measured Average (URS)	Overall Average
US 301	7.78%	11.88%	9.83%
SR 39	15.56%	13.06%	14.31%
Chancey Road	15.77%	14.91%	15.34%
Study Area Average:	13.04%	13.28%	13.16%

US 301 (Gall Blvd.) PD&E Study
From SR 56 (Proposed) to SR 39 (Buchman Hwy.)
Measured Peak-to-Daily Ratios and D-Factors

Count Location	Count Type	Traffic Count Date	Base Count	AM Peak Time	AM Peak Two-way	AM Peak to Daily (Measured)	AM Peak NB/EB	AM Peak SB/WB	AM Peak Direction	AM Peak D-Factor (Measured)	PM Peak Time	PM Peak Two-way	PM Peak to Daily (Measured)	PM Peak NB/EB	PM Peak SB/WB	PM Peak Direction	PM Peak D-Factor (Measured)
US 301 South of Chancey Road	72-Hour Classification	5/7/2013	12424	6:45	1093	8.80%	188	905	SB	82.80%	5:00	1188	9.56%	901	287	NB	75.84%
		5/8/2013	13011	6:45	1113	8.55%	188	925	SB	83.11%	5:00	1267	9.74%	952	315	NB	75.14%
		5/9/2013	12428	7:00	1110	8.93%	217	893	SB	80.45%	5:00	1216	9.78%	891	325	NB	73.27%
		ADT	12621		1105	8.76%	198	908	SB	82.12%		1224	9.70%	915	309	NB	74.75%
		5/7/2013	12426	6:45	1093	8.80%	188	905	SB	82.80%	5:00	1188	9.56%	901	287	NB	75.84%
US 301 South of Chancey Road	72-Hour Volume	5/8/2013	13708	7:00	1227	8.95%	268	959	SB	78.16%	4:45	1423	10.38%	1038	385	NB	72.94%
		5/9/2013	12428	7:00	1110	8.93%	217	893	SB	80.45%	5:00	1216	9.78%	891	325	NB	73.27%
		ADT	12854		1143	8.89%	224	919	SB	80.38%		1276	9.92%	943	332	NB	73.95%
		5/7/2013	9963	7:00	741	7.44%	228	513	SB	69.23%	4:45	854	8.57%	577	277	NB	67.56%
US 301 North of Chancey Road	72-Hour Volume	5/8/2013	10518	7:00	810	7.70%	242	568	SB	70.12%	4:45	990	9.41%	644	346	NB	65.05%
		5/9/2013	10019	7:00	735	7.34%	223	512	SB	69.66%	5:00	876	8.74%	549	327	NB	62.67%
		ADT	10167		762	7.50%	231	531	SB	69.69%		907	8.92%	590	317	NB	65.07%
		5/7/2013	9918	7:00	741	7.47%	228	513	SB	69.23%	5:00	846	8.53%	581	265	NB	68.68%
US 301 North of Tucker Road (South of SR 39)	72-Hour Classification	5/8/2013	10099	6:45	731	7.24%	200	531	SB	72.64%	5:15	868	8.59%	597	271	NB	68.78%
		5/9/2013	10021	7:00	735	7.33%	223	512	SB	69.66%	5:00	876	8.74%	549	327	NB	62.67%
		ADT	10013		736	7.35%	217	519	SB	70.50%		863	8.62%	576	288	NB	66.68%
		US 301 Measured Averages															
SR 39 South of Chancey Road	72-Hour Classification	5/7/2013	10450	6:30	795	7.61%	292	503	SB	63.27%	5:00	938	8.98%	565	373	NB	60.23%
		5/8/2013	10514	7:00	804	7.65%	301	503	SB	62.56%	5:00	922	8.77%	573	349	NB	62.15%
		5/9/2013	10834	7:00	815	7.52%	282	533	SB	65.40%	4:45	997	9.20%	602	395	NB	60.38%
		ADT	10599		805	7.59%	292	513	SB	63.75%		952	8.98%	580	372	NB	60.90%
		5/7/2013	5888	7:15	389	6.61%	177	212	SB	54.50%	5:00	492	8.36%	260	232	NB	52.85%
SR 39 North of Tucker Road (South of US 301)	72-Hour Classification	5/8/2013	5926	7:00	371	6.26%	167	204	SB	54.99%	4:45	470	7.93%	270	200	NB	57.45%
		5/9/2013	6490	6:45	385	5.93%	150	235	SB	61.04%	5:00	529	8.15%	305	224	NB	57.66%
		ADT	6101		382	6.26%	165	217	SB	56.86%		497	8.15%	278	219	NB	56.00%
		SR 39 Measured Averages															
Chancey Road West of US 301	72-Hour Classification	5/14/2013	8290	7:00	673	8.12%	505	168	EB	75.04%	5:00	849	10.24%	285	564	WB	66.43%
		5/15/2013	9002	7:00	712	7.91%	544	168	EB	76.40%	5:00	993	11.03%	313	680	WB	68.48%
		5/16/2013	9433	7:00	710	7.53%	547	163	EB	77.04%	5:45	811	8.60%	348	463	WB	57.09%
		ADT	8908		698	7.84%	532	166	EB	76.18%		884	9.93%	315	569	WB	64.34%
		5/14/2013	6950	7:15	594	8.55%	297	297	WB	50.00%	5:30	696	10.01%	345	351	WB	50.43%
Chancey Road East of US 301	72-Hour Classification	5/15/2013	7078	7:30	555	7.84%	279	276	EB	50.27%	5:30	660	9.32%	294	366	WB	55.45%
		5/16/2013	6715	7:30	588	8.76%	277	311	WB	52.89%	5:45	618	9.20%	254	364	WB	58.90%
		ADT	6914		579	8.37%	284	295	WB	50.89%		658	9.52%	298	360	WB	54.76%
		Chancey Road Measured Averages															
Zephyrhills Correctional Institution	72-Hour Volume	5/7/2013	521	7:00	73	14.01%	13	60	WB	82.19%	5:15	76	14.59%	48	28	EB	63.16%
		5/8/2013	493	7:00	66	13.39%	6	60	WB	90.91%	4:45	77	15.62%	57	20	EB	74.03%
		5/9/2013	525	7:00	76	14.48%	8	68	WB	89.47%	5:15	85	16.19%	43	42	EB	50.59%
		ADT	513		72	13.97%	9	63	WB	87.44%		79	15.46%	49	30	EB	62.18%

Source: Traffic counts conducted by URS Corporation (May 2013)

US 301 (Gall Blvd.) PD&E Study
From SR 56 (Proposed) to SR 39 (Buchman Hwy.)
Measured Truck Percentages

Count Location	Count Type	Traffic Count Date	Base Daily Count	Base Daily Truck Count	Base Daily Truck Count Percentage
US 301 South of Chancey Road	72-Hour Classification	5/7/2013	12424	1912	15.39%
		5/8/2013	13011	1998	15.36%
		5/9/2013	12428	1806	14.53%
		ADT	12621	1905	15.10%
US 301 North of Tucker Road (South of SR 39)	72-Hour Classification	5/7/2013	9918	829	8.36%
		5/8/2013	10099	892	8.83%
		5/9/2013	10021	884	8.82%
		ADT	10013	868	8.67%
US 301 Measured Average					
SR 39 South of Chancey Road	72-Hour Classification	5/7/2013	10450	1901	18.19%
		5/8/2013	10514	1981	18.84%
		5/9/2013	10834	1933	17.84%
		ADT	10599	1938	18.29%
SR 39 North of Tucker Road (South of US 301)	72-Hour Classification	5/7/2013	5888	453	7.69%
		5/8/2013	5926	463	7.81%
		5/9/2013	6490	516	7.95%
		ADT	6101	477	7.82%
SR 39 Measured Average					
Chancey Road West of US 301	72-Hour Classification	5/14/2013	8290	741	8.94%
		5/15/2013	9002	719	7.99%
		5/16/2013	9433	918	9.73%
		ADT	8908	793	8.90%
Chancey Road East of US 301	72-Hour Classification	5/14/2013	6950	1465	21.08%
		5/15/2013	7078	1489	21.04%
		5/16/2013	6715	1386	20.64%
		ADT	6914	1447	20.92%
Chancey Road Measured Average					

Source: Traffic counts conducted by URS Corporation (May 2013)

**US 301 PD&E Study
AADT Calculation**

Count Location	Count Type	Traffic Count Date	Base Count	Base Truck Count	Base Truck Percentage	Axle Correction Factor	Seasonal Factor (SF)	Existing AADT	Existing AADT (Adjusted)
US 301 South of Chancey Road	72-Hour Classification	5/7/2013	12424	1912	15.39%	1.00	0.99	12300	12500
		5/8/2013	13011	1998	15.36%	1.00	0.99	12881	13000
		5/9/2013	12428	1806	14.53%	1.00	0.99	12304	12500
		ADT	12621	1905	15.10%	1.00	0.99	12495	12500
US 301 South of Chancey Road	72-Hour Volume	5/7/2013	12426	-	-	0.96	0.99	11810	12000
		5/8/2013	13708	-	-	0.96	0.99	13028	13000
		5/9/2013	12428	-	-	0.96	0.99	11812	12000
		ADT	12854	-	-	0.96	0.99	12216	12000
US 301 North of Chancey Road	72-Hour Volume	5/7/2013	9963	-	-	0.96	0.99	9469	9500
		5/8/2013	10518	-	-	0.96	0.99	9996	10000
		5/9/2013	10019	-	-	0.96	0.99	9522	9500
		ADT	10167	-	-	0.96	0.99	9662	9700
US 301 North of Tucker Road (South of SR 39)	72-Hour Classification	5/7/2013	9918	829	8.36%	1.00	0.99	9819	9800
		5/8/2013	10099	892	8.83%	1.00	0.99	9998	10000
		5/9/2013	10021	884	8.82%	1.00	0.99	9921	9900
		ADT	10013	868	8.67%	1.00	0.99	9913	9900
SR 39 South of Chancey Road	72-Hour Classification	5/7/2013	10450	1901	18.19%	1.00	0.99	10346	10500
		5/8/2013	10514	1981	18.84%	1.00	0.99	10409	10500
		5/9/2013	10834	1933	17.84%	1.00	0.99	10726	10500
		ADT	10599	1938	18.29%	1.00	0.99	10493	10500
SR 39 North of Tucker Road (South of US 301)	72-Hour Classification	5/7/2013	5888	453	7.69%	1.00	0.99	5829	5800
		5/8/2013	5926	463	7.81%	1.00	0.99	5867	5900
		5/9/2013	6490	516	7.95%	1.00	0.99	6425	6400
		ADT	6101	477	7.82%	1.00	0.99	6040	6000
Chancey Road West of US 301	72-Hour Classification	5/14/2013	8290	741	8.94%	1.00	1.00	8290	8300
		5/15/2013	9002	719	7.99%	1.00	1.00	9002	9000
		5/16/2013	9433	918	9.73%	1.00	1.00	9433	9400
		ADT	8908	793	8.90%	1.00	1.00	8908	8900
Chancey Road East of US 301	72-Hour Classification	5/14/2013	6950	1465	21.08%	1.00	1.00	6950	7000
		5/15/2013	7078	1489	21.04%	1.00	1.00	7078	7100
		5/16/2013	6715	1386	20.64%	1.00	1.00	6715	6700
		ADT	6914	1447	20.92%	1.00	1.00	6914	6900
Zephyrhills Correctional Institution	72-Hour Volume	5/7/2013	521	-	-	0.98	0.99	505	500
		5/8/2013	493	-	-	0.98	0.99	478	500
		5/9/2013	525	-	-	0.98	0.99	509	500
		ADT	513	-	-	0.98	0.99	498	500

US 301 PD&E - From SR 56 (Proposed) to SR 39 (Buchman Hwy.)

Calculation of DDHVs from AADTs- AM Peak

Traffic Count Location	2013 AADT	K	D-Peak	D-Off Peak	Peak DDHV	Peak Direction	Off Peak DDHV
US 301							
South of Chancey Road	12500	9.00%	60.00%	40.00%	675	SB	450
North of Chancey Road	9700	9.00%	60.00%	40.00%	524	SB	349
North of Tucker Road (South of SR 39)	9900	9.00%	60.00%	40.00%	535	SB	356
SR 39							
South of Chancey Road	10500	9.00%	60.00%	40.00%	567	SB	378
North of Tucker Road (South of US 301)	6000	9.00%	60.00%	40.00%	324	SB	216
Chancey Road							
West of US 301	8900	9.00%	60.00%	40.00%	481	EB	320
East of US 301	6900	9.00%	60.00%	40.00%	373	EB	248

Calculation of DDHVs from AADTs- PM Peak

Traffic Count Location	2013 AADT	K	D-Peak	D-Off Peak	Peak DDHV	Peak Direction	Off Peak DDHV
US 301							
South of Chancey Road	12500	9.00%	60.00%	40.00%	675	NB	450
North of Chancey Road	9700	9.00%	60.00%	40.00%	524	NB	349
North of Tucker Road (South of SR 39)	9900	9.00%	60.00%	40.00%	535	NB	356
SR 39							
South of Chancey Road	10500	9.00%	60.00%	40.00%	567	NB	378
North of Tucker Road (South of US 301)	6000	9.00%	60.00%	40.00%	324	NB	216
Chancey Road							
West of US 301	8900	9.00%	60.00%	40.00%	481	WB	320
East of US 301	6900	9.00%	60.00%	40.00%	373	WB	248

US 301 - From SR 56 (Proposed) to SR 39 (Buchman Hwy.)
 Estimation of AM Peak Hour Traffic Volumes
 SB Peak Direction

Recommended AM Peak : 7:00 am - 8:00 am considered

Intersection	Movement	AM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	PHF	2013 AM DDHV	2013 Turning Volume
US 301 @ Chancey Road	EBL	55	569	9.67%	0.937	481	46
	EBT	258		45.34%			218
	EBR	256		44.99%			216
	NBL	31	268	11.57%		450	52
	NBT	154		57.46%			259
	NBR	83		30.97%			139
	WBL	197	341	57.77%		248	144
	WBT	111		32.55%			81
	WBR	33		9.68%			24
	SBL	21	568	3.70%		524	19
	SBT	506		89.08%			467
	SBR	41		7.22%			38

Recommended AM Peak : 7:00 am - 8:00 am considered

Intersection	Movement	AM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	PHF	2013 AM DDHV	2013 Turning Volume
US 301 @ SR 39	EBL	0	0	0.00%	0.927		0
	EBT	0		0.00%			0
	EBR	0		0.00%			0
	NBL	0	235	0.00%		356	0
	NBT	235		100.00%			356
	NBR	0		0.00%			0
	NWBL	0	167	0.00%		216	0
	NWBT	167		100.00%			216
	NWBR	0		0.00%			0
	SBL	204	695	29.35%		859	324
	SBT	491		70.65%			535
	SBR	0		0.00%			0

US 301 - From SR 56 (Proposed) to SR 39 (Buchman Hwy.)
 Estimation of PM Peak Hour Traffic Volumes
 NB Peak Direction

Recommended PM Peak : 5:00 pm - 6:00 pm considered

Intersection	Movement	PM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	PHF	2013 PM DDHV	2013 Turning Volume
US 301 @ Chancey Road	EBL	89	343	25.95%	0.921	320	83
	EBT	162		47.23%			151
	EBR	92		26.82%			86
	NBL	302	1038	29.09%		675	196
	NBT	519		50.00%			338
	NBR	217		20.91%			141
	WBL	73	422	17.30%		373	64
	WBT	323		76.54%			285
	WBR	26		6.16%			23
	SBL	38	327	11.62%		349	41
	SBT	220		67.28%			235
	SBR	69		21.10%			74

Recommended PM Peak :4:45 pm - 5:45 pm considered

Intersection	Movement	PM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	PHF	2013 PM DDHV	2013 Turning Volume
US 301 @ SR 39	EBL	0	0	0.00%	0.956		0
	EBT	0		0.00%			0
	EBR	0		0.00%			0
	NBL	0	577	0.00%		535	0
	NBT	577		100.00%			535
	NBR	0		0.00%			0
	NWBL	0	269	0.00%		324	0
	NWBT	269		100.00%			324
	NWBR	0		0.00%			0
	SBL	202	492	41.06%		572	216
	SBT	290		58.94%			356
	SBR	0		0.00%			0

WO#: 673 LAST 8/30/2013

LOCATIO US301 & CHANCEY RD

CONT: ASC/2S-2100 SER#: 33160 TYPE: SIG REPAIR 1

MONITOR MMU-16E SER#: 070900432 SOP: 10 TURN ON DATE:

DETQUAN: 4 DETDELAY: POWER PE ACCT: 22747 14128

OTHER1: 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	SB LEFT	6	3	3		12				1						X/6	
2	NB THRU	20	5	4	1.5	60		7	25	2	X						Y
3	WB LEFT	6	5	3		25				3		X				X/8	
4	EB THRU	15	7	4	1.5	40		7	17	4			X				R
5	NB LEFT	6	3	3		12				5						X/2	
6	SB THRU	20	5	4	1.5	60		7	28	6	X						Y
7	EB LEFT	6	3	3		20				7						X/4	
8	WB THRU	15	5	4	1.5	40		7	16	8			X				R

OVERLAP A
B
C
C
D

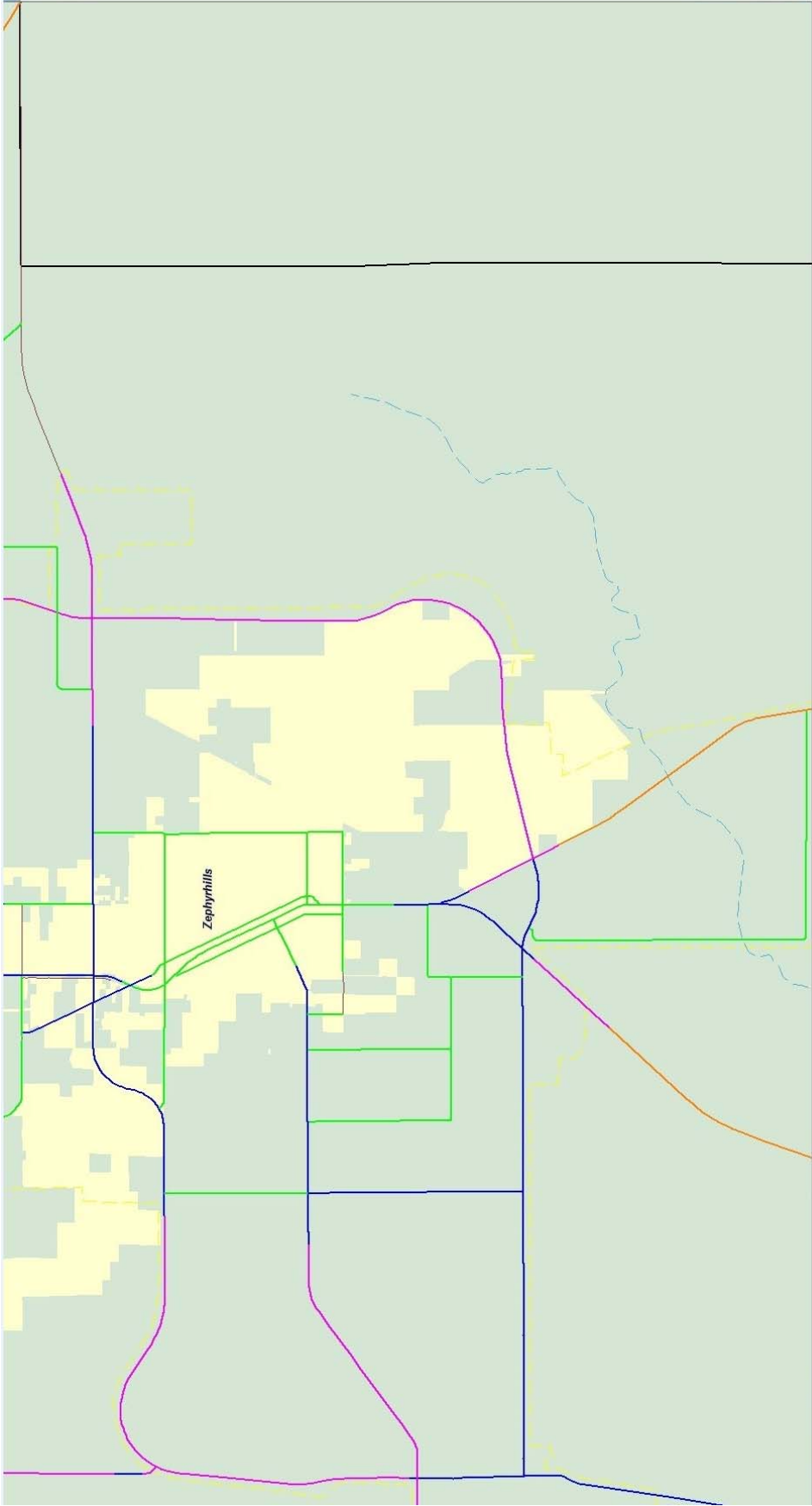
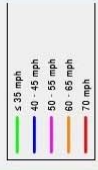
FLASH TIMES SYSTEM JURIS: FDOT
FROM: SYS# 10 VALUE: 80,000
TO: ID#: 1 REIMBURSEME 50%

NOTE

TS-2 CABINET. PHASE 4 & 8 ON VEH MAX RECALL M-F 0630-0815. WBLT (L4) LOOP BAD.
PUT PHASE 3 ON MAX RECALL AND CHANGED MAX 1 TIME FROM 40 TO 25.

POLE DATA

CORNER1:
CORNER2:
CORNER3:
CORNER4:



Lanes, Volumes, Timings
3: US 301 & Chancey Road

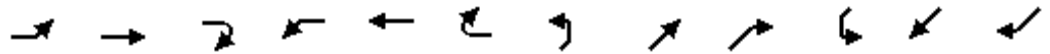
Existing Year (2013) AM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	46	218	216	144	81	24	52	259	139	19	467	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	200		0	150		500	150		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.925				0.850			0.850		0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1690	0	1641	1727	1468	1671	1759	1495	1736	1807	0
Flt Permitted	0.701			0.107			0.258			0.512		
Satd. Flow (perm)	1281	1690	0	185	1727	1468	454	1759	1495	935	1807	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		37				95			148			4
Link Speed (mph)		45			45			45				45
Link Distance (ft)		271			568			885				351
Travel Time (s)		4.1			8.6			13.4				5.3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	4%	4%	4%	10%	10%	10%	8%	8%	8%	4%	4%	4%
Adj. Flow (vph)	49	232	230	153	86	26	55	276	148	20	497	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	462	0	153	86	26	55	276	148	20	537	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1		2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20		100
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20		6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Free	pm+pt		NA
Protected Phases	7	4		3	8		5	2		1		6
Permitted Phases	4			8		8	2		Free	6		

Lanes, Volumes, Timings
3: US 301 & Chancey Road

Existing Year (2013) AM Peak Hour

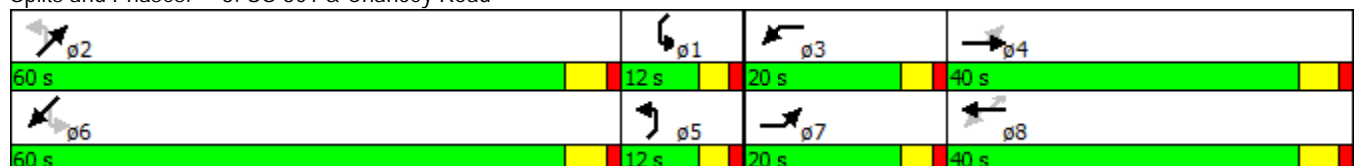


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	15.0		6.0	15.0	15.0	6.0	20.0		6.0	20.0	
Minimum Split (s)	20.0	23.5		20.0	23.5	23.5	12.0	25.5		12.0	25.5	
Total Split (s)	20.0	40.0		20.0	40.0	40.0	12.0	60.0		12.0	60.0	
Total Split (%)	15.2%	30.3%		15.2%	30.3%	30.3%	9.1%	45.5%		9.1%	45.5%	
Maximum Green (s)	15.5	34.5		15.5	34.5	34.5	7.5	54.5		7.5	54.5	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.5		4.5	5.5	5.5	4.5	5.5		4.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	0.0	11.0		0.0	11.0	11.0	0.0	11.0		0.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effect Green (s)	43.0	34.3		52.4	41.6	41.6	63.5	58.8	125.3	61.7	54.7	
Actuated g/C Ratio	0.34	0.27		0.42	0.33	0.33	0.51	0.47	1.00	0.49	0.44	
v/c Ratio	0.10	0.94		0.69	0.15	0.05	0.19	0.33	0.10	0.04	0.68	
Control Delay	23.5	71.0		42.3	32.8	0.2	20.3	23.8	0.1	16.5	34.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	23.5	71.0		42.3	32.8	0.2	20.3	23.8	0.1	16.5	34.6	
LOS	C	E		D	C	A	C	C	A	B	C	
Approach Delay		66.4			35.1			16.1			33.9	
Approach LOS		E			D			B			C	

Intersection Summary

Area Type:	Other
Cycle Length:	132
Actuated Cycle Length:	125.3
Natural Cycle:	95
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.94
Intersection Signal Delay:	38.5
Intersection LOS:	D
Intersection Capacity Utilization:	81.2%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 3: US 301 & Chancey Road



Lanes, Volumes, Timings
3: US 301 & Chancey Road

Existing Year (2013) PM Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	83	151	86	64	285	23	196	338	141	41	235	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	200		0	150		500	150		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t		0.946				0.850			0.850		0.964	
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1728	0	1641	1727	1468	1671	1759	1495	1736	1761	0
Fl _t Permitted	0.254			0.444			0.470			0.442		
Satd. Flow (perm)	464	1728	0	767	1727	1468	827	1759	1495	807	1761	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21				95			153			15
Link Speed (mph)		45			45			45				45
Link Distance (ft)		271			568			885				351
Travel Time (s)		4.1			8.6			13.4				5.3
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
Heavy Vehicles (%)	4%	4%	4%	10%	10%	10%	8%	8%	8%	4%	4%	4%
Adj. Flow (vph)	90	164	93	70	310	25	213	367	153	45	255	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	90	257	0	70	310	25	213	367	153	45	335	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1		2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20		100
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20		6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Free	pm+pt		NA
Protected Phases	7	4		3	8		5	2		1		6
Permitted Phases	4			8		8	2		Free	6		

Lanes, Volumes, Timings
3: US 301 & Chancey Road

Existing Year (2013) PM Peak Hour

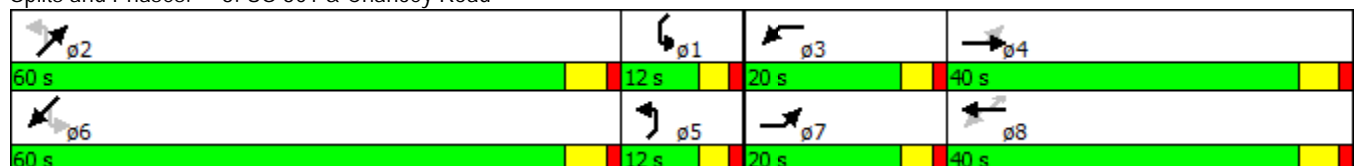


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	6.0	15.0		6.0	15.0	15.0	6.0	20.0		6.0	20.0	
Minimum Split (s)	20.0	23.5		20.0	23.5	23.5	12.0	25.5		12.0	25.5	
Total Split (s)	20.0	40.0		20.0	40.0	40.0	12.0	60.0		12.0	60.0	
Total Split (%)	15.2%	30.3%		15.2%	30.3%	30.3%	9.1%	45.5%		9.1%	45.5%	
Maximum Green (s)	15.5	34.5		15.5	34.5	34.5	7.5	54.5		7.5	54.5	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	5.5		4.5	5.5	5.5	4.5	5.5		4.5	5.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	0.0	11.0		0.0	11.0	11.0	0.0	11.0		0.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0	0	0	0		0	0	
Act Effect Green (s)	38.4	29.0		35.2	25.4	25.4	63.0	57.2	116.5	62.0	54.8	
Actuated g/C Ratio	0.33	0.25		0.30	0.22	0.22	0.54	0.49	1.00	0.53	0.47	
v/c Ratio	0.34	0.58		0.24	0.82	0.06	0.43	0.43	0.10	0.09	0.40	
Control Delay	28.7	41.6		26.8	61.8	0.3	20.1	23.6	0.1	14.6	22.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	28.7	41.6		26.8	61.8	0.3	20.1	23.6	0.1	14.6	22.5	
LOS	C	D		C	E	A	C	C	A	B	C	
Approach Delay		38.2			51.9			17.7			21.6	
Approach LOS		D			D			B			C	

Intersection Summary

Area Type:	Other
Cycle Length:	132
Actuated Cycle Length:	116.5
Natural Cycle:	85
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.82
Intersection Signal Delay:	29.7
Intersection LOS:	C
Intersection Capacity Utilization:	64.4%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 3: US 301 & Chancey Road



HCM Unsignalized Intersection Capacity Analysis
5: US 301 & SR 39

Existing Year (2013) AM Peak Hour

	↑	↖	↙	↓	↘	↗
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑		↖	↑		↗
Volume (veh/h)	356	0	324	535	0	216
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	383	0	348	575	0	232
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		1655	383
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			383		1655	383
tC, single (s)			4.1		6.5	6.3
tC, 2 stage (s)						
tF (s)			2.2		3.6	3.4
p0 queue free %			70		100	64
cM capacity (veh/h)			1170		73	652
Direction, Lane #	NB 1	SB 1	SB 2	NW 1		
Volume Total	383	348	575	232		
Volume Left	0	348	0	0		
Volume Right	0	0	0	232		
cSH	1700	1170	1700	652		
Volume to Capacity	0.23	0.30	0.34	0.36		
Queue Length 95th (ft)	0	31	0	40		
Control Delay (s)	0.0	9.4	0.0	13.6		
Lane LOS		A		B		
Approach Delay (s)	0.0	3.5		13.6		
Approach LOS				B		
Intersection Summary						
Average Delay			4.2			
Intersection Capacity Utilization			43.4%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
5: US 301 & SR 39

Existing Year (2013) AM Peak Hour

	↑	↖	↙	↓	↘	↗
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑		↖	↑		↗
Volume (vph)	356	0	324	535	0	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	350		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Flt						0.865
Flt Protected			0.950			
Satd. Flow (prot)	1827	0	1752	1845	0	1522
Flt Permitted			0.950			
Satd. Flow (perm)	1827	0	1752	1845	0	1522
Link Speed (mph)	45			45	45	
Link Distance (ft)	1667			580	517	
Travel Time (s)	25.3			8.8	7.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	4%	4%	3%	3%	8%	8%
Adj. Flow (vph)	383	0	348	575	0	232
Shared Lane Traffic (%)						
Lane Group Flow (vph)	383	0	348	575	0	232
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane					Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	43.4%
Analysis Period (min)	15
	ICU Level of Service A

HCM Unsignalized Intersection Capacity Analysis
5: US 301 & SR 39

Existing Year (2013) PM Peak Hour

	↑	↖	↙	↓	↘	↗
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑		↖	↑		↗
Volume (veh/h)	535	0	216	356	0	324
Sign Control	Free			Free	Yield	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	557	0	225	371	0	338
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			557	1378	557	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			557	1378	557	
tC, single (s)			4.1	6.5	6.3	
tC, 2 stage (s)						
tF (s)			2.2	3.6	3.4	
p0 queue free %			78	100	35	
cM capacity (veh/h)			1008	120	518	
Direction, Lane #	NB 1	SB 1	SB 2	NW 1		
Volume Total	557	225	371	338		
Volume Left	0	225	0	0		
Volume Right	0	0	0	338		
cSH	1700	1008	1700	518		
Volume to Capacity	0.33	0.22	0.22	0.65		
Queue Length 95th (ft)	0	21	0	116		
Control Delay (s)	0.0	9.6	0.0	24.0		
Lane LOS		A		C		
Approach Delay (s)	0.0	3.6		24.0		
Approach LOS				C		
Intersection Summary						
Average Delay			6.9			
Intersection Capacity Utilization			54.9%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
5: US 301 & SR 39

Existing Year (2013) PM Peak Hour

	↑	↖	↙	↓	↘	↗
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑		↖	↑		↗
Volume (vph)	535	0	216	356	0	324
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	350		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t						0.865
Fl _t Protected			0.950			
Satd. Flow (prot)	1827	0	1752	1845	0	1522
Fl _t Permitted			0.950			
Satd. Flow (perm)	1827	0	1752	1845	0	1522
Link Speed (mph)	45			45	45	
Link Distance (ft)	1667			580	517	
Travel Time (s)	25.3			8.8	7.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	3%	3%	8%	8%
Adj. Flow (vph)	557	0	225	371	0	338
Shared Lane Traffic (%)						
Lane Group Flow (vph)	557	0	225	371	0	338
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane					Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Yield	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	54.9%
ICU Level of Service	A
Analysis Period (min)	15

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Highway Name	US 301	Study Period	Kother
Date Prepared	1/23/2014 3:35:40 PM	From	Project Southern Termini	Analysis Type	Two-Lane Segment
Agency		To	Chancey Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	T:\US 301 PD&E (Pasco)\Traffic\Existing Conditions\Existing Conditions Analysis\Arterial Analysis\US 301 South of Chancey 2013.xhp				
User Notes					

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.467	Median	No	AADT	12500	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.090	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	55	% NPZ	60	Peak Dir. Hrly. Vol.	675	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	450	Adjusted Capacity	0

LOS Results

v/c Ratio	0.48	Density	N/A	PTSF	83.2	ATS	47.6	% FFS	79.4
FFS Delay	22.9	LOS Thresh. Delay	5.3	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	130	470	880	1230	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	220	790	1470	2060	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2500	8800	16400	22900	26400

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst		Highway Name	US 301	Study Period	Kother
Date Prepared	1/23/2014 3:57:24 PM	From	Chancey Road	Analysis Type	Two-Lane Segment
Agency		To	SR 39	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	T:\US 301 PD&E (Pasco)\Traffic\Existing Conditions\Existing Conditions Analysis\Arterial Analysis\US 301 Chancey Rd to SR 39 Yr 2013.xhp				
User Notes					

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.697	Median	No	AADT	9700	PHF	0.960
# Thru Lanes	2	Left Turn Impact	No	K	0.090	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	45	% NPZ	60	Peak Dir. Hrly. Vol.	524	Local Adj. Factor	0.91
Free Flow Speed	50	Class	3	Off Peak Dir. Hrly. Vol.	349	Adjusted Capacity	0

LOS Results

v/c Ratio	0.35	Density	N/A	PTSF	75.9	ATS	40.0	% FFS	80.0
FFS Delay	12.5	LOS Thresh. Delay	12.5	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	130	360	730	1060	1480
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	220	600	1220	1770	2470
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2500	6700	13600	19700	27500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

APPENDIX E

Crash Data (2009-2013)

SEGMENT CRASH RATE WORKSHEET

CITY/TOWN : Pasco County COUNT DATE : _____

DISTRICT : 7

~ SEGMENT DATA ~

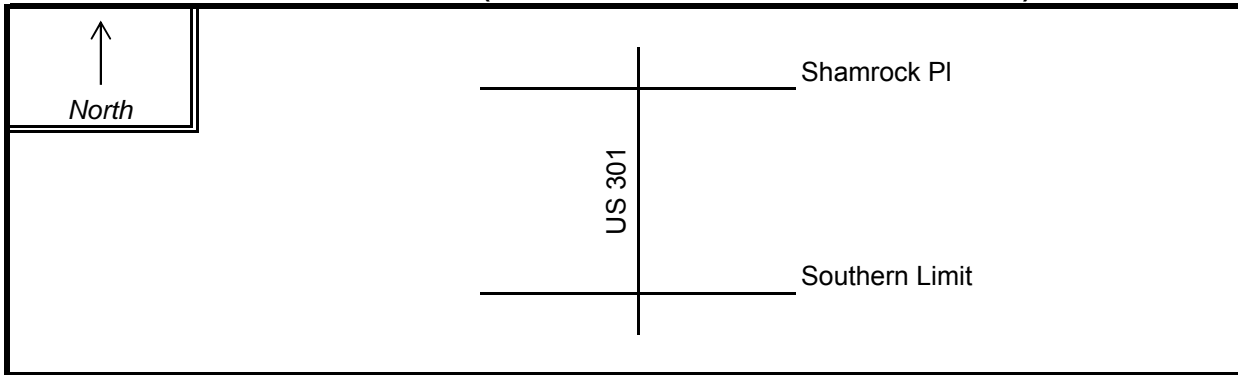
ROADWAY NAME: U.S. 301

START POINT: Southern Limit (MP - 1.306)

END POINT: Shamrock Place (MP - 2.367)

FUNCTIONAL CLASSIFICATION OF ROADWAY: Rural

ROADWAY DIAGRAM (LABEL ROADWAY AND CROSS STREETS)



AVERAGE DAILY TRAFFIC

SEGMENT LENGTH IN MILES (L):	1.061
AVERAGE DAILY TRAFFIC VOLUME (V):	12,500

TOTAL # OF CRASHES:	24	# OF YEARS :	5	AVERAGE # OF CRASHES PER YEAR (A):	4.80
---------------------	----	--------------	---	--------------------------------------	-------------

CRASH RATE CALCULATION :

0.992

$$\text{RATE} = \frac{(A * 1,000,000)}{(L * V * 365)}$$

Comments : 2010 5-Year Florida Average Crash Rate Category 18 - Rural Segment - 0.588

Project Title & Date: US 301 PD&E Study January, 2014

SEGMENT CRASH RATE WORKSHEET

CITY/TOWN : Pasco County COUNT DATE : _____

DISTRICT : 7

~ SEGMENT DATA ~

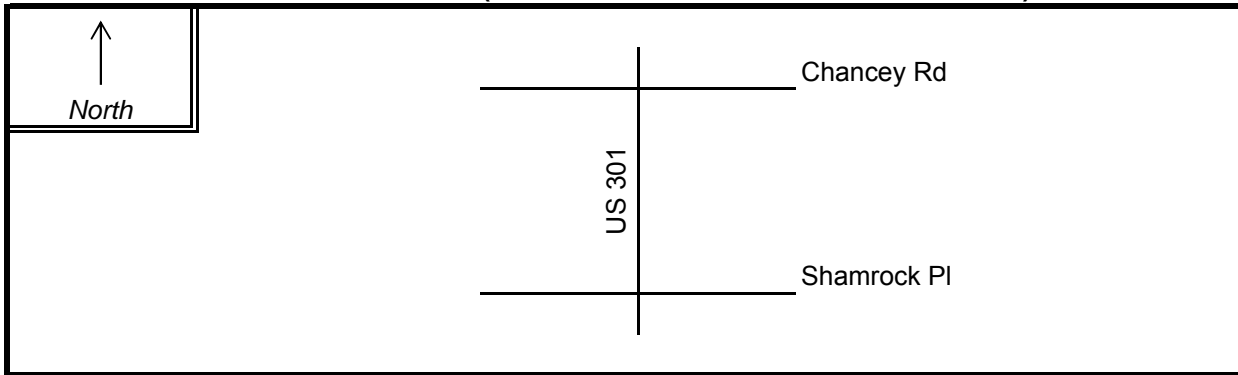
ROADWAY NAME: U.S. 301

START POINT: Shamrock Place (MP - 2.367)

END POINT: Chancey Road (MP - 3.067)

FUNCTIONAL CLASSIFICATION OF ROADWAY: Urban/Transitioning

ROADWAY DIAGRAM (LABEL ROADWAY AND CROSS STREETS)



AVERAGE DAILY TRAFFIC

SEGMENT LENGTH IN MILES (L):	0.7
AVERAGE DAILY TRAFFIC VOLUME (V):	12,000

TOTAL # OF CRASHES:	38	# OF YEARS :	5	AVERAGE # OF CRASHES PER YEAR (A):	7.60
---------------------	----	--------------	---	--------------------------------------	-------------

CRASH RATE CALCULATION :

2.479

$$\text{RATE} = \frac{(A * 1,000,000)}{(L * V * 365)}$$

Comments : 2010 5-Year Florida Average Crash Rate Category 14 - Suburban Segment - 2.116

Project Title & Date: US 301 PD&E Study January, 2014

SEGMENT CRASH RATE WORKSHEET

CITY/TOWN : Pasco County COUNT DATE : _____

DISTRICT : 7

~ SEGMENT DATA ~

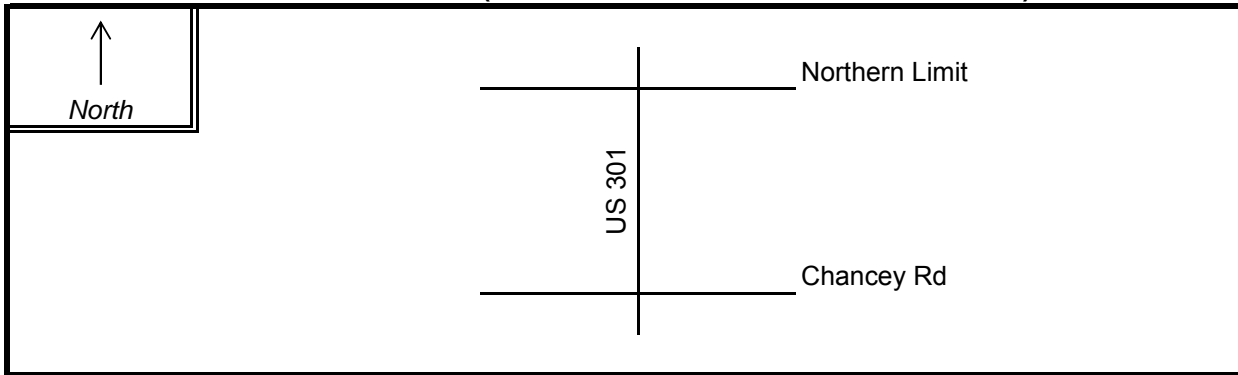
ROADWAY NAME: U.S. 301

START POINT: Chancey Road (MP - 3.067)

END POINT: Northern Limit (MP - 3.764)

FUNCTIONAL CLASSIFICATION OF ROADWAY: Urban/Transitioning

ROADWAY DIAGRAM (LABEL ROADWAY AND CROSS STREETS)



AVERAGE DAILY TRAFFIC

SEGMENT LENGTH IN MILES (L):	0.697
AVERAGE DAILY TRAFFIC VOLUME (V):	9,900

TOTAL # OF CRASHES:	22	# OF YEARS :	5	AVERAGE # OF CRASHES PER YEAR (A):	4.40
---------------------	----	--------------	---	--------------------------------------	-------------

CRASH RATE CALCULATION :

1.747

$$\text{RATE} = \frac{(A * 1,000,000)}{(L * V * 365)}$$

Comments : 2010 5-Year Florida Average Crash Rate Category 14 - Suburban Segment - 2.116

Project Title & Date: US 301 PD&E Study January, 2014

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Pasco County COUNT DATE : _____

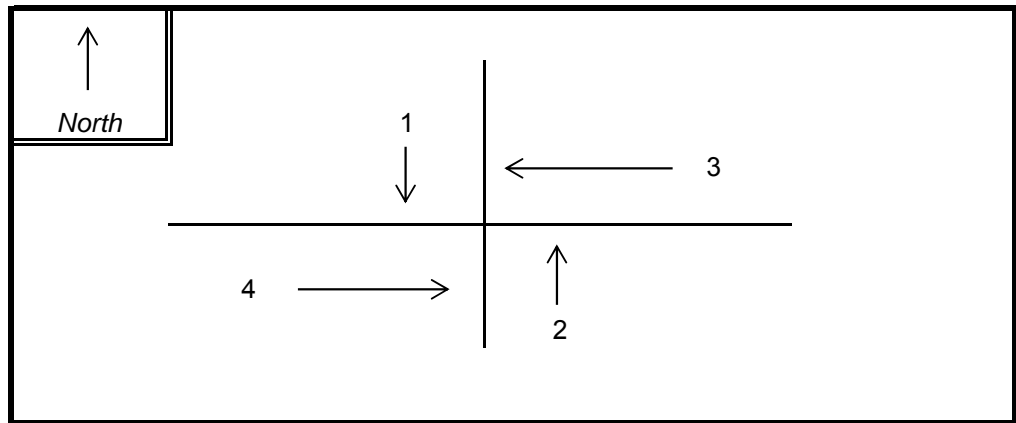
DISTRICT : 7 UNSIGNALIZED : SIGNALIZED :

~ INTERSECTION DATA ~

MAJOR STREET : US 301

MINOR STREET(S) : Chancey Rd

**INTERSECTION
DIAGRAM**
(Label Approaches)



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	north	south	east	west		
PEAK HOURLY VOLUMES (AM/PM) :	9,900	12,500	6,900	8,900		38,200

"K" FACTOR : INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES : # OF YEARS : AVERAGE # OF CRASHES PER YEAR (A) :

CRASH RATE CALCULATION :

0.545

$$\text{RATE} = \frac{(A * 1,000,000)}{(V * 365)}$$

Comments : 2010 5-Year Florida Average Crash Rate Suburban Spot Cat.14 (2-3 Lanes 4 Legs) - 0.369

Project Title & Date: US 301 PD&E Study January, 2014

Crash Rate Summary (2009-2013)

From/To	BMP	EMP	Length	Total Crashes	Crash Rates		AADT	Fat	Inj	PDO
					Segment	FDOT Statewide				
Chancey to Tucker	3.067	3.764	0.697	22	1.747	2.116	9900	1	14	7
Shamrock to Chancey	2.367	3.067	0.700	38	2.479	2.116	12000	0	15	24
Southern limit to Shamrock	1.306	2.367	1.061	24	0.992	0.588	12500	1	18	4
US 301 Corridor			2.458	84	1.739			2	47	35

Florida Average Crash Rates for Rural Segments							
Crash Rates Per Million Vehicles							
CC	Years.....	2006	2007	2008	2009	2010	5 Year Average
42	One Way	24.096	41.811	14.984	17.275	4.088	13.502
16	2-3 Lanes 2wy Div Rasd	3.554	2.855	1.383	1.880	1.642	2.068
17	2-3 Lanes 2wy Div Pavd	1.946	1.926	1.789	1.796	1.809	1.851
18	2-3 Lanes 2wy Undivided	0.599	0.630	0.540	0.582	0.587	0.588
26	4-5 Lanes 2wy Div Rasd	0.597	0.624	0.550	0.563	0.519	0.571
27	4-5 Lanes 2wy Div Pavd	1.714	0.762	0.518	0.621	0.525	0.609
28	4-5 Lanes 2wy Undivided	0.353	0.522	0.238	0.331	1.739	0.446
36	6+ Lanes 2wy Div Rasd	0.622	0.647	0.587	0.847	1.098	0.735
37	6+ Lanes 2wy Div Pavd	0.000	0.000	0.000	0.000	0.492	0.492
38	6+ Lanes 2wy Undivided	0.000	0.000	0.000	0.000	0.000	0.000
2	Interstate	0.359	0.399	0.351	0.400	0.382	0.378
4	Toll Road	0.383	0.375	0.317	0.370	0.360	0.360
8	Ramp	0.000	0.000	0.000	0.000	0.000	0.000
6	Other Limited access	9.735	10.435	10.157	11.798	0.683	9.387

Florida Average Crash Rates for Suburban Segments							
Crash Rates Per Million Vehicles							
CC	Years.....	2006	2007	2008	2009	2010	5 Year Average
41	One Way	1.853	2.050	1.765	2.358	2.790	2.139
13	2-3 Lanes 2wy Div Rasd	3.336	2.581	2.710	2.905	2.341	2.754
14	2-3 Lanes 2wy Div Pavd	2.229	2.262	2.025	2.051	2.018	2.116
15	2-3 Lanes 2wy Undivided	0.997	0.997	0.858	0.892	0.828	0.917
23	4-5 Lanes 2wy Div Rasd	1.376	1.461	1.277	1.314	1.344	1.355
24	4-5 Lanes 2wy Div Pavd	2.063	2.113	1.938	1.763	1.962	1.964
25	4-5 Lanes 2wy Undivided	1.182	1.872	0.904	1.094	1.256	1.279
33	6+ Lanes 2wy Div Rasd	2.161	2.198	2.003	2.016	2.040	2.082
34	6+ Lanes 2wy Div Pavd	2.377	2.825	2.287	1.430	1.356	1.763
35	6+ Lanes 2wy Undivided	0.719	0.000	0.000	0.000	0.000	0.352

Florida Average Crash Rates for Urban Segments							
Crash Rates Per Million Vehicles							
CC	Years.....	2006	2007	2008	2009	2010	5 Year Average
40	One Way	7.184	7.015	6.647	7.232	6.710	6.955
10	2-3 Lanes 2wy Div Rasd	7.530	6.719	5.333	5.612	4.492	5.824
11	2-3 Lanes 2wy Div Pavd	4.284	4.227	4.004	4.088	3.728	4.055
12	2-3 Lanes 2wy Undivided	3.536	3.557	2.721	2.630	2.405	2.940
20	4-5 Lanes 2wy Div Rasd	2.549	2.545	2.311	2.424	2.432	2.451
21	4-5 Lanes 2wy Div Pavd	3.650	3.864	3.491	4.044	4.116	3.822
22	4-5 Lanes 2wy Undivided	4.945	5.336	4.587	4.898	4.588	4.880
30	6+ Lanes 2wy Div Rasd	3.212	3.149	3.046	3.177	3.318	3.181
31	6+ Lanes 2wy Div Pavd	3.386	3.487	3.180	3.252	3.316	3.330
32	6+ Lanes 2wy Undivided	1.234	8.264	24.561	44.483	41.512	26.402
1	Interstate	0.682	0.747	0.643	0.681	0.706	0.691
3	Toll Road	0.626	0.669	0.584	0.530	0.601	0.602
7	Ramp	0.000	0.000	0.000	0.000	0.000	0.000
5	Other Limited access	1.102	1.104	1.054	1.075	1.456	1.141

LEGEND	
Rasd	Raised Median
Pavd	Painted Median
OLA	Other Limited access
INT	Interstate
TOL	Toll Road

Florida Average Crash Rates for Suburban Spots
Crash Rates Per Million Vehicles

CC	Years.....	2006	2007	2008	2009	2010	5 Year Average
41	One Way 3 Legs	0.422	0.497	0.505	0.739	0.711	0.528
41	One Way 4 Legs	0.277	0.330	0.293	0.472	0.456	0.359
41	One Way 5 Legs	0.202	0.247	0.438	0.421	0.219	0.398
41	One Way 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
13	2-3 Lanes 2wy Div Rasd 3 Legs	0.430	0.345	0.306	0.344	0.357	0.369
13	2-3 Lanes 2wy Div Rasd 4 Legs	0.532	0.474	0.452	0.419	0.328	0.396
13	2-3 Lanes 2wy Div Rasd 5 Legs	0.000	0.000	0.000	0.000	0.000	0.000
13	2-3 Lanes 2wy Div Rasd 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
14	2-3 Lanes 2wy Div Pavd 3 Legs	0.238	0.243	0.211	0.224	0.221	0.224
14	2-3 Lanes 2wy Div Pavd 4 Legs	0.423	0.409	0.383	0.346	0.353	0.369
14	2-3 Lanes 2wy Div Pavd 5 Legs	0.616	0.402	0.406	0.301	0.319	0.409
14	2-3 Lanes 2wy Div Pavd 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
15	2-3 Lanes 2wy Undivided 3 Legs	0.154	0.161	0.137	0.150	0.147	0.153
15	2-3 Lanes 2wy Undivided 4 Legs	0.233	0.233	0.194	0.203	0.197	0.204
15	2-3 Lanes 2wy Undivided 5 Legs	0.225	0.330	0.339	0.310	0.396	0.340
15	2-3 Lanes 2wy Undivided 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
23	4-5 Lanes 2wy Div Rasd 3 Legs	0.211	0.227	0.198	0.200	0.211	0.206
23	4-5 Lanes 2wy Div Rasd 4 Legs	0.400	0.417	0.373	0.386	0.399	0.386
23	4-5 Lanes 2wy Div Rasd 5 Legs	0.760	0.830	0.672	0.828	0.875	0.798
23	4-5 Lanes 2wy Div Rasd 6 Legs	0.787	0.636	0.889	0.656	1.006	0.771
24	4-5 Lanes 2wy Div Pavd 3 Legs	0.191	0.203	0.183	0.190	0.238	0.218
24	4-5 Lanes 2wy Div Pavd 4 Legs	0.366	0.359	0.382	0.335	0.411	0.381
24	4-5 Lanes 2wy Div Pavd 5 Legs	1.855	1.702	0.945	0.479	0.000	0.096
24	4-5 Lanes 2wy Div Pavd 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
25	4-5 Lanes 2wy Undivided 3 Legs	0.238	0.380	0.151	0.114	0.208	0.167
25	4-5 Lanes 2wy Undivided 4 Legs	0.173	0.328	0.141	0.165	0.159	0.125
25	4-5 Lanes 2wy Undivided 5 Legs	0.266	0.261	0.000	0.000	0.000	0.000
25	4-5 Lanes 2wy Undivided 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
33	6+ Lanes 2wy Div Rasd 3 Legs	0.259	0.268	0.238	0.233	0.239	0.245
33	6+ Lanes 2wy Div Rasd 4 Legs	0.528	0.561	0.493	0.507	0.540	0.526
33	6+ Lanes 2wy Div Rasd 5 Legs	0.526	0.615	0.523	0.533	0.477	0.538
33	6+ Lanes 2wy Div Rasd 6 Legs	0.230	0.260	0.133	0.231	0.485	0.265
34	6+ Lanes 2wy Div Pavd 3 Legs	0.181	0.148	0.130	0.115	0.134	0.152
34	6+ Lanes 2wy Div Pavd 4 Legs	0.336	0.368	0.401	0.477	0.416	0.464
34	6+ Lanes 2wy Div Pavd 5 Legs	0.000	0.000	0.000	0.000	0.000	0.000
34	6+ Lanes 2wy Div Pavd 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000
35	6+ Lanes 2wy Undivided 3 Legs	0.000	0.000	0.000	0.000	0.000	0.000
35	6+ Lanes 2wy Undivided 4 Legs	0.000	0.000	0.000	0.000	0.000	0.000
35	6+ Lanes 2wy Undivided 5 Legs	0.000	0.000	0.000	0.000	0.000	0.000
35	6+ Lanes 2wy Undivided 6 Legs	0.000	0.000	0.000	0.000	0.000	0.000

APPENDIX F

Project Traffic Forecasts

US 301 PD&E Study
Model AADT Volume Comparison
Revised 01-22-2014

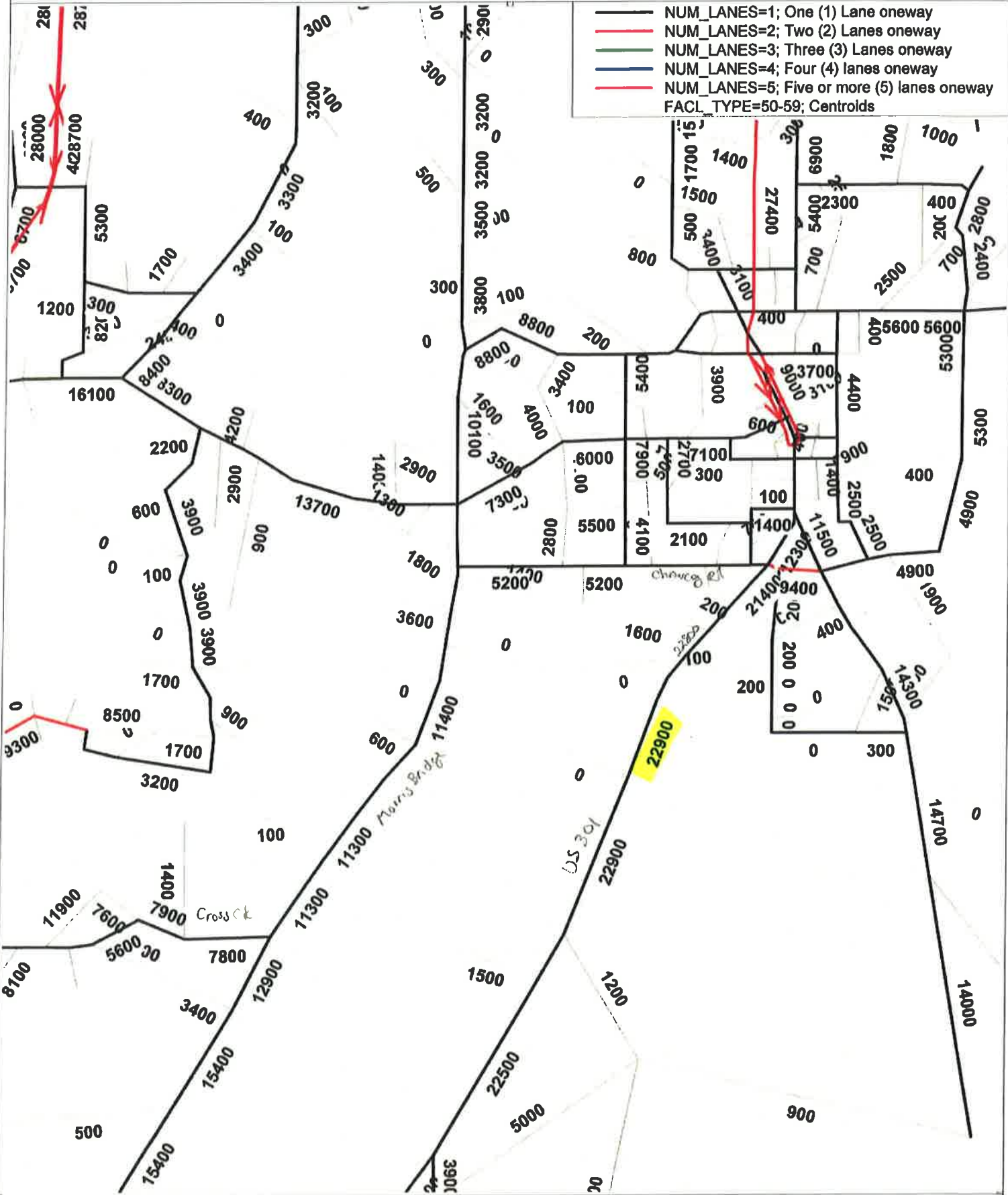
Roadway	Link	TBRPM Version 7.1				TBRPM-Managed Lanes				SR 54/SR 56 Transit/Managed Lane & Toll Feasibility Study			
		2006 Base Year Network	2035 Cost-Affordable Network (LRTP SE Data)	2035 Cost-Affordable Network (Pasco ULI SE Data)	2006 Network (Base Year v24)	2035 Network/ Starter Projects (Pasco ULI SE Data)	2035 Network (Master Plan v11)	2035 No-Build Network (Oct 2013 Pasco Co. SE Data)	2035 Build Network (Oct 2013 Pasco Co. SE Data)	General Use Lanes	Managed Lanes	Total All Lanes (General Use + Managed)	
US 301	South of SR 56 (Proposed)	21,900	26,300	28,100	22,200	31,400	31,100	27,900	28,200	0	28,200	28,200	
	SR 56 (Proposed) to Chancey Road	20,900	37,300	37,000	22,900	35,500	37,100	30,300	31,100	0	31,100	31,100	
	Chancey Road to SR 39	9,900	29,600	29,000	12,300	35,400	35,300	31,200	30,500	0	30,500	30,500	
	North of SR 39	20,900	49,900	49,200	25,700	60,800	59,300	56,800	55,800	0	55,800	55,800	
SR 39	South of Chancey Road	14,800	25,900	25,100	16,100	35,200	32,700	34,700	34,700	0	34,700	34,700	
	Chancey Road to US 301	9,700	20,600	20,200	11,500	25,700	24,300	24,900	24,700	0	24,700	24,700	
Chancey Road	West of US 301	9,000	8,700	9,300	7,900	11,200	11,500	10,400	10,800	0	10,800	10,800	
	US 301 to SR 39	10,600	15,400	14,600	9,400	13,900	12,800	12,200	12,500	0	12,500	12,500	
	East of SR 39	9,300	13,800	12,900	7,700	8,600	8,800	6,700	6,800	0	6,800	6,800	
SR 56 (Proposed)	West of Morris Bridge Road	N/A	24,100	25,700	N/A	25,800	24,200	21,500	20,200	8,500	28,700	28,700	
	Morris Bridge Road to US 301	N/A	32,800	36,600	N/A	33,200	30,600	25,800	20,570	9,900	30,470	30,470	

Tampa Bay Regional Planning Model Version 24

Base Year 2006 Validation

AADT (Two-Way) Volumes

- NUM_LANES=1; One (1) Lane oneway
- NUM_LANES=2; Two (2) Lanes oneway
- NUM_LANES=3; Three (3) Lanes oneway
- NUM_LANES=4; Four (4) lanes oneway
- NUM_LANES=5; Five or more (5) lanes oneway
- FACL_TYPE=50-59; Centroids



MOCF= 0.95 (Pasco Countyside)

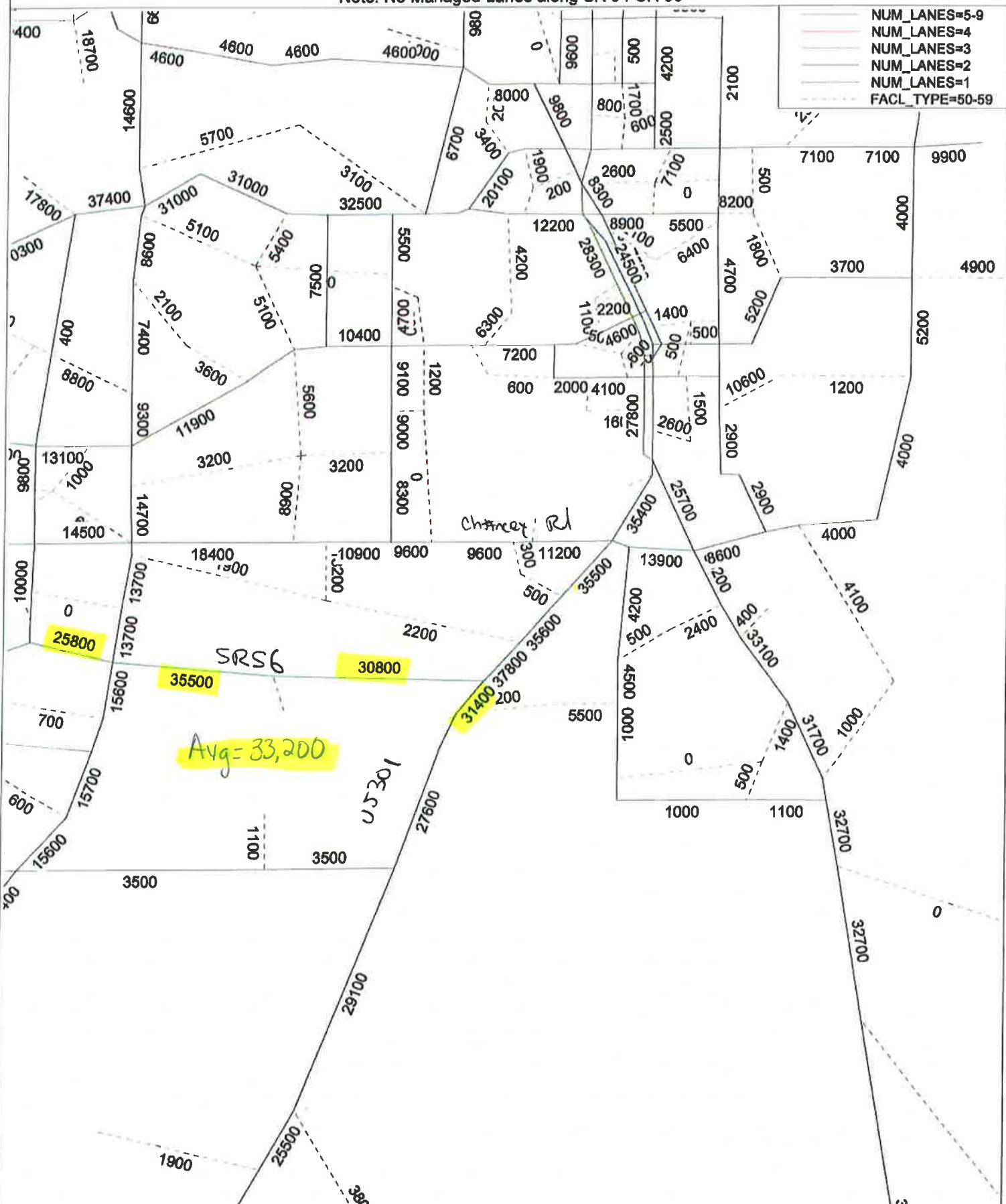
cube

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2035 AADT (Two-Way) Volumes except on One-Way Roads

2035 TBRPM-ML Starter Project Network

Note: No Managed Lanes along SR 54-SR 56



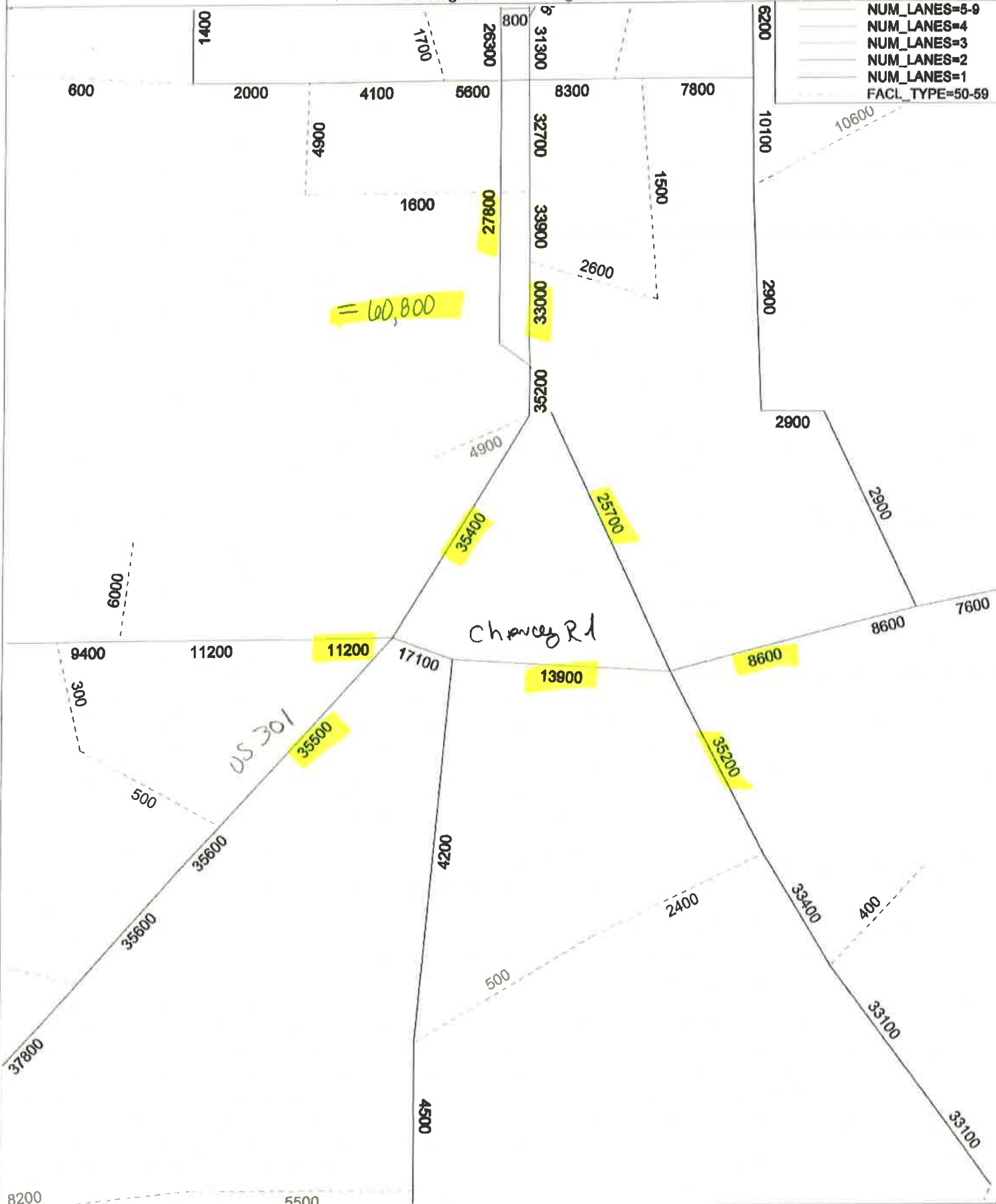
—	NUM_LANES=5-9
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- - -	FACL_TYPE=50-59

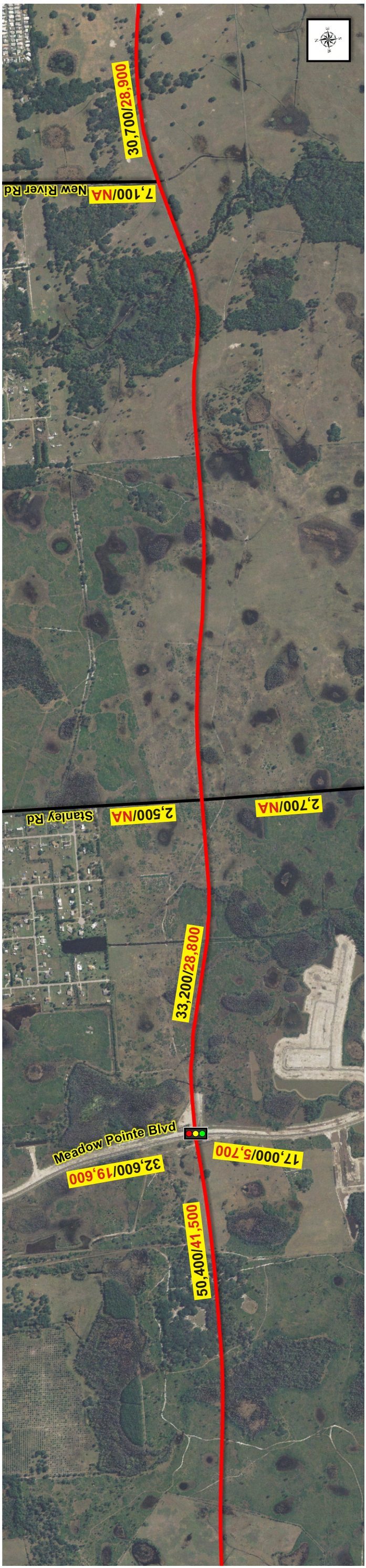
2035 AADT (Two-Way) Volumes except on One-Way Roads

2035 TBRPM-ML Starter Project Network

Note: No Managed Lanes along SR 54-SR 56

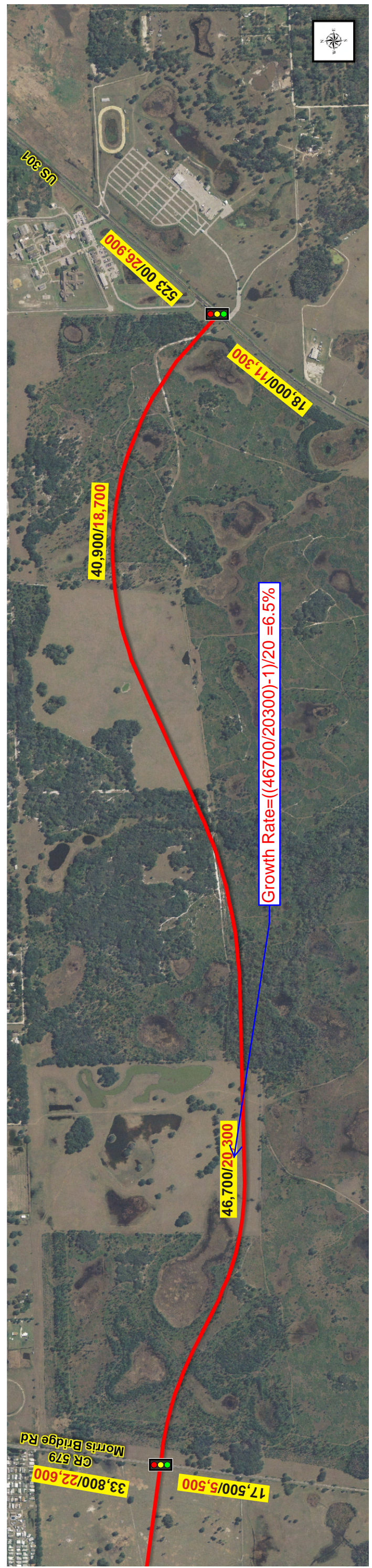
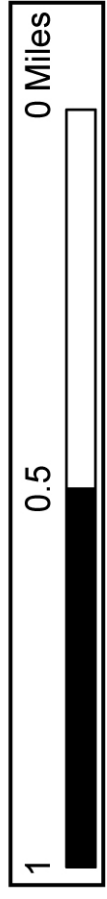
- NUM_LANES=5-9
- NUM_LANES=4
- NUM_LANES=3
- NUM_LANES=2
- NUM_LANES=1
- FACL_TYPE=50-59





Revised SR 56 Alignment

XXX/XXX
 └─ 2010 AADT
 └─ 2030 AADT

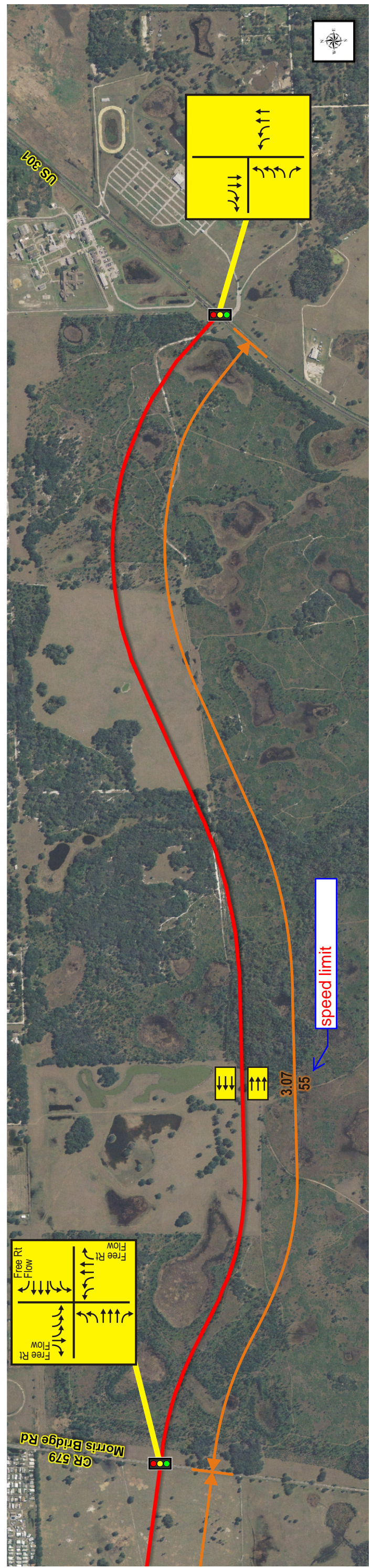
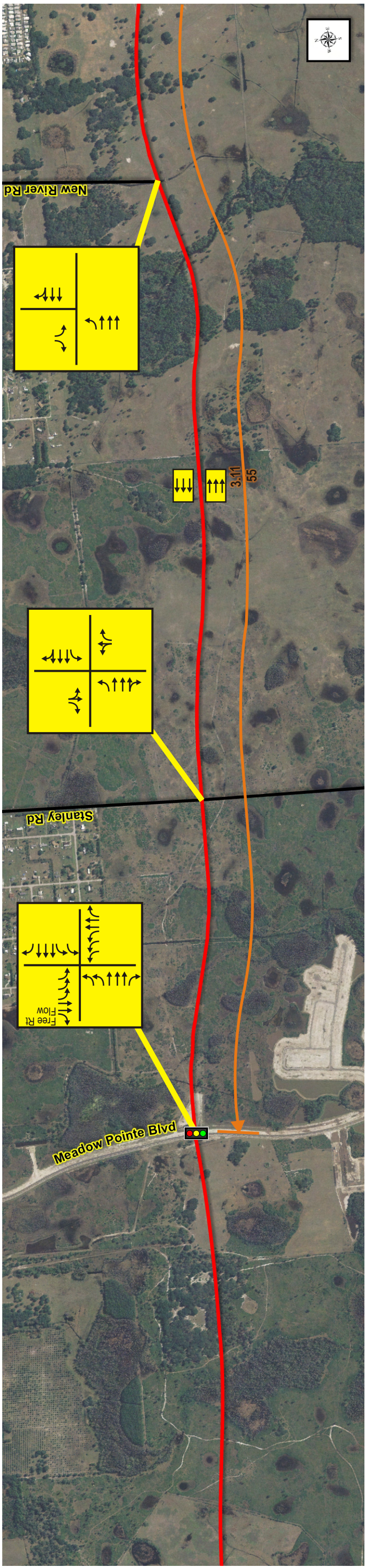


SR 56 PD&E Study
 Reevaluation from
 Meadow Pointe Blvd.
 to SR 41 (US 301)



DESIGN YEAR (2030) & OPENING YEAR (2010)
 SR 56 CORRIDOR AADT

EXHIBIT 2



Source: SR 56 PD&E Study
 Reevaluation from
 Meadow Pointe Blvd.
 to SR 41 (US 301)

Opening Year (2010) conditions. The following traffic factors have been approved by the FDOT:

$K_{30} = 10$ percent T – Daily = 7 percent
 $D_{30} = 56.6$ percent T – Design Hour = 3.5 percent

**Table 1:
 Traffic Characteristics for the SR 56 Corridor Study Area**

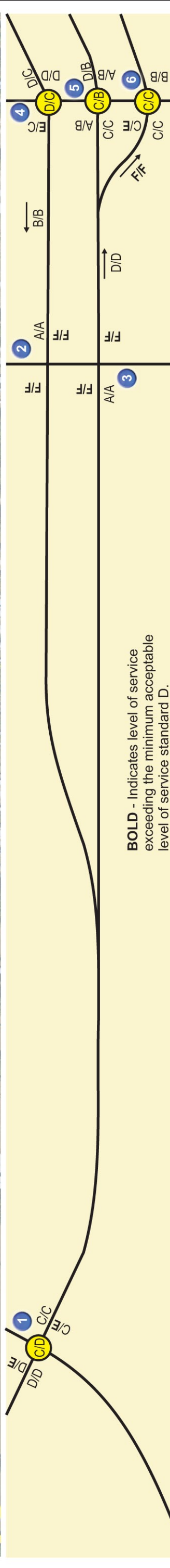
Count Station	Location	Facility Type	Year	K_{30}	D_{30}	Daily Truck %
5505	SR 56 - West of I-75	Sub-Urban Arterial	2005	9.42	55.15	8.89
			2004	9.45	57.88	8.34
			2003	9.32	56.84	3.01
5506	SR 56 - East of I-75	Sub-Urban Arterial	2005	9.42	55.15	5.41
			2004	9.45	57.88	5.56
			2003	9.32	56.84	3.65
5115	SR 54 - East of CR 581/SR 581	Sub-Urban Arterial	2005	9.42	55.15	8.65
			2004	9.45	57.88	7.00
			2003	9.32	56.84	7.06
5116	SR 54 - West of CR 579 (Morris Bridge Road)	Sub-Urban Arterial	2005	9.42	55.15	8.21
			2004	9.45	57.88	8.21
			2003	9.32	56.84	7.47
Average				9.40	56.62	6.79

Source: FDOT Traffic Information 2003, 2004 and 2005.

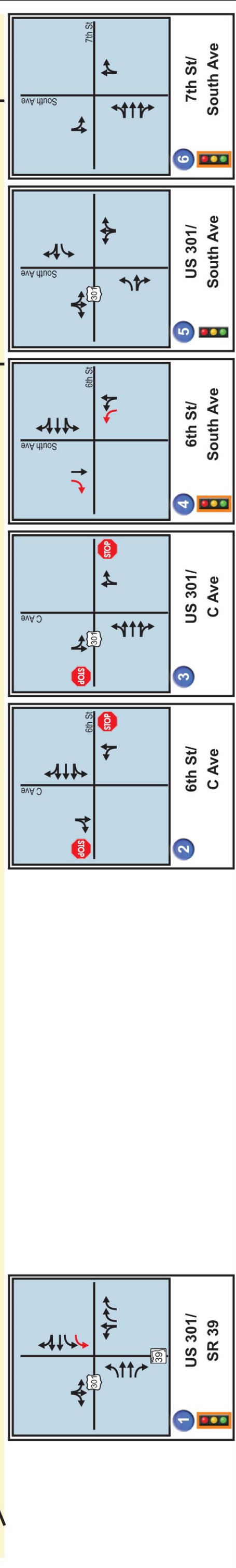
**Table 2:
 Comparison of Site Specific Data with State and National Data for Sub-Urban Arterials**

	FDOT Site Data		State Data*		National Data*	
	K_{30}	D_{30}	K_{30}	D_{30}	K_{30}	D_{30}
Observed Minimum	9.32	55.15	9.2	50.8	10.0	52.0
Observed Maximum	9.45	57.88	11.5	67.1	15.0	57.0

*Source: FDOT Project Traffic Forecasting Handbook 2002.

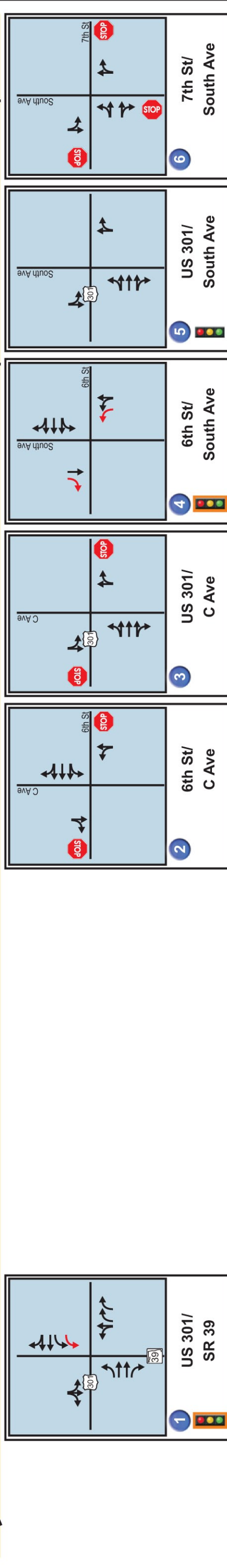
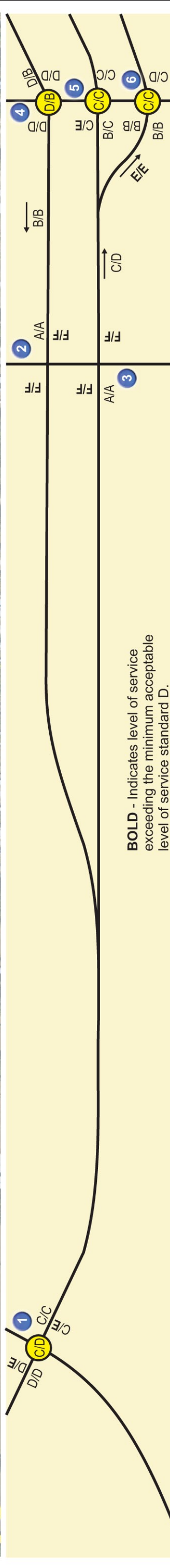


BOLD - Indicates level of service exceeding the minimum acceptable level of service standard D.



**DESIGN YEAR (2035) REFINEMENT OF BUILD ALTERNATIVE LANE GEOMETRY AND LEVEL OF SERVICE (LOS)
6TH STREET AND 7TH STREET ONE-WAY PAIR ALTERNATIVE**

FIGURE ES 1A





US 301 PD&E Study Update
from SR 39 to
CR 54 (Eiland Boulevard)

**DESIGN YEAR (2035) REFINEMENT OF BUILD ALTERNATIVE LANE GEOMETRY AND LEVEL OF SERVICE (LOS)
6TH STREET AND US 301/GALL BLVD ONE-WAY PAIR ALTERNATIVE**

FIGURE ES 2A

US 301 PD&E Study
From SR 56 (Proposed) to SR 39 (Buchman Hwy.)
AADT Calculation

Roadway	Link	2006 Model AADT			2035 Model AADT			Interpolation Between Year 2006 & Year 2035			Growth Factor Based on Year 2035	
		2006 Model AADT	2035 Model AADT	Existing Counts 2013	Opening Year 2020	Interim Year 2030	Historical Growth Rate	Design Year 2040	Opening Year 2020	Interim Year 2030	Historical Growth Rate	Design Year 2040
US 301	South of SR 56 (proposed)	22,900	31,400	-	27,000	30,000						33,000
	North of SR 56 (proposed)	22,800	37,800	12,500	30,000	35,000						39,500
	South of Chancey Road	21,400	35,500	12,000	28,000	33,000	1.00%					37,500
	North of Chancey Road	12,300	35,400	9,700	23,500	31,500						37,000
	North of Tucker Road	12,300	35,400	9,900	23,500	31,500						37,000
	North of SR 39*	25,700	60,800	15,900	42,000	55,000						65,500
SR 39	South of Chancey Road	16,100	35,200	10,500	25,500	32,000	2.05%					39,000
	Chancey Road to US 301	11,500	25,700	6,000	18,500	23,500						28,500
Chancey Road	West of US 301	7,900	11,200	8,900	9,500	10,500						12,000
	US 301 to SR 39	9,500	17,100	6,900	13,000	16,000	1.22%					18,000
	East of SR 39	7,700	8,600	-	8,100	8,400						9,100
SR 56(Proposed)	West of Morris Bridge Road	n/a	25,800	n/a	13,000	19,500	-					34,000
	Morris Bridge Road to US 301 ¹	n/a	30,800	n/a	15,500	23,000						32,500

Note:1) Growth Rate of 6.5% for SR 56 was calculated based on SR 56 PD & E Study Reevaluation from Meadow Point Blvd. to SR 41 (US 301)

¹ To balance with the traffic along US 301, design year 2040 AADT along SR 56, adjacent to US 301 was derived using 1% growth rate.

3) A linear interpolation of the AADT volumes from 2006 to 2035 were used to forecast the Opening Year 2020 and Interim Year 2030 AADT volumes.

4) Traffic projections for 2040 were developed by applying a reasonable growth factor to the 2035 volumes.

5) AADT rounding according to AASHTO Guideline

Forecast Volume	Round to Nearest
<100	10
100 to 999	50
1,000 to 9,999	100
10,000 to 99,999	500
>99,999	1000

6) * Link vol is addition of US 301 - N of Tucker Rd and SR 39 Chancey Rd to US 301

7) TAZ 2328 - 2006 TBRPM volume 2900 AADT, 3035 TBRPM volume 4900 AADT

8) TAZ 2340 - 2006 TBRPM volume 0 AADT, 3035 TBRPM volume 8200 AADT

Roadway	2006 Model AADT			2035 Model AADT			Interpolation Between Year 2006 & Year 2035			Growth Factor Based on Year 2035	
	2006 Model AADT	2035 Model AADT	Existing 2013	Opening Year 2020	Interim Year 2030	Historical Growth Rate	Design Year 2040	Opening Year 2020	Interim Year 2030	Historical Growth Rate	Design Year 2040
Crystal Spring Road (TAZ 2328)	2,200	3,700	-	2,900	3,400	1.00%					3,900
Traffic volume from TAZ 2340	0	2,100	-	1,000	1,700	1.00%					2,200

a) Assumed 75% from TAZ 2328 & 25% of the traffic from TAZ 2340.

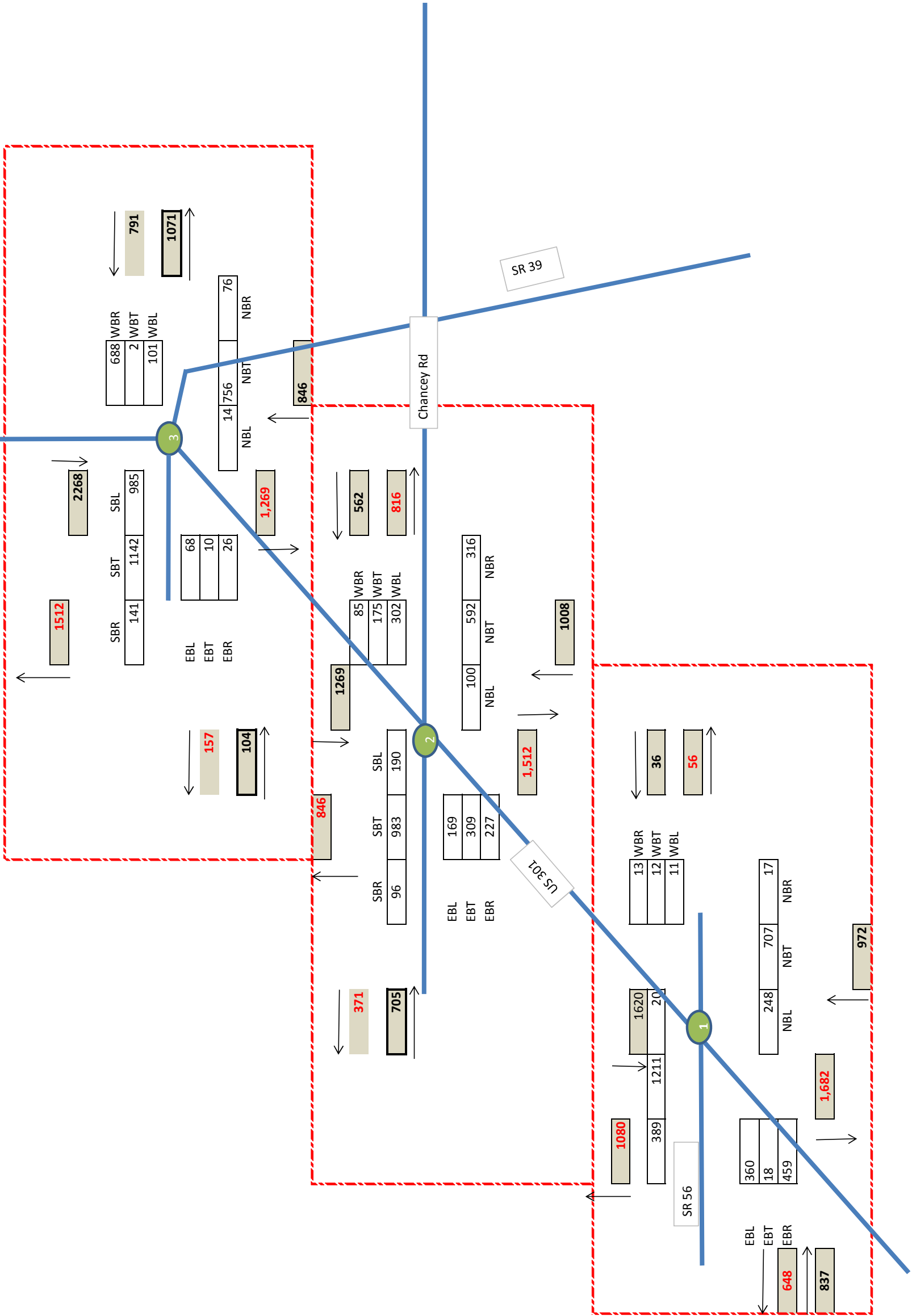
b) Springdale Road may connect to the Fairground entryway, therefore 25% traffic from TAZ 2340 was assumed to be distributed at the intersection of SR 56/ Fairground Entryway @ US 301.

US 301 PD&E Study
From SR 56 (Proposed) to SR 39 (Buchman Hwy.)
DDHVs Calculation

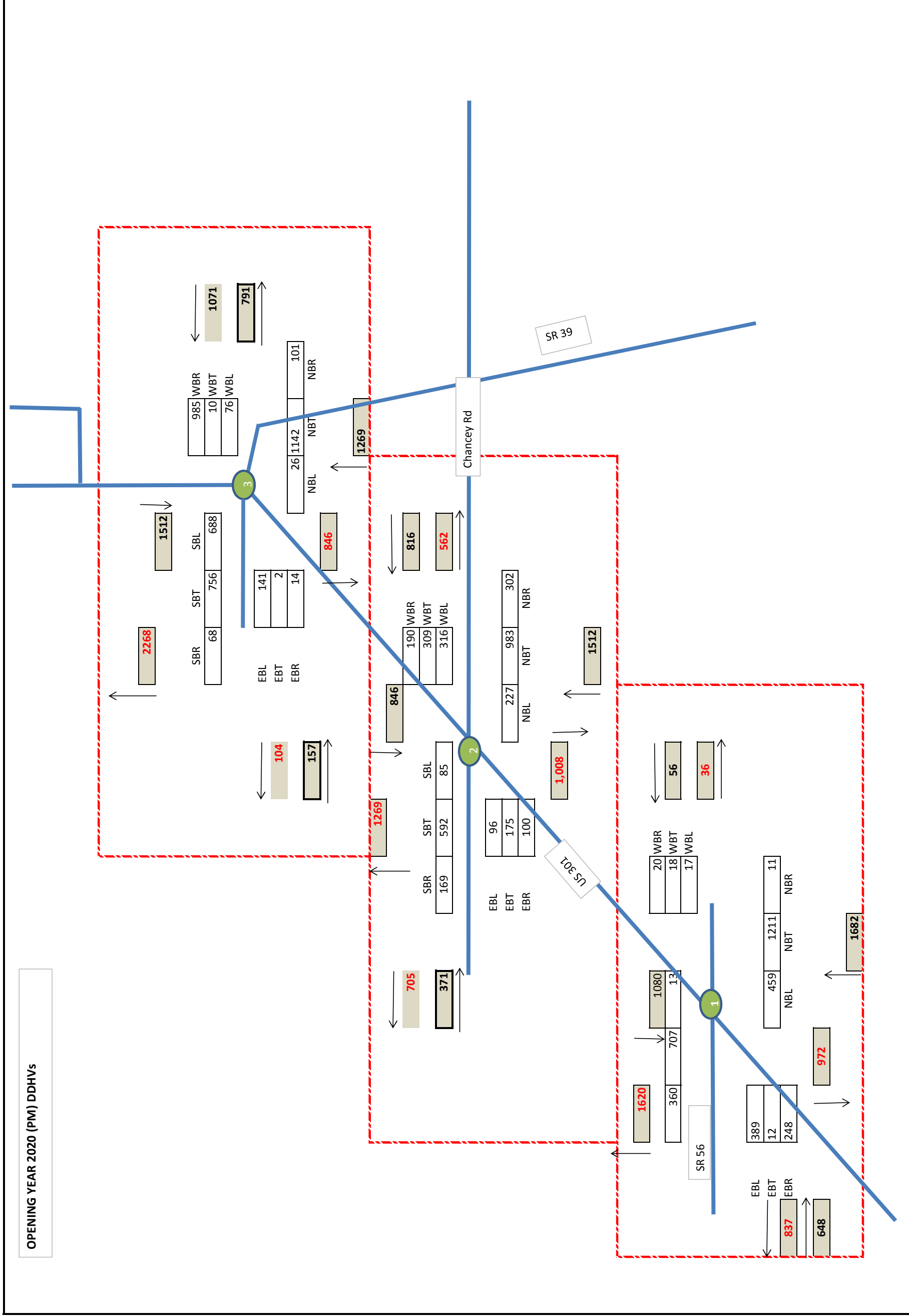
Roadway	Link	AADT				K-Factor	D-Factor	Direction	DDHVs Peak				DDHVs Off Peak			
		Opening Year 2020	Interim Year 2030	Design Year 2040	Design Year 2040				Opening Year 2020	Interim Year 2030	Design Year 2040	Design Year 2040	Opening Year 2020	Interim Year 2030	Design Year 2040	Design Year 2040
US 301	South of SR 56 (proposed)	27,000	30,000	33,000	33,000	9%	60%	NB	1,458	1,620	1,782	1,782	972	1,080	1,188	1,188
	North of SR 56 (proposed)	30,000	35,000	39,500	39,500	9%	60%	NB	1,620	1,890	2,133	2,133	1,080	1,260	1,422	1,422
	South of Chancey Road	28,000	33,000	37,500	37,500	9%	60%	NB	1,512	1,782	2,025	2,025	1,008	1,188	1,350	1,350
	North of Chancey Road	23,500	31,500	37,000	37,000	9%	60%	NB	1,269	1,701	1,998	1,998	846	1,134	1,332	1,332
	North of Tucker Road	23,500	31,500	37,000	37,000	9%	60%	NB	1,269	1,701	1,998	1,998	846	1,134	1,332	1,332
	North of SR 39	42,000	55,000	65,500	65,500	9%	60%	NB	2,268	2,970	3,537	3,537	1,512	1,980	2,358	2,358
SR 39	South of Chancey Road	25,500	32,000	39,000	39,000	9%	60%	NB	1,377	1,728	2,106	2,106	918	1,152	1,404	1,404
	Chancey Road to US 301	18,500	23,500	28,500	28,500	9%	60%	NB	999	1,269	1,539	1,539	666	846	1,026	1,026
Chancey Road	West of US 301	9,500	10,500	12,000	12,000	9%	60%	WB	513	567	648	648	342	378	432	432
	US 301 to SR 39	13,000	16,000	18,000	18,000	9%	60%	WB	702	864	972	972	468	576	648	648
	East of SR 39	8,100	8,400	9,100	9,100	9%	60%	WB	437	454	491	491	292	302	328	328
SR 56(Proposed)	West of Morris Bridge Road	13,000	19,500	34,000	34,000	9%	60%	WB	702	1,053	1,836	1,836	468	702	1,224	1,224
	Morris Bridge Road to US 301	15,500	23,000	32,500	32,500	9%	60%	WB	837	1,242	1,755	1,755	558	828	1,170	1,170

Roadway	Link	AADT				K-Factor	D-Factor	Direction	DDHVs Peak				DDHVs Off Peak			
		Opening Year 2020	Interim Year 2030	Design Year 2040	Design Year 2040				Opening Year 2020	Interim Year 2030	Design Year 2040	Design Year 2040	Opening Year 2020	Interim Year 2030	Design Year 2040	Design Year 2040
DRIVEWAY	Crystal Spring Road (TAZ 2328)	2,900	3,400	3,900	3,900	9%	60%	EB	157	184	211	211	104	122	140	140
	Traffic volume from TAZ 2340	1,000	1,700	2,200	2,200	9%	60%	WB	54	92	119	119	36	61	79	79

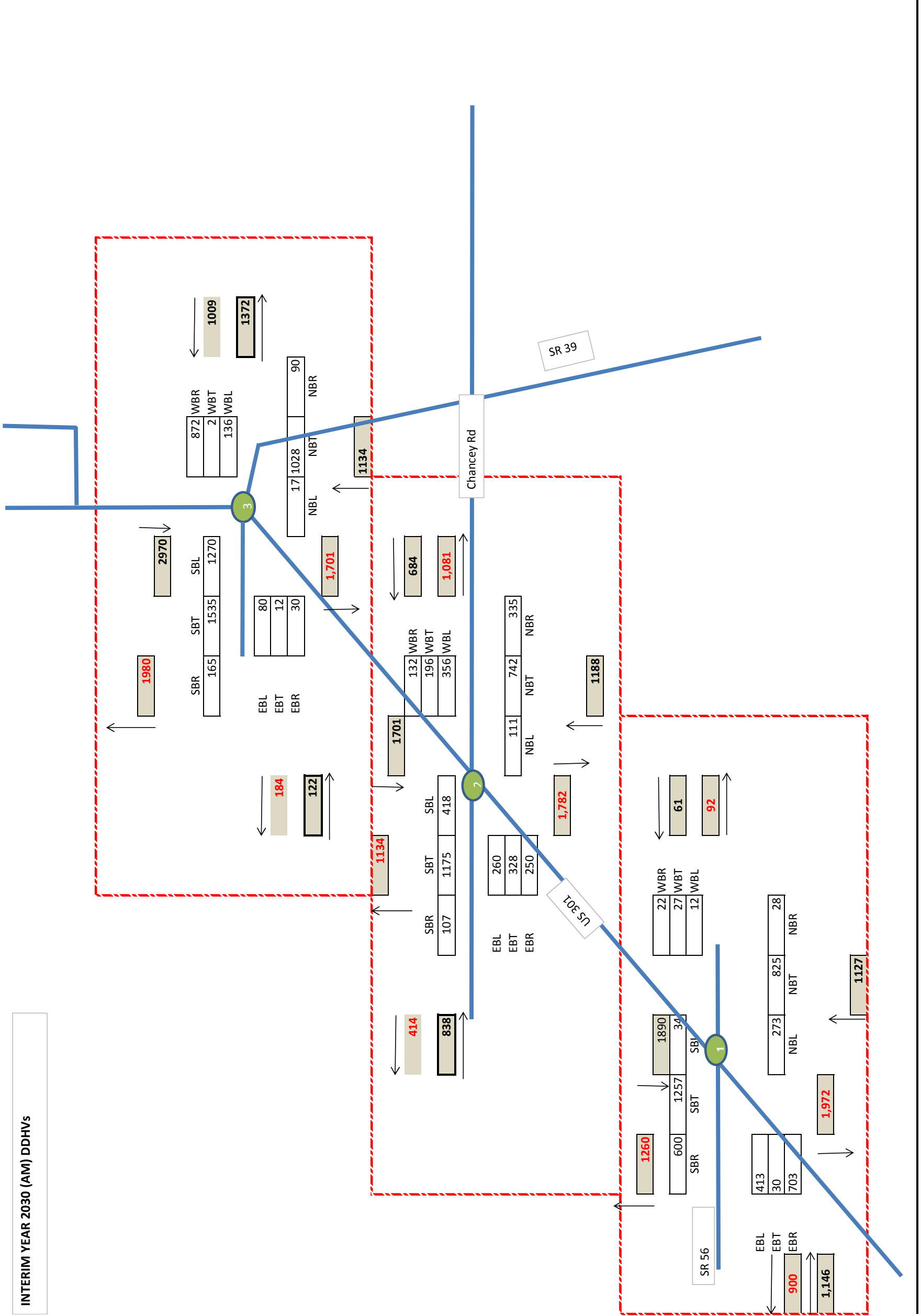
OPENING YEAR 2020 (AM) DDHVs



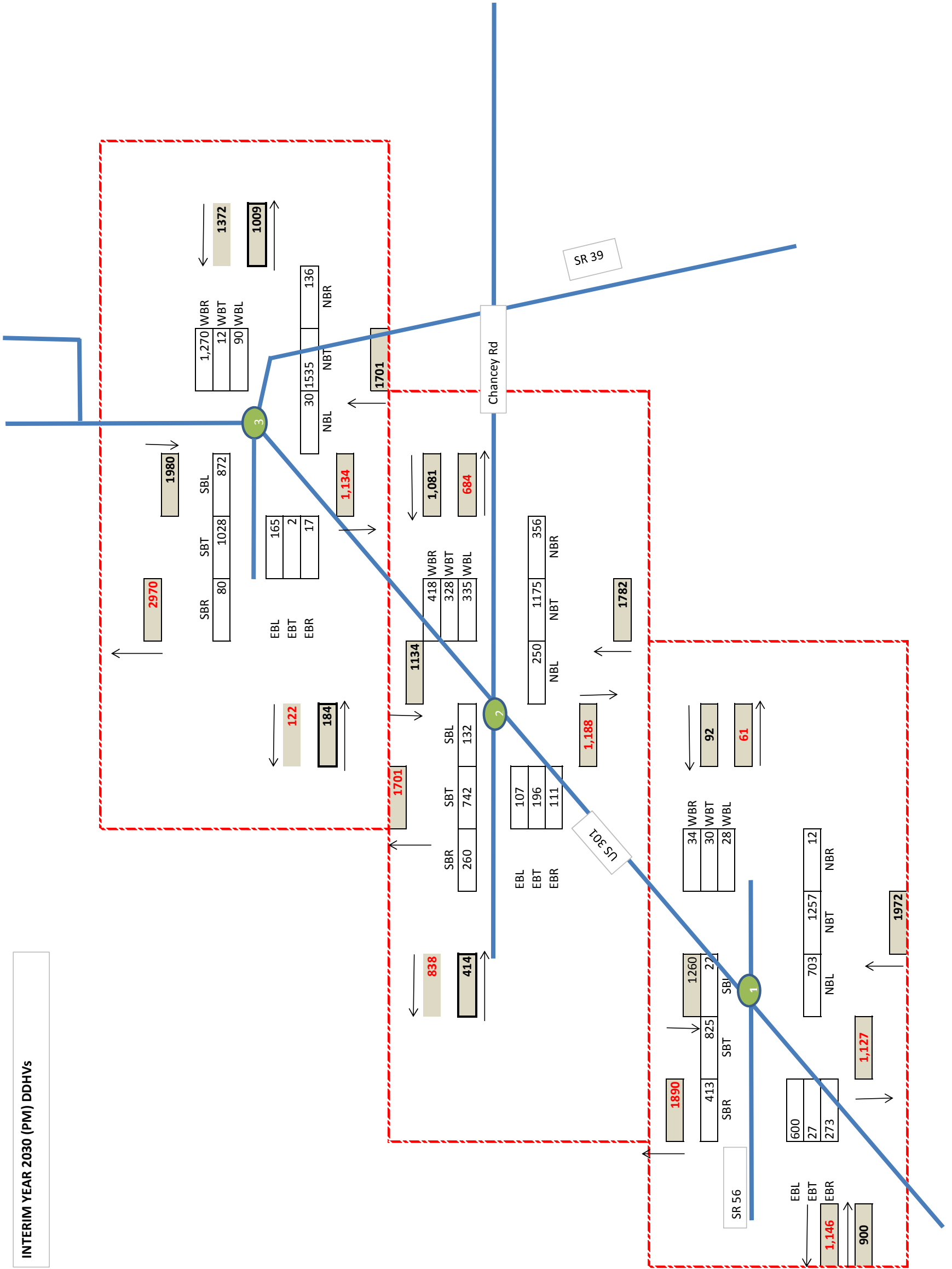
OPENING YEAR 2020 (PM) DDHVs



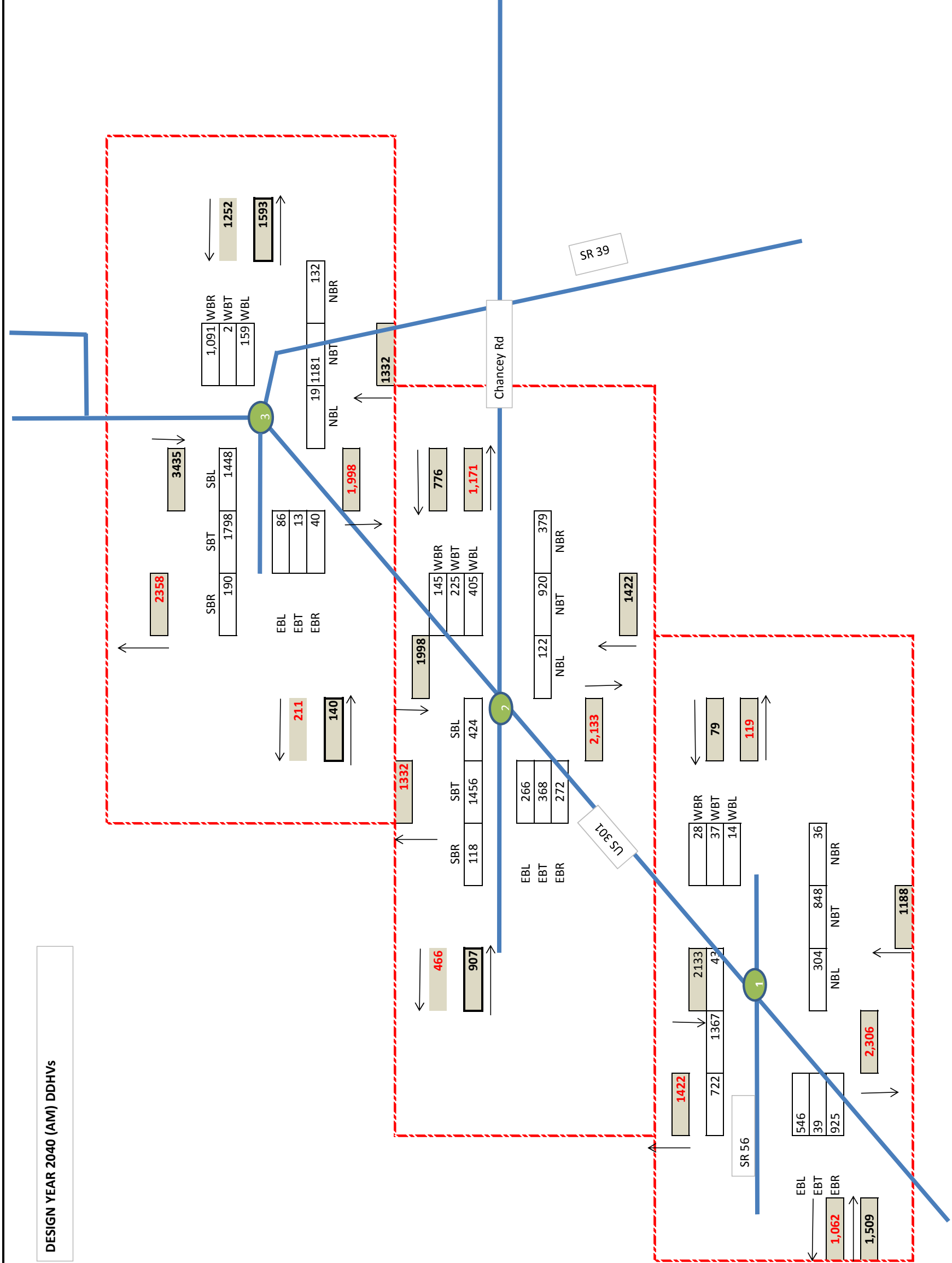
INTERIM YEAR 2030 (AM) DDHVs



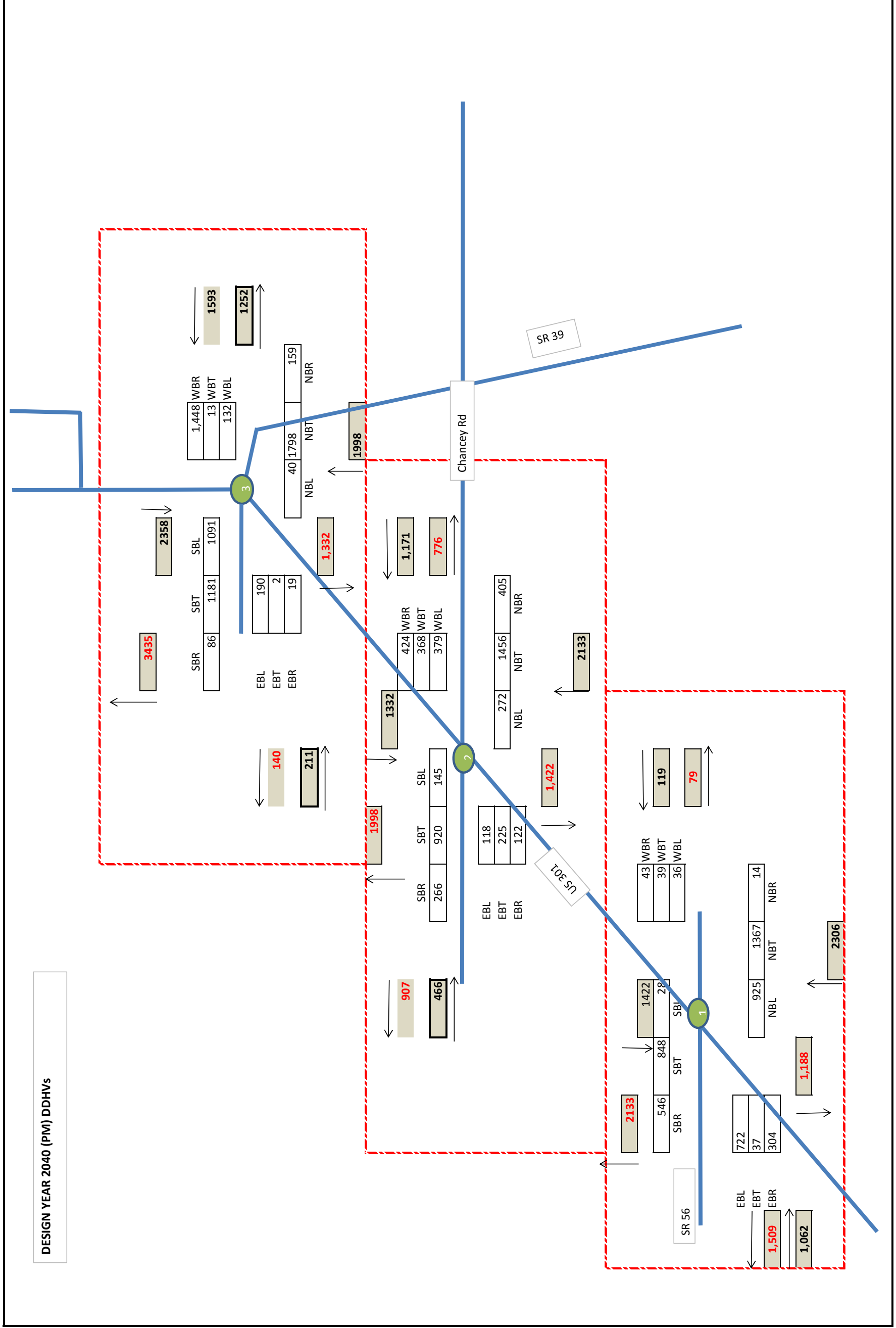
INTERIM YEAR 2030 (PM) DDHVs



DESIGN YEAR 2040 (AM) DDHVs



DESIGN YEAR 2040 (PM) DDHVs



US 301 - From SR 56 (Proposed) to SR 39 (Buchman Hwy.)
 Estimation of AM Peak Hour Traffic Volumes
 US 301 SB Peak Direction

Intersection	Movement	AM Turning Volume (2020)	Approach Total	Turn Percent (%)
US 301 @ Chancey Road	EBL	169	705	23.99%
	EBT	309		43.86%
	EBR	227		32.16%
	NBL	100	1008	9.88%
	NBT	592		58.74%
	NBR	316		31.39%
	WBL	302	562	53.78%
	WBT	175		31.18%
	WBR	85		15.04%
	SBL	190	1269	14.99%
	SBT	983		77.43%
	SBR	96		7.59%

Intersection	Movement	AM Turning Volume (2020)	Approach Total	Turn Percent (%)
US 301 @ SR 39	EBL	68	104	65.60%
	EBT	10		9.63%
	EBR	26		24.77%
	NBL	14	846	1.67%
	NBT	756		89.36%
	NBR	76		8.97%
	WBL	101	791	12.80%
	WBT	2		0.20%
	WBR	688		87.00%
	SBL	985	2268	43.42%
	SBT	1142		50.35%
	SBR	141		6.23%

Intersection	Movement	AM Turning Volume (2020)	Approach Total	Turn Percent (%)
US 301 @ SR 56	EBL	360	837	42.97%
	EBT	18		2.19%
	EBR	459		54.85%
	NBL	248	972	25.47%
	NBT	707		72.76%
	NBR	17		1.77%
	WBL	11	36	31.28%
	WBT	12		32.55%
	WBR	13		36.17%
	SBL	20	1620	1.26%
	SBT	1211		74.74%
	SBR	389		23.99%

US 301 - From SR 56 (Proposed) to SR 39 (Buchman Hwy.)
 Estimation of PM Peak Hour Traffic Volumes
 US 301 NB Peak Direction

Intersection	Movement	PM Turning Volume (2020)	Approach Total	Turn Percent (%)
US 301 @ Chancey Road	EBL	96	371	25.95%
	EBT	175		47.23%
	EBR	100		26.82%
	NBL	227	1512	15.00%
	NBT	983		65.00%
	NBR	302		20.00%
	WBL	316	816	38.78%
	WBT	309		37.91%
	WBR	190		23.31%
	SBL	85	846	10.00%
	SBT	592		70.00%
	SBR	169		20.00%

Intersection	Movement	PM Turning Volume (2020)	Approach Total	Turn Percent (%)
US 301 @ SR 39	EBL	141	157	90.00%
	EBT	2		1.00%
	EBR	14		9.00%
	NBL	26	1269	2.02%
	NBT	1142		90.00%
	NBR	101		7.98%
	WBL	76	1071	7.09%
	WBT	10		0.93%
	WBR	985		91.98%
	SBL	688	1512	45.50%
	SBT	756		50.00%
	SBR	68		4.50%

Intersection	Movement	PM Turning Volume (2020)	Approach Total	Turn Percent (%)
US 301 @ SR 56	EBL	389	648	60.00%
	EBT	12		1.80%
	EBR	248		38.20%
	NBL	459	1682	27.31%
	NBT	1211		72.02%
	NBR	11		0.67%
	WBL	17	56	30.71%
	WBT	18		32.70%
	WBR	20		36.60%
	SBL	13	1080	1.20%
	SBT	707		65.48%
	SBR	360		33.32%

US 301 - From SR 56 (Proposed) to SR 39 (Buchman Hwy.)
 Estimation of AM Peak Hour Traffic Volumes
 US 301 SB Peak Direction

Intersection	Movement	AM Turning Volume (2030)	Approach Total	Turn Percent (%)
US 301 @ Chancey Road	EBL	260	838	31.02%
	EBT	328		39.10%
	EBR	250		29.88%
	NBL	111	1188	9.35%
	NBT	742		62.44%
	NBR	335		28.21%
	WBL	356	684	52.07%
	WBT	196		28.58%
	WBR	132		19.35%
	SBL	418	1701	24.60%
	SBT	1175		69.09%
	SBR	107		6.32%

Intersection	Movement	AM Turning Volume (2030)	Approach Total	Turn Percent (%)
US 301 @ SR 39	EBL	80	122	65.46%
	EBT	12		9.67%
	EBR	30		24.87%
	NBL	17	1134	1.46%
	NBT	1028		90.61%
	NBR	90		7.93%
	WBL	136	1009	13.44%
	WBT	2		0.18%
	WBR	872		86.38%
	SBL	1270	2970	42.76%
	SBT	1535		51.67%
	SBR	165		5.56%

Intersection	Movement	AM Turning Volume (2030)	Approach Total	Turn Percent (%)
US 301 @ SR 56	EBL	413	1146	36.03%
	EBT	30		2.62%
	EBR	703		61.35%
	NBL	273	1127	24.26%
	NBT	825		73.24%
	NBR	28		2.50%
	WBL	12	61	19.39%
	WBT	27		44.24%
	WBR	22		36.37%
	SBL	34	1890	1.78%
	SBT	1257		66.49%
	SBR	600		31.73%

US 301 - From SR 56 (Proposed) to SR 39 (Buchman Hwy.)
 Estimation of PM Peak Hour Traffic Volumes
 US 301 NB Peak Direction

Intersection	Movement	PM Turning Volume (2030)	Approach Total	Turn Percent (%)
US 301 @ Chancey Road	EBL	107	414	25.95%
	EBT	196		47.23%
	EBR	111		26.82%
	NBL	250	1782	14.05%
	NBT	1175		65.95%
	NBR	356		20.00%
	WBL	335	1081	31.00%
	WBT	328		30.30%
	WBR	418		38.71%
	SBL	132	1134	11.68%
	SBT	742		65.41%
SBR	260	22.91%		

Intersection	Movement	PM Turning Volume (2030)	Approach Total	Turn Percent (%)
US 301 @ SR 39	EBL	165	183.6	90.00%
	EBT	2		1.00%
	EBR	17		9.00%
	NBL	30	1701	1.79%
	NBT	1535		90.24%
	NBR	136		7.98%
	WBL	90	1372	6.56%
	WBT	12		0.86%
	WBR	1,270		92.58%
	SBL	872	1980	44.04%
	SBT	1028		51.92%
SBR	80	4.05%		

Intersection	Movement	PM Turning Volume (2030)	Approach Total	Turn Percent (%)
US 301 @ SR 56	EBL	600	900	66.64%
	EBT	27		2.99%
	EBR	273		30.37%
	NBL	703	1972	35.66%
	NBT	1257		63.74%
	NBR	12		0.60%
	WBL	28	92	30.71%
	WBT	30		32.70%
	WBR	34		36.60%
	SBL	22	1260	1.76%
	SBT	825		65.48%
SBR	413	32.76%		

US 301 - From SR 56 (Proposed) to SR 39 (Buchman Hwy.)
 Estimation of AM Peak Hour Traffic Volumes
 US 301 SB Peak Direction

Intersection	Movement	AM Turning Volume (2040)	Approach Total	Turn Percent (%)
US 301 @ Chancey Road	EBL	266	907	29.38%
	EBT	368		40.64%
	EBR	272		29.97%
	NBL	122	1422	8.60%
	NBT	920		64.74%
	NBR	379		26.66%
	WBL	405	776	52.22%
	WBT	225		29.06%
	WBR	145		18.72%
	SBL	424	1998	21.20%
	SBT	1456		72.88%
SBR	118	5.92%		

Intersection	Movement	AM Turning Volume (2040)	Approach Total	Turn Percent (%)
US 301 @ SR 39	EBL	86	140	61.55%
	EBT	13		9.55%
	EBR	40		28.91%
	NBL	19	1332	1.42%
	NBT	1181		88.66%
	NBR	132		9.92%
	WBL	159	1252	12.72%
	WBT	2		0.17%
	WBR	1,091		87.11%
	SBL	1448	3435	42.14%
	SBT	1798		52.34%
SBR	190	5.52%		

Intersection	Movement	AM Turning Volume (2040)	Approach Total	Turn Percent (%)
US 301 @ SR 56	EBL	546	1509	36.16%
	EBT	39		2.57%
	EBR	925		61.27%
	NBL	304	1188	25.55%
	NBT	848		71.39%
	NBR	36		3.07%
	WBL	14	79	17.58%
	WBT	37		46.87%
	WBR	28		35.55%
	SBL	43	2133	2.04%
	SBT	1367		64.12%
SBR	722	33.84%		

US 301 - From SR 56 (Proposed) to SR 39 (Buchman Hwy.)
 Estimation of PM Peak Hour Traffic Volumes
 US 301 NB Peak Direction

Intersection	Movement	PM Turning Volume (2040)	Approach Total	Turn Percent (%)
US 301 @ Chancey Road	EBL	118	466	25.39%
	EBT	225		48.36%
	EBR	122		26.25%
	NBL	272	2133	12.74%
	NBT	1456		68.27%
	NBR	405		18.99%
	WBL	379	1171	32.36%
	WBT	368		31.46%
	WBR	424		36.17%
	SBL	145	1332	10.90%
	SBT	920		69.10%
SBR	266	20.00%		

Intersection	Movement	PM Turning Volume (2040)	Approach Total	Turn Percent (%)
US 301 @ SR 39	EBL	190	210.6	90.00%
	EBT	2		1.00%
	EBR	19		9.00%
	NBL	40	1998	2.02%
	NBT	1798		90.00%
	NBR	159		7.98%
	WBL	132	1593	8.29%
	WBT	13		0.84%
	WBR	1,448		90.87%
	SBL	1091	2358	46.26%
	SBT	1181		50.08%
SBR	86	3.65%		

Intersection	Movement	PM Turning Volume (2040)	Approach Total	Turn Percent (%)
US 301 @ SR 56	EBL	722	1062	67.94%
	EBT	37		3.48%
	EBR	304		28.58%
	NBL	925	2306	40.10%
	NBT	1367		59.30%
	NBR	14		0.60%
	WBL	36	119	30.71%
	WBT	39		32.70%
	WBR	43		36.60%
	SBL	28	1422	1.97%
	SBT	848		59.65%
SBR	546	38.37%		

APPENDIX G

Future Traffic Operations Analysis

No-Build Alternative

Lanes, Volumes, Timings
5: US 301 & SR 39

Opening Year 2020 - AM Peak Hour
No Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔↔	↔	↔↔	↔	↔↔	↔↔	↔↔
Volume (vph)	68	10	26	101	2	688	14	756	76	985	1142	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		500	290		290	690		0
Storage Lanes	0		0	0		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.967				0.850			0.850		0.984	
Flt Protected		0.968			0.953		0.950			0.950		
Satd. Flow (prot)	0	1744	0	0	1692	2656	1736	3471	1553	3400	3449	0
Flt Permitted		0.717			0.673		0.950			0.950		
Satd. Flow (perm)	0	1292	0	0	1195	2656	1736	3471	1553	3400	3449	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		14							131			26
Link Speed (mph)		35			45			45				45
Link Distance (ft)		738			640			651				699
Travel Time (s)		14.4			9.7			9.9				10.6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	72	11	27	106	2	724	15	796	80	1037	1202	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	110	0	0	108	724	15	796	80	1037	1350	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8	8 1	5	2		1	6	
Permitted Phases	4			8					2			

Lanes, Volumes, Timings
5: US 301 & SR 39

Opening Year 2020 - AM Peak Hour

No Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		11.0	21.0	21.0	15.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		11.0	37.0	37.0	42.0	68.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		11.0%	37.0%	37.0%	42.0%	68.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		6.0	32.0	32.0	37.0	63.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag							Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Max	Max	None	Max	
Act Effect Green (s)		13.9		13.9	13.9	53.0	6.0	32.2	32.2	34.1	67.1	
Actuated g/C Ratio		0.15		0.15	0.15	0.56	0.06	0.34	0.34	0.36	0.70	
v/c Ratio		0.55		0.62	0.62	0.49	0.14	0.68	0.13	0.85	0.55	
Control Delay		44.6		55.2	55.2	14.0	47.6	31.6	1.5	36.4	8.9	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		44.6		55.2	55.2	14.0	47.6	31.6	1.5	36.4	8.9	
LOS		D		E	E	B	D	C	A	D	A	
Approach Delay		44.6		19.3	19.3			29.2			20.8	
Approach LOS		D		B	B			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	95.2
Natural Cycle:	75
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	22.9
Intersection LOS:	C
Intersection Capacity Utilization:	74.0%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 5: US 301 & SR 39



Lanes, Volumes, Timings
3: US 301 & Chancey Road

Opening Year 2020 - AM Peak Hour

No Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	169	309	227	302	175	85	100	592	316	190	983	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	200		0	150		500	150		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.936				0.850			0.850		0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1710	0	1641	1727	1468	1671	1759	1495	1736	1803	0
Flt Permitted	0.407			0.187			0.075			0.075		
Satd. Flow (perm)	744	1710	0	323	1727	1468	132	1759	1495	137	1803	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				124			269		4	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		271			568			885			351	
Travel Time (s)		4.1			8.6			13.4			5.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	10%	10%	10%	8%	8%	8%	4%	4%	4%
Adj. Flow (vph)	178	325	239	318	184	89	105	623	333	200	1035	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	178	564	0	318	184	89	105	623	333	200	1136	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		Free	6		

Lanes, Volumes, Timings
3: US 301 & Chancey Road

Opening Year 2020 - AM Peak Hour
No Build

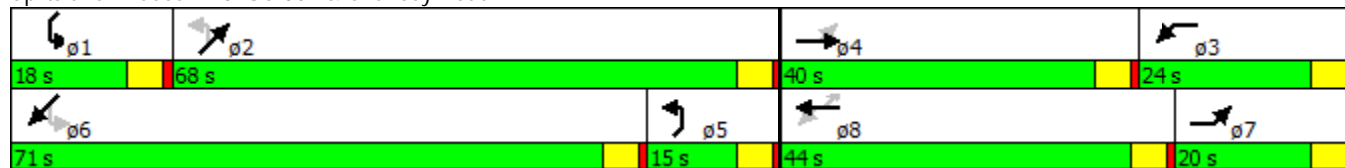


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	20.0	23.5		20.0	23.5	23.5	15.0	25.5		15.0	25.5	
Total Split (s)	20.0	40.0		24.0	44.0	44.0	15.0	68.0		18.0	71.0	
Total Split (%)	13.3%	26.7%		16.0%	29.3%	29.3%	10.0%	45.3%		12.0%	47.3%	
Maximum Green (s)	15.0	35.0		19.0	39.0	39.0	10.0	63.0		13.0	66.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Act Effect Green (s)	59.0	35.0		40.4	21.4	21.4	63.0	63.0	150.0	66.0	66.0	
Actuated g/C Ratio	0.39	0.23		0.27	0.14	0.14	0.42	0.42	1.00	0.44	0.44	
v/c Ratio	0.35	1.36		1.26	0.75	0.28	0.66	0.84	0.22	1.01	1.43	
Control Delay	39.4	216.3		189.5	79.8	4.9	75.3	51.2	0.3	105.9	233.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	39.4	216.3		189.5	79.8	4.9	75.3	51.2	0.3	105.9	233.3	
LOS	D	F		F	E	A	E	D	A	F	F	
Approach Delay		173.9			127.5			37.6			214.3	
Approach LOS		F			F			D			F	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Natural Cycle: 145
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.43
 Intersection Signal Delay: 142.2
 Intersection LOS: F
 Intersection Capacity Utilization 129.4%
 ICU Level of Service H
 Analysis Period (min) 15

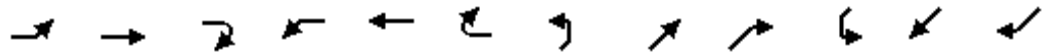
Splits and Phases: 3: US 301 & Chancey Road



Lanes, Volumes, Timings
12: US 301 & SR 56

Opening Year 2020 - AM Peak Hour

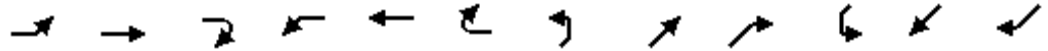
No Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	360	18	459	11	12	13	248	707	17	20	1211	389
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	450		450	175		175
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.856			0.952				0.850			0.850
Flt Protected	0.950				0.985		0.950			0.950		
Satd. Flow (prot)	1736	1564	0	0	1747	0	1671	1759	1495	1671	1759	1495
Flt Permitted	0.622				0.204		0.049			0.198		
Satd. Flow (perm)	1136	1564	0	0	362	0	86	1759	1495	348	1759	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		208			14				87			147
Link Speed (mph)		55			35			60			60	
Link Distance (ft)		1357			2141			639			6026	
Travel Time (s)		16.8			41.7			7.3			68.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	379	19	483	12	13	14	261	744	18	21	1275	409
Shared Lane Traffic (%)												
Lane Group Flow (vph)	379	502	0	0	39	0	261	744	18	21	1275	409
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6

Lanes, Volumes, Timings
12: US 301 & SR 56

Opening Year 2020 - AM Peak Hour
No Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	21.0		21.0	21.0		15.0	21.0	21.0	15.0	21.0	21.0
Total Split (s)	18.0	39.0		21.0	21.0		19.0	96.0	96.0	15.0	92.0	92.0
Total Split (%)	12.0%	26.0%		14.0%	14.0%		12.7%	64.0%	64.0%	10.0%	61.3%	61.3%
Maximum Green (s)	13.0	34.0		16.0	16.0		14.0	91.0	91.0	10.0	87.0	87.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Act Effect Green (s)	33.5	33.5			14.8		97.0	97.0	97.0	87.0	87.0	87.0
Actuated g/C Ratio	0.22	0.22			0.10		0.65	0.65	0.65	0.58	0.58	0.58
v/c Ratio	1.18	0.98			0.81		1.28	0.65	0.02	0.07	1.25	0.44
Control Delay	156.2	68.7			127.4		202.2	20.8	0.1	14.0	148.6	12.3
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	156.2	68.7			127.4		202.2	20.8	0.1	14.0	148.6	12.3
LOS	F	E			F		F	C	A	B	F	B
Approach Delay		106.3			127.4			66.7			114.3	
Approach LOS		F			F			E			F	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 149.5
 Natural Cycle: 150
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.28
 Intersection Signal Delay: 99.2
 Intersection LOS: F
 Intersection Capacity Utilization 119.3%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 12: US 301 & SR 56



Arterial Level of Service: NE US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 56	I	57	24.2	20.8	45.0	0.25	20.0	E
Chancey Road	I	54	98.7	51.2	149.9	1.47	35.3	B
SR 39	I	46	44.5	31.6	76.1	0.57	26.8	D
Total	I		167.4	103.6	271.0	2.29	30.4	C

Arterial Level of Service: SW US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 39	I	45	26.5	8.9	35.4	0.25	25.9	D
Chancey Road	I	45	45.4	233.3	278.7	0.57	7.3	F
SR 56	I	59	89.3	148.6	237.9	1.47	22.3	D
Total	I		161.2	390.8	552.0	2.29	15.0	F

Lanes, Volumes, Timings
5: US 301 & SR 39

Opening Year 2020 - PM Peak Hour
No Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗	↗	↗	↗	↗	↗	↗
Volume (vph)	141	2	14	76	10	985	26	1142	101	688	756	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		500	290		290	690		0
Storage Lanes	0		0	0		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.988				0.850			0.850		0.988	
Flt Protected		0.957			0.958		0.950			0.950		
Satd. Flow (prot)	0	1761	0	0	1701	2656	1736	3471	1553	3400	3463	0
Flt Permitted		0.684			0.768		0.950			0.950		
Satd. Flow (perm)	0	1259	0	0	1364	2656	1736	3471	1553	3400	3463	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		4							131			17
Link Speed (mph)		35			45			45				45
Link Distance (ft)		738			1067			708				935
Travel Time (s)		14.4			16.2			10.7				14.2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	148	2	15	80	11	1037	27	1202	106	724	796	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	165	0	0	91	1037	27	1202	106	724	868	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1		2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8	8 1	5	2		1	6	
Permitted Phases	4			8					2			

Lanes, Volumes, Timings
5: US 301 & SR 39

Opening Year 2020 - PM Peak Hour

No Build

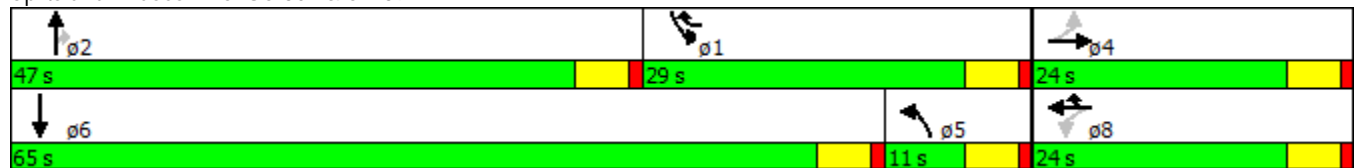


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		11.0	21.0	21.0	15.0	21.0	
Total Split (s)	24.0	24.0		24.0	24.0		11.0	47.0	47.0	29.0	65.0	
Total Split (%)	24.0%	24.0%		24.0%	24.0%		11.0%	47.0%	47.0%	29.0%	65.0%	
Maximum Green (s)	19.0	19.0		19.0	19.0		6.0	42.0	42.0	24.0	60.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag							Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Max	Max	None	Max	
Act Effect Green (s)		16.8		16.8	45.8		6.0	42.1	42.1	24.0	64.7	
Actuated g/C Ratio		0.17		0.17	0.47		0.06	0.43	0.43	0.25	0.66	
v/c Ratio		0.76		0.39	0.83		0.25	0.81	0.14	0.87	0.38	
Control Delay		59.7		41.0	29.9		51.0	30.0	2.4	48.3	9.1	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		59.7		41.0	29.9		51.0	30.0	2.4	48.3	9.1	
LOS		E		D	C		D	C	A	D	A	
Approach Delay		59.7		30.8				28.3			26.9	
Approach LOS		E		C				C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	97.9
Natural Cycle:	80
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.87
Intersection Signal Delay:	29.7
Intersection LOS:	C
Intersection Capacity Utilization:	87.3%
ICU Level of Service:	E
Analysis Period (min):	15

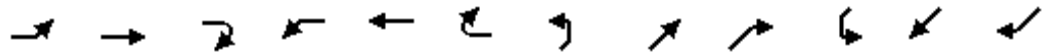
Splits and Phases: 5: US 301 & SR 39



Lanes, Volumes, Timings
3: US 301 & Chancey Road

Opening Year 2020 - PM Peak Hour

No Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	96	175	100	316	309	190	227	983	302	85	592	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	200		0	150		500	150		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.946				0.850			0.850		0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1728	0	1641	1727	1468	1671	1759	1495	1736	1767	0
Flt Permitted	0.182			0.162			0.131			0.062		
Satd. Flow (perm)	332	1728	0	280	1727	1468	230	1759	1495	113	1767	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				198			160		14	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		271			568			885			351	
Travel Time (s)		4.1			8.6			13.4			5.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	10%	10%	10%	8%	8%	8%	4%	4%	4%
Adj. Flow (vph)	101	184	105	333	325	200	239	1035	318	89	623	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	289	0	333	325	200	239	1035	318	89	801	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Free	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		Free	6		

Lanes, Volumes, Timings
3: US 301 & Chancey Road

Opening Year 2020 - PM Peak Hour
No Build

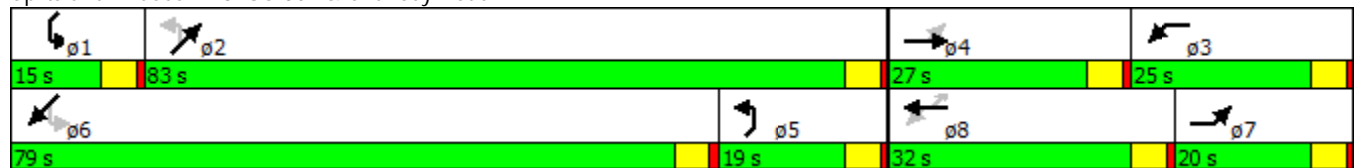


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	20.0	23.5		20.0	23.5	23.5	15.0	25.5		15.0	25.5	
Total Split (s)	20.0	27.0		25.0	32.0	32.0	19.0	83.0		15.0	79.0	
Total Split (%)	13.3%	18.0%		16.7%	21.3%	21.3%	12.7%	55.3%		10.0%	52.7%	
Maximum Green (s)	15.0	22.0		20.0	27.0	27.0	14.0	78.0		10.0	74.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Act Effect Green (s)	37.0	22.0		47.0	27.0	27.0	78.0	78.0	150.0	74.0	74.0	
Actuated g/C Ratio	0.25	0.15		0.31	0.18	0.18	0.52	0.52	1.00	0.49	0.49	
v/c Ratio	0.45	1.08		1.24	1.05	0.47	0.94	1.13	0.21	0.55	0.91	
Control Delay	59.2	133.5		183.3	122.1	10.7	93.9	107.4	0.3	36.9	50.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	59.2	133.5		183.3	122.1	10.7	93.9	107.4	0.3	36.9	50.3	
LOS	E	F		F	F	B	F	F	A	D	D	
Approach Delay		114.3			119.9			84.0			49.0	
Approach LOS		F			F			F			D	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Natural Cycle: 145
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.24
 Intersection Signal Delay: 87.0
 Intersection LOS: F
 Intersection Capacity Utilization 109.6%
 ICU Level of Service H
 Analysis Period (min) 15

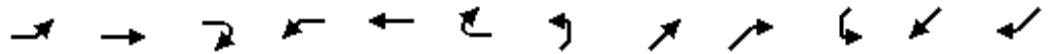
Splits and Phases: 3: US 301 & Chancey Road



Lanes, Volumes, Timings
12: US 301 & SR 56

Opening Year 2020 - PM Peak Hour

No Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	389	12	248	17	18	20	459	1211	11	13	707	360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	450		450	175		175
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.857			0.951				0.850			0.850
Flt Protected	0.950				0.985		0.950			0.950		
Satd. Flow (prot)	1736	1566	0	0	1745	0	1671	1759	1495	1671	1759	1495
Flt Permitted	0.506				0.795		0.121			0.064		
Satd. Flow (perm)	924	1566	0	0	1408	0	213	1759	1495	113	1759	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		261			15				87			175
Link Speed (mph)		55			35			60				60
Link Distance (ft)		1357			2141			722				6029
Travel Time (s)		16.8			41.7			8.2				68.5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	409	13	261	18	19	21	483	1275	12	14	744	379
Shared Lane Traffic (%)												
Lane Group Flow (vph)	409	274	0	0	58	0	483	1275	12	14	744	379
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1		6
Permitted Phases	4			8			2		2	6		6

Lanes, Volumes, Timings
12: US 301 & SR 56

Opening Year 2020 - PM Peak Hour

No Build

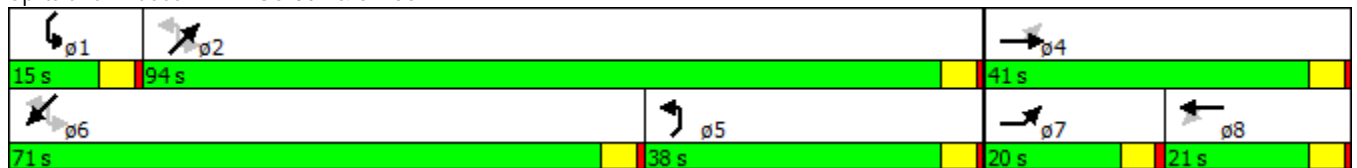


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	21.0		21.0	21.0		15.0	21.0	21.0	15.0	21.0	21.0
Total Split (s)	20.0	41.0		21.0	21.0		38.0	94.0	94.0	15.0	71.0	71.0
Total Split (%)	13.3%	27.3%		14.0%	14.0%		25.3%	62.7%	62.7%	10.0%	47.3%	47.3%
Maximum Green (s)	15.0	36.0		16.0	16.0		33.0	89.0	89.0	10.0	66.0	66.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Act Effect Green (s)	27.9	27.9			11.2		98.4	98.4	98.4	66.2	66.2	66.2
Actuated g/C Ratio	0.20	0.20			0.08		0.69	0.69	0.69	0.47	0.47	0.47
v/c Ratio	1.53	0.53			0.47		0.99	1.05	0.01	0.09	0.91	0.48
Control Delay	294.4	10.3			61.7		83.9	62.8	0.0	23.6	52.6	16.3
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	294.4	10.3			61.7		83.9	62.8	0.0	23.6	52.6	16.3
LOS	F	B			E		F	E	A	C	D	B
Approach Delay		180.4			61.7			68.1			40.1	
Approach LOS		F			E			E			D	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 142.2
 Natural Cycle: 150
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.53
 Intersection Signal Delay: 80.3
 Intersection LOS: F
 Intersection Capacity Utilization 112.8%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 12: US 301 & SR 56



Arterial Level of Service: NE US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 56	I	58	24.0	62.8	86.8	0.25	10.3	F
Chancey Road	I	54	98.7	107.4	206.1	1.47	25.7	D
SR 39	I	46	44.7	30.0	74.7	0.57	27.5	C
Total	I		167.4	200.2	367.6	2.29	22.4	D

Arterial Level of Service: SW US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 39	I	45	26.0	9.1	35.1	0.25	25.7	D
Chancey Road	I	45	45.6	50.3	95.9	0.57	21.4	D
SR 56	I	59	89.3	52.6	141.9	1.47	37.3	B
Total	I		160.9	112.0	272.9	2.29	30.2	C

Lanes, Volumes, Timings
5: US 301 & SR 39

Design Year 2040 - AM Peak Hour

No Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕↕	↕	↕↕	↕	↕↕	↕↕	↕↕
Volume (vph)	86	13	40	159	2	1091	19	1181	132	1448	1798	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		500	290		290	690		0
Storage Lanes	0		0	0		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.961				0.850			0.850		0.986	
Flt Protected		0.970			0.953		0.950			0.950		
Satd. Flow (prot)	0	1736	0	0	1692	2656	1736	3471	1553	3400	3456	0
Flt Permitted		0.463			0.627		0.950			0.950		
Satd. Flow (perm)	0	829	0	0	1113	2656	1736	3471	1553	3400	3456	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		14							121			21
Link Speed (mph)		35			45			45				45
Link Distance (ft)		738			640			631				929
Travel Time (s)		14.4			9.7			9.6				14.1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	91	14	42	167	2	1148	20	1243	139	1524	1893	200
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	147	0	0	169	1148	20	1243	139	1524	2093	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1		2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8	8 1	5	2		1	6	
Permitted Phases	4			8					2			

Lanes, Volumes, Timings
5: US 301 & SR 39

Design Year 2040 - AM Peak Hour

No Build

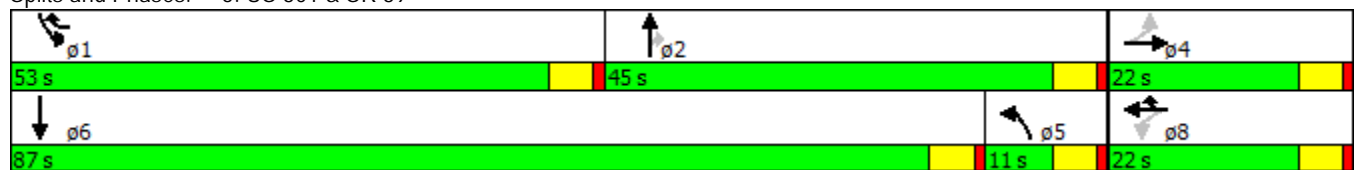


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		11.0	21.0	21.0	15.0	21.0	
Total Split (s)	22.0	22.0		22.0	22.0		11.0	45.0	45.0	53.0	87.0	
Total Split (%)	18.3%	18.3%		18.3%	18.3%		9.2%	37.5%	37.5%	44.2%	72.5%	
Maximum Green (s)	17.0	17.0		17.0	17.0		6.0	40.0	40.0	48.0	82.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag							Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Max	Max	None	Max	
Act Effect Green (s)		17.0		17.0	70.0		6.0	40.0	40.0	48.0	88.6	
Actuated g/C Ratio		0.14		0.14	0.58		0.05	0.33	0.33	0.40	0.74	
v/c Ratio		1.14		1.08	0.74		0.23	1.07	0.23	1.12	0.82	
Control Delay		163.8		142.5	22.1		61.5	87.5	7.8	99.1	15.0	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		163.8		142.5	22.1		61.5	87.5	7.8	99.1	15.0	
LOS		F		F	C		E	F	A	F	B	
Approach Delay		163.8		37.5				79.2			50.4	
Approach LOS		F		D				E			D	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 120
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.14
 Intersection Signal Delay: 56.6
 Intersection LOS: E
 Intersection Capacity Utilization 101.0%
 ICU Level of Service G
 Analysis Period (min) 15

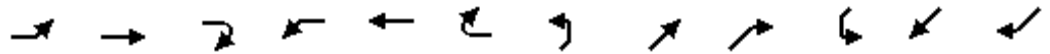
Splits and Phases: 5: US 301 & SR 39



Lanes, Volumes, Timings
3: US 301 & Chancey Road

Design Year 2040 - AM Peak Hour

No Build

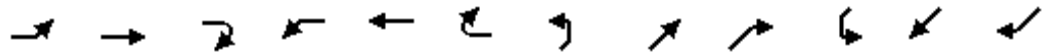


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	266	368	272	405	225	145	122	920	379	424	1456	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	200		0	150		500	150		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.936				0.850			0.850		0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1710	0	1641	1727	1468	1671	1759	1495	1736	1807	0
Flt Permitted	0.360			0.077			0.041			0.039		
Satd. Flow (perm)	658	1710	0	133	1727	1468	72	1759	1495	71	1807	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				140			135			3
Link Speed (mph)		45			45			45				45
Link Distance (ft)		271			568			885				351
Travel Time (s)		4.1			8.6			13.4				5.3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	10%	10%	10%	8%	8%	8%	4%	4%	4%
Adj. Flow (vph)	280	387	286	426	237	153	128	968	399	446	1533	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	280	673	0	426	237	153	128	968	399	446	1657	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1		2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20		100
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20		6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Free	pm+pt		NA
Protected Phases	7	4		3	8		5	2		1		6
Permitted Phases	4			8		8	2		Free	6		

Lanes, Volumes, Timings
3: US 301 & Chancey Road

Design Year 2040 - AM Peak Hour

No Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	20.0	23.5		20.0	23.5	23.5	15.0	25.5		15.0	25.5	
Total Split (s)	40.0	56.0		37.0	53.0	53.0	15.0	103.0		34.0	122.0	
Total Split (%)	17.4%	24.3%		16.1%	23.0%	23.0%	6.5%	44.8%		14.8%	53.0%	
Maximum Green (s)	35.0	51.0		32.0	48.0	48.0	10.0	98.0		29.0	117.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Act Effect Green (s)	82.0	51.0		83.3	52.0	52.0	108.0	98.0	230.0	132.0	117.0	
Actuated g/C Ratio	0.36	0.22		0.36	0.23	0.23	0.47	0.43	1.00	0.57	0.51	
v/c Ratio	0.74	1.73		1.65	0.61	0.35	1.24	1.29	0.27	1.78	1.80	
Control Delay	65.1	380.7		353.7	88.4	14.7	216.8	191.4	0.4	408.3	397.0	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	65.1	380.7		353.7	88.4	14.7	216.8	191.4	0.4	408.3	397.0	
LOS	E	F		F	F	B	F	F	A	F	F	
Approach Delay		288.0			213.1			142.6			399.4	
Approach LOS		F			F			F			F	

Intersection Summary

Area Type: Other
 Cycle Length: 230
 Actuated Cycle Length: 230
 Natural Cycle: 145
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.80
 Intersection Signal Delay: 279.8
 Intersection LOS: F
 Intersection Capacity Utilization 167.2%
 ICU Level of Service H
 Analysis Period (min) 15

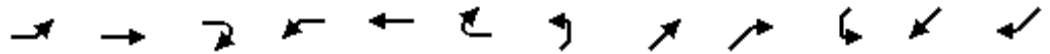
Splits and Phases: 3: US 301 & Chancey Road

ϕ1	ϕ2	ϕ3	ϕ4
34 s	103 s	37 s	56 s
ϕ5	ϕ6	ϕ7	ϕ8
15 s	122 s	40 s	53 s

Lanes, Volumes, Timings
12: US 301 & SR 56

Design Year 2040 - AM Peak Hour

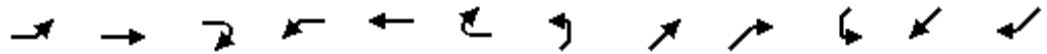
No Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	546	39	925	14	37	28	304	848	36	43	1367	722
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	450		450	175		175
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.856			0.953				0.850			0.850
Flt Protected	0.950				0.991		0.950			0.950		
Satd. Flow (prot)	1736	1564	0	0	1759	0	1671	1759	1495	1671	1759	1495
Flt Permitted	0.513				0.276		0.062			0.062		
Satd. Flow (perm)	937	1564	0	0	490	0	109	1759	1495	109	1759	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		224			15				87			198
Link Speed (mph)		55			35			60				60
Link Distance (ft)		1357			2141			770				6011
Travel Time (s)		16.8			41.7			8.8				68.3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	575	41	974	15	39	29	320	893	38	45	1439	760
Shared Lane Traffic (%)												
Lane Group Flow (vph)	575	1015	0	0	83	0	320	893	38	45	1439	760
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1		6
Permitted Phases	4			8			2		2	6		6

Lanes, Volumes, Timings
12: US 301 & SR 56

Design Year 2040 - AM Peak Hour
No Build

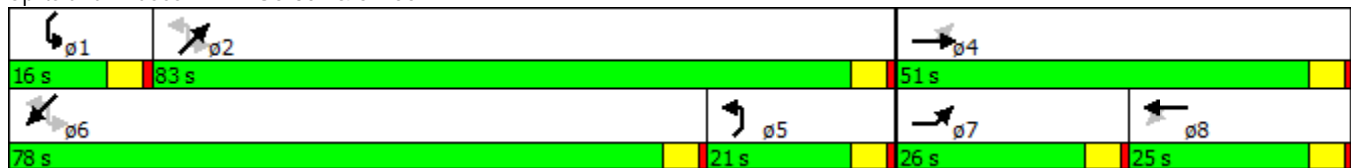


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	21.0		21.0	21.0		15.0	21.0	21.0	15.0	21.0	21.0
Total Split (s)	26.0	51.0		25.0	25.0		21.0	83.0	83.0	16.0	78.0	78.0
Total Split (%)	17.3%	34.0%		16.7%	16.7%		14.0%	55.3%	55.3%	10.7%	52.0%	52.0%
Maximum Green (s)	21.0	46.0		20.0	20.0		16.0	78.0	78.0	11.0	73.0	73.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Act Effect Green (s)	46.0	46.0			20.0		82.0	82.0	82.0	73.0	73.0	73.0
Actuated g/C Ratio	0.31	0.31			0.13		0.55	0.55	0.55	0.49	0.49	0.49
v/c Ratio	1.44	1.60			1.06		1.42	0.93	0.04	0.29	1.68	0.92
Control Delay	248.4	305.0			169.0		252.5	48.9	0.1	25.1	339.7	43.2
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	248.4	305.0			169.0		252.5	48.9	0.1	25.1	339.7	43.2
LOS	F	F			F		F	D	A	C	F	D
Approach Delay		284.5			169.0			99.5			232.9	
Approach LOS		F			F			F			F	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Natural Cycle: 150
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.68
 Intersection Signal Delay: 215.5 Intersection LOS: F
 Intersection Capacity Utilization 160.6% ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 12: US 301 & SR 56



Arterial Level of Service: NE US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 56	I	58	24.7	48.9	73.6	0.25	12.5	F
Chancey Road	I	54	98.5	191.4	289.9	1.47	18.2	E
SR 39	I	46	44.7	87.5	132.2	0.57	15.5	F
Total	I		167.9	327.8	495.7	2.29	16.7	E

Arterial Level of Service: SW US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 39	I	45	26.1	15.0	41.1	0.25	22.0	D
Chancey Road	I	45	45.6	397.0	442.6	0.57	4.6	F
SR 56	I	59	89.1	339.7	428.8	1.47	12.3	F
Total	I		160.8	751.7	912.5	2.29	9.0	F

Lanes, Volumes, Timings
5: US 301 & SR 39

Design Year 2040 - PM Peak Hour

No Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗	↖	↗	↖	↗	↖	↗
Volume (vph)	190	2	19	132	13	1448	40	1798	159	1091	1181	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		500	290		290	690		0
Storage Lanes	0		0	0		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.988				0.850			0.850		0.990	
Flt Protected		0.957			0.957		0.950			0.950		
Satd. Flow (prot)	0	1761	0	0	1699	2656	1736	3471	1553	3400	3470	0
Flt Permitted		0.502			0.776		0.950			0.950		
Satd. Flow (perm)	0	924	0	0	1378	2656	1736	3471	1553	3400	3470	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		3							92			10
Link Speed (mph)		35			45			45				45
Link Distance (ft)		738			640			631				929
Travel Time (s)		14.4			9.7			9.6				14.1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	200	2	20	139	14	1524	42	1893	167	1148	1243	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	222	0	0	153	1524	42	1893	167	1148	1334	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8	8 1	5	2		1	6	
Permitted Phases	4			8					2			

Lanes, Volumes, Timings
5: US 301 & SR 39

Design Year 2040 - PM Peak Hour

No Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	81	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		11.0	21.0	21.0	15.0	21.0	
Total Split (s)	34.0	34.0		34.0	34.0		14.0	72.0	72.0	44.0	102.0	
Total Split (%)	22.7%	22.7%		22.7%	22.7%		9.3%	48.0%	48.0%	29.3%	68.0%	
Maximum Green (s)	29.0	29.0		29.0	29.0		9.0	67.0	67.0	39.0	97.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag							Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Max	Max	None	Max	
Act Effect Green (s)		29.0		29.0	73.0		8.4	67.0	67.0	39.0	99.8	
Actuated g/C Ratio		0.19		0.19	0.49		0.06	0.45	0.45	0.26	0.67	
v/c Ratio		1.23		0.58	1.18		0.43	1.22	0.22	1.30	0.58	
Control Delay		189.1		64.6	124.5		82.1	142.3	12.1	186.3	15.3	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		189.1		64.6	124.5		82.1	142.3	12.1	186.3	15.3	
LOS		F		E	F		F	F	B	F	B	
Approach Delay		189.1		119.0				130.8			94.4	
Approach LOS		F		F				F			F	

Intersection Summary

Area Type:	Other
Cycle Length:	150
Actuated Cycle Length:	150
Natural Cycle:	150
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.30
Intersection Signal Delay:	115.8
Intersection LOS:	F
Intersection Capacity Utilization:	124.6%
ICU Level of Service:	H
Analysis Period (min):	15

Splits and Phases: 5: US 301 & SR 39



Lanes, Volumes, Timings
3: US 301 & Chancey Road

Design Year 2040 - PM Peak Hour

No Build

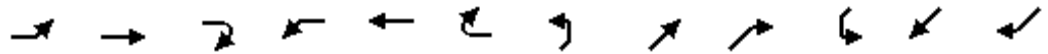


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	118	225	122	379	368	424	272	1456	405	145	920	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	200		0	150		500	150		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.947				0.850			0.850		0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1730	0	1641	1727	1468	1671	1759	1495	1736	1765	0
Flt Permitted	0.174			0.143			0.053			0.056		
Satd. Flow (perm)	318	1730	0	247	1727	1468	93	1759	1495	102	1765	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				173			160			13
Link Speed (mph)		45			45			45				45
Link Distance (ft)		271			568			885				351
Travel Time (s)		4.1			8.6			13.4				5.3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	10%	10%	10%	8%	8%	8%	4%	4%	4%
Adj. Flow (vph)	124	237	128	399	387	446	286	1533	426	153	968	280
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	365	0	399	387	446	286	1533	426	153	1248	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1		2
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20		100
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0		0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0		0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20		6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Free	pm+pt		NA
Protected Phases	7	4		3	8		5	2		1		6
Permitted Phases	4			8		8	2		Free	6		

Lanes, Volumes, Timings
3: US 301 & Chancey Road

Design Year 2040 - PM Peak Hour

No Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		3	8	8	5	2		1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0		10.0	10.0	
Minimum Split (s)	20.0	23.5		20.0	23.5	23.5	15.0	25.5		15.0	25.5	
Total Split (s)	20.0	28.0		26.0	34.0	34.0	19.0	81.0		15.0	77.0	
Total Split (%)	13.3%	18.7%		17.3%	22.7%	22.7%	12.7%	54.0%		10.0%	51.3%	
Maximum Green (s)	15.0	23.0		21.0	29.0	29.0	14.0	76.0		10.0	72.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	Max		None	Max	
Act Effect Green (s)	35.9	23.0		49.0	31.1	31.1	90.0	76.0	150.0	82.0	72.0	
Actuated g/C Ratio	0.24	0.15		0.33	0.21	0.21	0.60	0.51	1.00	0.55	0.48	
v/c Ratio	0.63	1.32		1.45	1.08	1.01	1.41	1.72	0.28	0.93	1.46	
Control Delay	52.2	211.5		255.6	125.7	81.0	245.0	356.1	0.5	91.9	245.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	52.2	211.5		255.6	125.7	81.0	245.0	356.1	0.5	91.9	245.7	
LOS	D	F		F	F	F	F	F	A	F	F	
Approach Delay		171.1			151.6			274.5			228.9	
Approach LOS		F			F			F			F	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 150
 Natural Cycle: 145
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.72
 Intersection Signal Delay: 225.0
 Intersection LOS: F
 Intersection Capacity Utilization 141.9%
 ICU Level of Service H
 Analysis Period (min) 15

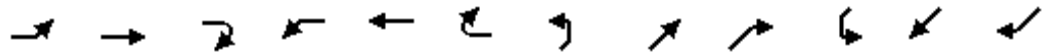
Splits and Phases: 3: US 301 & Chancey Road



Lanes, Volumes, Timings
12: US 301 & SR 56

Design Year 2040 - PM Peak Hour

No Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	722	37	304	36	39	43	925	1367	14	28	848	546
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	450		450	175		175
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.866			0.951				0.850			0.850
Flt Protected	0.950				0.985		0.950			0.950		
Satd. Flow (prot)	1736	1582	0	0	1745	0	1671	1759	1495	1671	1759	1495
Flt Permitted	0.401				0.766		0.100			0.100		
Satd. Flow (perm)	733	1582	0	0	1357	0	176	1759	1495	176	1759	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		290			15				87			178
Link Speed (mph)		55			35			60				60
Link Distance (ft)		1357			2141			770				6011
Travel Time (s)		16.8			41.7			8.8				68.3
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	760	39	320	38	41	45	974	1439	15	29	893	575
Shared Lane Traffic (%)												
Lane Group Flow (vph)	760	359	0	0	124	0	974	1439	15	29	893	575
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1		6
Permitted Phases	4			8			2		2	6		6

Lanes, Volumes, Timings
12: US 301 & SR 56

Design Year 2040 - PM Peak Hour
No Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	21.0		21.0	21.0		15.0	21.0	21.0	15.0	21.0	21.0
Total Split (s)	32.0	53.0		21.0	21.0		46.0	82.0	82.0	15.0	51.0	51.0
Total Split (%)	21.3%	35.3%		14.0%	14.0%		30.7%	54.7%	54.7%	10.0%	34.0%	34.0%
Maximum Green (s)	27.0	48.0		16.0	16.0		41.0	77.0	77.0	10.0	46.0	46.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Act Effect Green (s)	46.8	46.8			14.8		83.1	83.1	83.1	46.0	46.0	46.0
Actuated g/C Ratio	0.31	0.31			0.10		0.56	0.56	0.56	0.31	0.31	0.31
v/c Ratio	1.84	0.52			0.84		1.91	1.47	0.02	0.19	1.64	0.98
Control Delay	417.6	11.3			97.9		445.9	243.5	0.1	39.7	331.0	68.5
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	417.6	11.3			97.9		445.9	243.5	0.1	39.7	331.0	68.5
LOS	F	B			F		F	F	A	D	F	E
Approach Delay		287.3			97.9			323.2			224.5	
Approach LOS		F			F			F			F	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 148.8
 Natural Cycle: 150
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.91
 Intersection Signal Delay: 281.4
 Intersection LOS: F
 Intersection Capacity Utilization 155.0%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 12: US 301 & SR 56



Arterial Level of Service: NE US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 56	I	58	24.7	243.5	268.2	0.25	3.4	F
Chancey Road	I	54	98.5	356.1	454.6	1.47	11.6	F
SR 39	I	46	44.7	142.3	187.0	0.57	11.0	F
Total	I		167.9	741.9	909.8	2.29	9.1	F

Arterial Level of Service: SW US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 39	I	45	26.1	15.3	41.4	0.25	21.8	D
Chancey Road	I	45	45.6	245.7	291.3	0.57	7.0	F
SR 56	I	59	89.1	331.0	420.1	1.47	12.6	F
Total	I		160.8	592.0	752.8	2.29	10.9	F

Build Alternative

Opening Year 2020 Build Cost Affordable Analysis

Lanes, Volumes, Timings
5: US 301 & SR 39

Opening Year 2020 - AM Peak Hour
Build- Cost Feasible Intersections Improvement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕↕	↕	↕↕	↕	↕↕	↕↕	↕↕
Volume (vph)	68	10	26	101	2	688	14	756	76	985	1142	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		500	290		290	690		290
Storage Lanes	0		0	0		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.967				0.850			0.850		0.984	
Flt Protected		0.968			0.953		0.950			0.950		
Satd. Flow (prot)	0	1744	0	0	1692	2656	1736	3471	1553	3400	3449	0
Flt Permitted		0.717			0.673		0.950			0.950		
Satd. Flow (perm)	0	1292	0	0	1195	2656	1736	3471	1553	3400	3449	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		14							131			26
Link Speed (mph)		35			45			45				45
Link Distance (ft)		738			876			786				1304
Travel Time (s)		14.4			13.3			11.9				19.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	72	11	27	106	2	724	15	796	80	1037	1202	148
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	110	0	0	108	724	15	796	80	1037	1350	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8	8 1	5	2		1	6	
Permitted Phases	4			8					2			

Lanes, Volumes, Timings
5: US 301 & SR 39

Opening Year 2020 - AM Peak Hour
Build- Cost Feasible Intersections Improvement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		11.0	21.0	21.0	15.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		11.0	37.0	37.0	42.0	68.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		11.0%	37.0%	37.0%	42.0%	68.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		6.0	32.0	32.0	37.0	63.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag							Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Max	Max	None	Max	
Act Effect Green (s)		13.9		13.9	53.0		6.0	32.2	32.2	34.1	67.1	
Actuated g/C Ratio		0.15		0.15	0.56		0.06	0.34	0.34	0.36	0.70	
v/c Ratio		0.55		0.62	0.49		0.14	0.68	0.13	0.85	0.55	
Control Delay		44.6		55.2	14.0		47.6	31.6	1.5	36.4	8.9	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		44.6		55.2	14.0		47.6	31.6	1.5	36.4	8.9	
LOS		D		E	B		D	C	A	D	A	
Approach Delay		44.6		19.3				29.2			20.8	
Approach LOS		D		B				C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	95.2
Natural Cycle:	75
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.85
Intersection Signal Delay:	22.9
Intersection LOS:	C
Intersection Capacity Utilization:	74.0%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 5: US 301 & SR 39



Lanes, Volumes, Timings
3: US 301 & Chancey Road

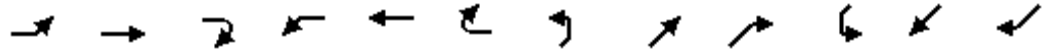
Opening Year 2020 - AM Peak Hour
Build- Cost Feasible Intersections Improvement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	169	309	227	302	175	85	100	592	316	190	983	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		0	290		500	290		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.936				0.850			0.850		0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1710	0	1641	1727	1468	1671	3343	1495	1736	3426	0
Flt Permitted	0.460			0.219			0.150			0.150		
Satd. Flow (perm)	840	1710	0	378	1727	1468	264	3343	1495	274	3426	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32				155			333		9	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		534			869			2418			753	
Travel Time (s)		8.1			13.2			36.6			11.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	10%	10%	10%	8%	8%	8%	4%	4%	4%
Adj. Flow (vph)	178	325	239	318	184	89	105	623	333	200	1035	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	178	564	0	318	184	89	105	623	333	200	1136	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		

Lanes, Volumes, Timings
3: US 301 & Chancey Road

Opening Year 2020 - AM Peak Hour
Build- Cost Feasible Intersections Improvement

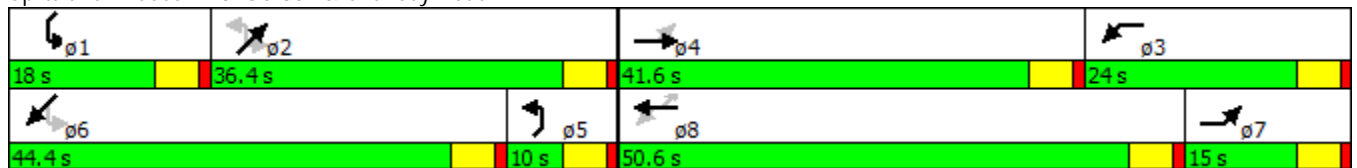


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	15.0	23.5		20.0	23.5	23.5	10.0	25.5	25.5	15.0	25.5	
Total Split (s)	15.0	41.6		24.0	50.6	50.6	10.0	36.4	36.4	18.0	44.4	
Total Split (%)	12.5%	34.7%		20.0%	42.2%	42.2%	8.3%	30.3%	30.3%	15.0%	37.0%	
Maximum Green (s)	10.0	36.6		19.0	45.6	45.6	5.0	31.4	31.4	13.0	39.4	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	
Act Effect Green (s)	60.6	36.6		37.3	18.3	18.3	31.7	31.7	31.7	39.4	39.4	
Actuated g/C Ratio	0.50	0.30		0.31	0.15	0.15	0.26	0.26	0.26	0.33	0.33	
v/c Ratio	0.25	1.04		1.00	0.70	0.25	0.82	0.71	0.52	0.82	1.01	
Control Delay	20.3	87.9		94.5	61.7	1.7	91.8	45.1	6.9	57.6	68.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	20.3	87.9		94.5	61.7	1.7	91.8	45.1	6.9	57.6	68.2	
LOS	C	F		F	E	A	F	D	A	E	E	
Approach Delay		71.7			70.3			37.8			66.6	
Approach LOS		E			E			D			E	

Intersection Summary

Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Natural Cycle:	115
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.04
Intersection Signal Delay:	60.0
Intersection LOS:	E
Intersection Capacity Utilization:	99.3%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 3: US 301 & Chancey Road



Lanes, Volumes, Timings
12: US 301 & SR 56

Opening Year 2020 - AM Peak Hour
Build- Cost Feasible Intersections Improvement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	360	18	459	11	12	13	248	707	17	20	1211	389
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	500		290	290		290
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.856			0.952				0.850			0.850
Flt Protected	0.950				0.985		0.950			0.950		
Satd. Flow (prot)	1736	1564	0	0	1747	0	1671	3343	1495	1671	3343	1495
Flt Permitted	0.637				0.396		0.130			0.232		
Satd. Flow (perm)	1164	1564	0	0	702	0	229	3343	1495	408	3343	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		288			14				145			409
Link Speed (mph)		55			35			60				60
Link Distance (ft)		1357			2141			815				5348
Travel Time (s)		16.8			41.7			9.3				60.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	379	19	483	12	13	14	261	744	18	21	1275	409
Shared Lane Traffic (%)												
Lane Group Flow (vph)	379	502	0	0	39	0	261	744	18	21	1275	409
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6

Lanes, Volumes, Timings
12: US 301 & SR 56

Opening Year 2020 - AM Peak Hour
Build- Cost Feasible Intersections Improvement

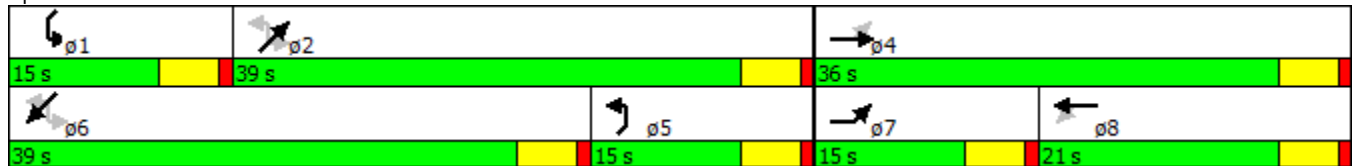


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	21.0		21.0	21.0		15.0	21.0	21.0	15.0	21.0	21.0
Total Split (s)	15.0	36.0		21.0	21.0		15.0	39.0	39.0	15.0	39.0	39.0
Total Split (%)	16.7%	40.0%		23.3%	23.3%		16.7%	43.3%	43.3%	16.7%	43.3%	43.3%
Maximum Green (s)	10.0	31.0		16.0	16.0		10.0	34.0	34.0	10.0	34.0	34.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Act Effect Green (s)	20.2	20.2			11.2		44.0	44.0	44.0	34.4	34.4	34.4
Actuated g/C Ratio	0.25	0.25			0.14		0.55	0.55	0.55	0.43	0.43	0.43
v/c Ratio	1.02	0.82			0.35		0.85	0.40	0.02	0.06	0.89	0.47
Control Delay	81.5	23.2			33.7		55.0	14.7	0.1	16.8	32.0	4.0
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.5	23.2			33.7		55.0	14.7	0.1	16.8	32.0	4.0
LOS	F	C			C		E	B	A	B	C	A
Approach Delay		48.3			33.7			24.8			25.1	
Approach LOS		D			C			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	79.8
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.02
Intersection Signal Delay:	30.7
Intersection LOS:	C
Intersection Capacity Utilization:	89.1%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 12: US 301 & SR 56



Arterial Level of Service: NE US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 56	I	58	24.0	14.7	38.7	0.25	23.0	D
Chancey Road	I	51	102.9	45.1	148.0	1.47	35.8	B
SR 39	I	47	43.9	31.6	75.5	0.57	27.4	C
Total	I		170.8	91.4	262.2	2.29	31.5	C

Arterial Level of Service: SW US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 39	I	45	25.7	8.9	34.6	0.25	25.7	D
Chancey Road	I	45	46.0	68.2	114.2	0.57	18.1	E
SR 56	I	58	90.8	32.0	122.8	1.47	43.1	A
Total	I		162.5	109.1	271.6	2.29	30.4	C

Lanes, Volumes, Timings
5: US 301 & SR 39

Opening Year 2020 - PM Peak Hour
Build-With Cost Feasible Geometry



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗	↗	↗	↗	↗	↗	↗
Volume (vph)	141	2	14	76	10	985	26	1142	101	688	756	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		500	290		290	690		0
Storage Lanes	0		0	0		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.988				0.850			0.850		0.988	
Flt Protected		0.957			0.958		0.950			0.950		
Satd. Flow (prot)	0	1761	0	0	1701	2656	1736	3471	1553	3400	3463	0
Flt Permitted		0.684			0.768		0.950			0.950		
Satd. Flow (perm)	0	1259	0	0	1364	2656	1736	3471	1553	3400	3463	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		4							131			17
Link Speed (mph)		35			45			45				45
Link Distance (ft)		738			876			786				1304
Travel Time (s)		14.4			13.3			11.9				19.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	148	2	15	80	11	1037	27	1202	106	724	796	72
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	165	0	0	91	1037	27	1202	106	724	868	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8	8 1	5	2		1	6	
Permitted Phases	4			8					2			

Lanes, Volumes, Timings
5: US 301 & SR 39

Opening Year 2020 - PM Peak Hour
Build-With Cost Feasible Geometry

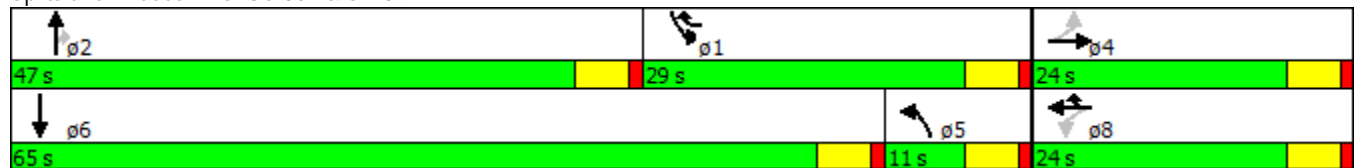


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		11.0	21.0	21.0	15.0	21.0	
Total Split (s)	24.0	24.0		24.0	24.0		11.0	47.0	47.0	29.0	65.0	
Total Split (%)	24.0%	24.0%		24.0%	24.0%		11.0%	47.0%	47.0%	29.0%	65.0%	
Maximum Green (s)	19.0	19.0		19.0	19.0		6.0	42.0	42.0	24.0	60.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag							Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Max	Max	None	Max	
Act Effect Green (s)		16.8		16.8	45.8		6.0	42.1	42.1	24.0	64.7	
Actuated g/C Ratio		0.17		0.17	0.47		0.06	0.43	0.43	0.25	0.66	
v/c Ratio		0.76		0.39	0.83		0.25	0.81	0.14	0.87	0.38	
Control Delay		59.7		41.0	29.9		51.0	30.0	2.4	48.3	9.1	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		59.7		41.0	29.9		51.0	30.0	2.4	48.3	9.1	
LOS		E		D	C		D	C	A	D	A	
Approach Delay		59.7		30.8				28.3			26.9	
Approach LOS		E		C				C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 97.9
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 29.7
 Intersection LOS: C
 Intersection Capacity Utilization 87.3%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 5: US 301 & SR 39



Lanes, Volumes, Timings
3: US 301 & Chancey Road

Opening Year 2020 - PM Peak Hour
Build-With Cost Feasible Geometry



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	96	175	100	316	309	190	227	983	302	85	592	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		0	290		500	290		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.946				0.850			0.850		0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1728	0	1641	1727	1468	1671	3343	1495	1736	3357	0
Flt Permitted	0.464			0.182			0.288			0.123		
Satd. Flow (perm)	848	1728	0	314	1727	1468	507	3343	1495	225	3357	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21				200			318		33	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		534			869			2418			753	
Travel Time (s)		8.1			13.2			36.6			11.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	10%	10%	10%	8%	8%	8%	4%	4%	4%
Adj. Flow (vph)	101	184	105	333	325	200	239	1035	318	89	623	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	289	0	333	325	200	239	1035	318	89	801	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		

Lanes, Volumes, Timings
3: US 301 & Chancey Road

Opening Year 2020 - PM Peak Hour
Build-With Cost Feasible Geometry

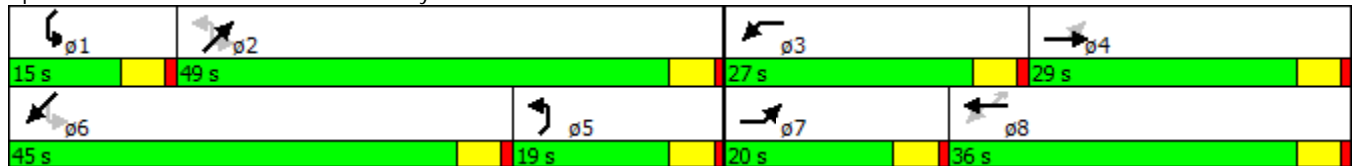


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	20.0	23.5		20.0	23.5	23.5	15.0	25.5	25.5	15.0	25.5	
Total Split (s)	20.0	29.0		27.0	36.0	36.0	19.0	49.0	49.0	15.0	45.0	
Total Split (%)	16.7%	24.2%		22.5%	30.0%	30.0%	15.8%	40.8%	40.8%	12.5%	37.5%	
Maximum Green (s)	15.0	24.0		22.0	31.0	31.0	14.0	44.0	44.0	10.0	40.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	
Act Effect Green (s)	32.3	21.5		47.3	31.5	31.5	46.7	46.7	46.7	40.2	40.2	
Actuated g/C Ratio	0.28	0.19		0.41	0.27	0.27	0.40	0.40	0.40	0.35	0.35	
v/c Ratio	0.32	0.86		0.91	0.69	0.37	0.71	0.77	0.40	0.43	0.67	
Control Delay	25.3	66.2		58.1	46.6	6.6	50.8	36.5	4.5	34.2	35.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	25.3	66.2		58.1	46.6	6.6	50.8	36.5	4.5	34.2	35.1	
LOS	C	E		E	D	A	D	D	A	C	D	
Approach Delay		55.6			41.7			32.3			35.0	
Approach LOS		E			D			C			C	

Intersection Summary

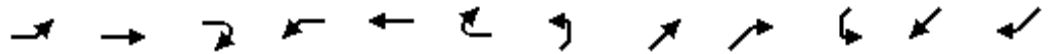
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 115.7
 Natural Cycle: 85
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 37.5
 Intersection LOS: D
 Intersection Capacity Utilization 85.0%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 3: US 301 & Chancey Road



Lanes, Volumes, Timings
12: US 301 & SR 56

Opening Year 2020 - PM Peak Hour
Build-With Cost Feasible Geometry



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	389	12	248	17	18	20	459	1211	11	13	707	360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	290		0	500		290	290		290
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25		25	25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.857			0.951				0.850			0.850
Flt Protected	0.950				0.985		0.950			0.950		
Satd. Flow (prot)	1736	1566	0	0	1745	0	1671	3343	1495	1671	3343	1495
Flt Permitted	0.610				0.795		0.280			0.179		
Satd. Flow (perm)	1114	1566	0	0	1408	0	493	3343	1495	315	3343	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		261			21				145			379
Link Speed (mph)		55			35			60				60
Link Distance (ft)		1357			2141			815				5348
Travel Time (s)		16.8			41.7			9.3				60.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	409	13	261	18	19	21	483	1275	12	14	744	379
Shared Lane Traffic (%)												
Lane Group Flow (vph)	409	274	0	0	58	0	483	1275	12	14	744	379
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1		6
Permitted Phases	4			8			2		2	6		6

Lanes, Volumes, Timings
12: US 301 & SR 56

Opening Year 2020 - PM Peak Hour
Build-With Cost Feasible Geometry

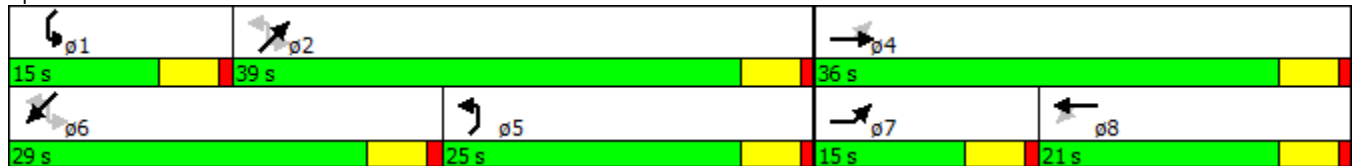


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	21.0		21.0	21.0		15.0	21.0	21.0	15.0	21.0	21.0
Total Split (s)	15.0	36.0		21.0	21.0		25.0	39.0	39.0	15.0	29.0	29.0
Total Split (%)	16.7%	40.0%		23.3%	23.3%		27.8%	43.3%	43.3%	16.7%	32.2%	32.2%
Maximum Green (s)	10.0	31.0		16.0	16.0		20.0	34.0	34.0	10.0	24.0	24.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Act Effect Green (s)	21.8	21.8			10.2		46.5	46.5	46.5	24.2	24.2	24.2
Actuated g/C Ratio	0.27	0.27			0.13		0.57	0.57	0.57	0.30	0.30	0.30
v/c Ratio	1.09	0.45			0.30		0.84	0.67	0.01	0.05	0.75	0.53
Control Delay	101.3	6.3			28.4		38.9	17.2	0.0	22.5	32.3	5.9
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.3	6.3			28.4		38.9	17.2	0.0	22.5	32.3	5.9
LOS	F	A			C		D	B	A	C	C	A
Approach Delay		63.2			28.4			23.0			23.4	
Approach LOS		E			C			C			C	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	81.2
Natural Cycle:	90
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.09
Intersection Signal Delay:	30.7
Intersection LOS:	C
Intersection Capacity Utilization:	85.7%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 12: US 301 & SR 56



Arterial Level of Service: NE US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 56	I	58	24.0	17.2	41.2	0.25	21.6	D
Chancey Road	I	51	102.9	36.5	139.4	1.47	38.0	B
SR 39	I	47	43.9	30.0	73.9	0.57	28.0	C
Total	I		170.8	83.7	254.5	2.29	32.4	C

Arterial Level of Service: SW US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 39	I	45	25.7	9.1	34.8	0.25	25.5	D
Chancey Road	I	45	46.0	35.1	81.1	0.57	25.5	D
SR 56	I	58	90.8	32.3	123.1	1.47	43.0	A
Total	I		162.5	76.5	239.0	2.29	34.5	B

Opening Year 2020 Build Additional Improvements

Lanes, Volumes, Timings
3: US 301 & Chancey Road

Opening Year 2020 - AM Peak Hour

Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	169	309	227	302	175	85	100	592	316	190	983	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		290	290		0	290		500	290		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1827	1553	1641	1727	1468	1671	3343	1495	1736	3426	0
Flt Permitted	0.466			0.226			0.179			0.210		
Satd. Flow (perm)	851	1827	1553	390	1727	1468	315	3343	1495	384	3426	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			200			155			333		10	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		534			869			2418			753	
Travel Time (s)		8.1			13.2			36.6			11.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	10%	10%	10%	8%	8%	8%	4%	4%	4%
Adj. Flow (vph)	178	325	239	318	184	89	105	623	333	200	1035	101
Shared Lane Traffic (%)												
Lane Group Flow (vph)	178	325	239	318	184	89	105	623	333	200	1136	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		

Lanes, Volumes, Timings
3: US 301 & Chancey Road

Opening Year 2020 - AM Peak Hour
Build

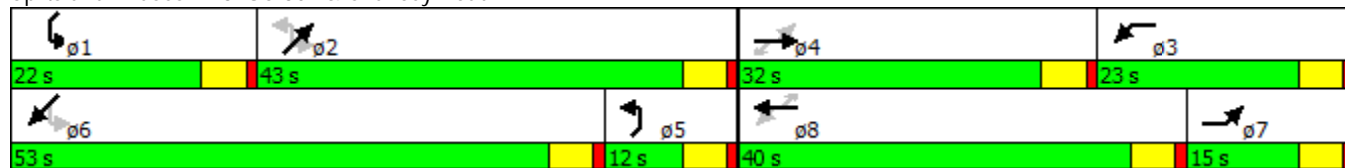


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	15.0	23.5	23.5	20.0	23.5	23.5	10.0	25.5	25.5	15.0	25.5	
Total Split (s)	15.0	32.0	32.0	23.0	40.0	40.0	12.0	43.0	43.0	22.0	53.0	
Total Split (%)	12.5%	26.7%	26.7%	19.2%	33.3%	33.3%	10.0%	35.8%	35.8%	18.3%	44.2%	
Maximum Green (s)	10.0	27.0	27.0	18.0	35.0	35.0	7.0	38.0	38.0	17.0	48.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	
Act Effect Green (s)	46.0	24.0	24.0	35.3	17.7	17.7	40.3	40.3	40.3	48.1	48.1	
Actuated g/C Ratio	0.40	0.21	0.21	0.30	0.15	0.15	0.35	0.35	0.35	0.41	0.41	
v/c Ratio	0.34	0.86	0.50	1.04	0.70	0.25	0.58	0.54	0.45	0.62	0.80	
Control Delay	28.9	66.6	12.6	103.9	60.9	1.7	53.8	33.7	5.4	32.4	35.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	28.9	66.6	12.6	103.9	60.9	1.7	53.8	33.7	5.4	32.4	35.3	
LOS	C	E	B	F	E	A	D	C	A	C	D	
Approach Delay		40.2			75.1			26.8			34.8	
Approach LOS		D			E			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 116
 Natural Cycle: 85
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.04
 Intersection Signal Delay: 40.0
 Intersection LOS: D
 Intersection Capacity Utilization 85.4%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 3: US 301 & Chancey Road



Arterial Level of Service: NE US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 56	I	58	24.0	14.7	38.7	0.25	23.0	D
Chancey Road	I	51	102.9	33.7	136.6	1.47	38.8	B
SR 39	I	47	43.9	31.6	75.5	0.57	27.4	C
Total	I		170.8	80.0	250.8	2.29	32.9	C

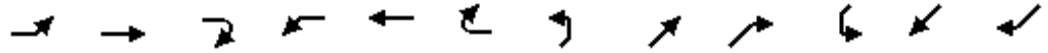
Arterial Level of Service: SW US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 39	I	45	25.7	8.9	34.6	0.25	25.7	D
Chancey Road	I	45	46.0	35.3	81.3	0.57	25.5	D
SR 56	I	58	90.8	32.0	122.8	1.47	43.1	A
Total	I		162.5	76.2	238.7	2.29	34.6	B

Lanes, Volumes, Timings
3: US 301 & Chancey Road

Opening Year 2020 - PM Peak Hour

Build

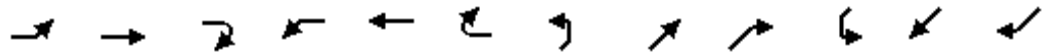


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	96	175	100	316	309	190	227	983	302	85	592	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		290	290		0	290		500	290		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt			0.850			0.850			0.850		0.967	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1827	1553	1641	1727	1468	1671	3343	1495	1736	3357	0
Flt Permitted	0.411			0.326			0.306			0.123		
Satd. Flow (perm)	751	1827	1553	563	1727	1468	538	3343	1495	225	3357	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			200			200			318		33	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		534			869			2418			753	
Travel Time (s)		8.1			13.2			36.6			11.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	10%	10%	10%	8%	8%	8%	4%	4%	4%
Adj. Flow (vph)	101	184	105	333	325	200	239	1035	318	89	623	178
Shared Lane Traffic (%)												
Lane Group Flow (vph)	101	184	105	333	325	200	239	1035	318	89	801	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		

Lanes, Volumes, Timings
3: US 301 & Chancey Road

Opening Year 2020 - PM Peak Hour

Build

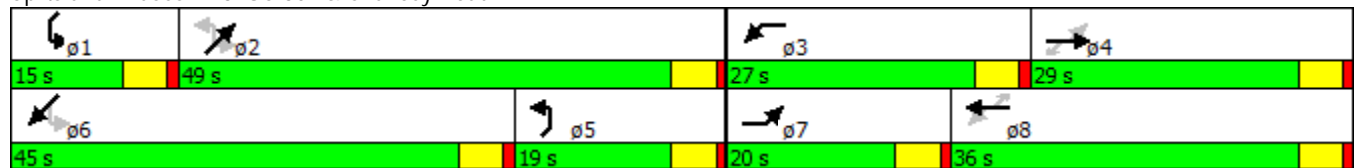


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	20.0	23.5	23.5	20.0	23.5	23.5	15.0	25.5	25.5	15.0	25.5	25.5
Total Split (s)	20.0	29.0	29.0	27.0	36.0	36.0	19.0	49.0	49.0	15.0	45.0	45.0
Total Split (%)	16.7%	24.2%	24.2%	22.5%	30.0%	30.0%	15.8%	40.8%	40.8%	12.5%	37.5%	37.5%
Maximum Green (s)	15.0	24.0	24.0	22.0	31.0	31.0	14.0	44.0	44.0	10.0	40.0	40.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	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 Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lag	Lag	Lag	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	27.8	16.9	16.9	41.9	26.1	26.1	46.7	46.7	46.7	40.2	40.2	40.2
Actuated g/C Ratio	0.25	0.15	0.15	0.38	0.24	0.24	0.42	0.42	0.42	0.36	0.36	0.36
v/c Ratio	0.35	0.66	0.26	0.82	0.80	0.40	0.66	0.73	0.39	0.41	0.64	0.64
Control Delay	27.0	56.2	1.5	43.6	54.9	7.2	44.5	32.7	4.3	31.6	31.9	31.9
Queue Delay	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 Delay	27.0	56.2	1.5	43.6	54.9	7.2	44.5	32.7	4.3	31.6	31.9	31.9
LOS	C	E	A	D	D	A	D	C	A	C	C	C
Approach Delay		33.9			39.4			28.8				31.9
Approach LOS		C			D			C				C

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 110.4
 Natural Cycle: 85
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 32.5
 Intersection LOS: C
 Intersection Capacity Utilization 78.9%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 3: US 301 & Chancey Road



Arterial Level of Service: NE US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 56	I	58	24.0	17.2	41.2	0.25	21.6	D
Chancey Road	I	51	102.9	32.7	135.6	1.47	39.0	B
SR 39	I	47	43.9	30.0	73.9	0.57	28.0	C
Total	I		170.8	79.9	250.7	2.29	32.9	C

Arterial Level of Service: SW US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 39	I	45	25.7	9.1	34.8	0.25	25.5	D
Chancey Road	I	45	46.0	31.9	77.9	0.57	26.6	D
SR 56	I	58	90.8	32.3	123.1	1.47	43.0	A
Total	I		162.5	73.3	235.8	2.29	35.0	B

Interim Year 2030 Build Cost Affordable Analysis

Lanes, Volumes, Timings
5: US 301 & SR 39

Interim Year 2030 - AM Peak Hour
Build- Cost Feasible Intersections Improvement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗	↗	↗	↗	↗	↗	↗
Volume (vph)	80	12	30	136	2	872	17	1028	90	1270	1535	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		500	290		290	690		0
Storage Lanes	0		0	0		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.967				0.850			0.850		0.985	
Flt Protected		0.968			0.953		0.950			0.950		
Satd. Flow (prot)	0	1744	0	0	1692	2656	1736	3471	1553	3400	3452	0
Flt Permitted		0.594			0.655		0.950			0.950		
Satd. Flow (perm)	0	1070	0	0	1163	2656	1736	3471	1553	3400	3452	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		14							131			22
Link Speed (mph)		35			45			45				45
Link Distance (ft)		738			876			786				1304
Travel Time (s)		14.4			13.3			11.9				19.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	84	13	32	143	2	918	18	1082	95	1337	1616	174
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	129	0	0	145	918	18	1082	95	1337	1790	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8	8 1	5	2		1	6	
Permitted Phases	4			8					2			

Lanes, Volumes, Timings
5: US 301 & SR 39

Interim Year 2030 - AM Peak Hour
Build- Cost Feasible Intersections Improvement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		11.0	21.0	21.0	15.0	21.0	
Total Split (s)	21.0	21.0		21.0	21.0		11.0	37.0	37.0	42.0	68.0	
Total Split (%)	21.0%	21.0%		21.0%	21.0%		11.0%	37.0%	37.0%	42.0%	68.0%	
Maximum Green (s)	16.0	16.0		16.0	16.0		6.0	32.0	32.0	37.0	63.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag							Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Max	Max	None	Max	
Act Effect Green (s)		15.2		15.2	57.2		6.0	32.0	32.0	37.0	69.7	
Actuated g/C Ratio		0.15		0.15	0.58		0.06	0.32	0.32	0.37	0.70	
v/c Ratio		0.74		0.81	0.60		0.17	0.97	0.16	1.05	0.74	
Control Delay		61.2		74.4	15.6		48.6	54.1	2.5	72.4	12.7	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		61.2		74.4	15.6		48.6	54.1	2.5	72.4	12.7	
LOS		E		E	B		D	D	A	E	B	
Approach Delay		61.2		23.6				49.9			38.2	
Approach LOS		E		C				D			D	

Intersection Summary

Area Type:	Other
Cycle Length:	100
Actuated Cycle Length:	99.2
Natural Cycle:	100
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.05
Intersection Signal Delay:	38.5
Intersection LOS:	D
Intersection Capacity Utilization:	90.7%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 5: US 301 & SR 39



Lanes, Volumes, Timings
3: US 301 & Chancey Road

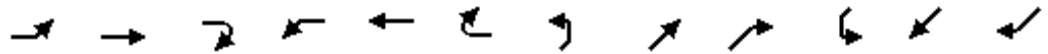
Interim Year 2030 - AM Peak Hour
Build- Cost Feasible Intersections Improvement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	260	328	250	356	196	132	111	742	335	418	1175	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		0	290		500	290		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.935				0.850			0.850		0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1708	0	1641	1727	1468	1671	3343	1495	1736	3426	0
Flt Permitted	0.428			0.201			0.152			0.152		
Satd. Flow (perm)	782	1708	0	347	1727	1468	267	3343	1495	278	3426	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				155			353		8	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		534			869			2418			753	
Travel Time (s)		8.1			13.2			36.6			11.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	10%	10%	10%	8%	8%	8%	4%	4%	4%
Adj. Flow (vph)	274	345	263	375	206	139	117	781	353	440	1237	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	274	608	0	375	206	139	117	781	353	440	1350	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		

Lanes, Volumes, Timings
3: US 301 & Chancey Road

Interim Year 2030 - AM Peak Hour
Build- Cost Feasible Intersections Improvement

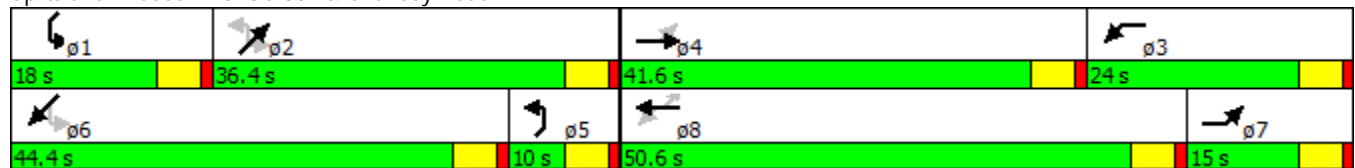


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	15.0	23.5		20.0	23.5	23.5	10.0	25.5	25.5	15.0	25.5	
Total Split (s)	15.0	41.6		24.0	50.6	50.6	10.0	36.4	36.4	18.0	44.4	
Total Split (%)	12.5%	34.7%		20.0%	42.2%	42.2%	8.3%	30.3%	30.3%	15.0%	37.0%	
Maximum Green (s)	10.0	36.6		19.0	45.6	45.6	5.0	31.4	31.4	13.0	39.4	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lag	Lead		Lag	Lead	Lead	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	
Act Effect Green (s)	60.6	36.6		38.9	19.9	19.9	31.4	31.4	31.4	39.4	39.4	
Actuated g/C Ratio	0.50	0.30		0.32	0.17	0.17	0.26	0.26	0.26	0.33	0.33	
v/c Ratio	0.40	1.12		1.18	0.72	0.37	0.91	0.89	0.54	1.77	1.19	
Control Delay	25.2	113.0		148.8	61.0	7.5	109.3	56.6	7.0	386.1	132.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	25.2	113.0		148.8	61.0	7.5	109.3	56.6	7.0	386.1	132.7	
LOS	C	F		F	E	A	F	E	A	F	F	
Approach Delay		85.7			96.4			47.5			195.0	
Approach LOS		F			F			D			F	

Intersection Summary

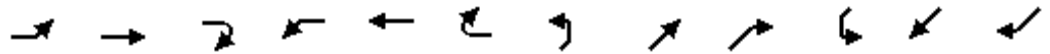
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 145
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.77
 Intersection Signal Delay: 119.2
 Intersection LOS: F
 Intersection Capacity Utilization 112.6%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 3: US 301 & Chancey Road



Lanes, Volumes, Timings
12: US 301 & SR 56

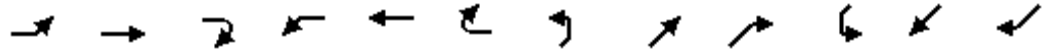
Interim Year 2030 - AM Peak Hour
Build- Cost Feasible Intersections Improvement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	413	30	703	12	27	22	273	825	28	34	1257	600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	500		290	290		290
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.856			0.951				0.850			0.850
Flt Protected	0.950				0.990		0.950			0.950		
Satd. Flow (prot)	1736	1564	0	0	1754	0	1671	3343	1495	1671	3343	1495
Flt Permitted	0.606				0.258		0.143			0.143		
Satd. Flow (perm)	1107	1564	0	0	457	0	252	3343	1495	252	3343	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		286			23				145			632
Link Speed (mph)		55			35			60				60
Link Distance (ft)		1357			2141			815				5348
Travel Time (s)		16.8			41.7			9.3				60.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	435	32	740	13	28	23	287	868	29	36	1323	632
Shared Lane Traffic (%)												
Lane Group Flow (vph)	435	772	0	0	64	0	287	868	29	36	1323	632
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1		6
Permitted Phases	4			8			2		2	6		6

Lanes, Volumes, Timings
12: US 301 & SR 56

Interim Year 2030 - AM Peak Hour
Build- Cost Feasible Intersections Improvement

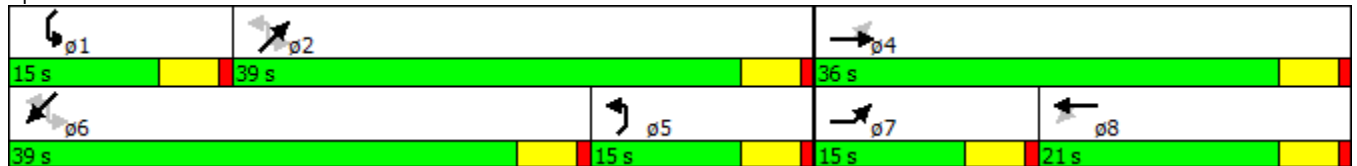


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	21.0		21.0	21.0		15.0	21.0	21.0	15.0	21.0	21.0
Total Split (s)	15.0	36.0		21.0	21.0		15.0	39.0	39.0	15.0	39.0	39.0
Total Split (%)	16.7%	40.0%		23.3%	23.3%		16.7%	43.3%	43.3%	16.7%	43.3%	43.3%
Maximum Green (s)	10.0	31.0		16.0	16.0		10.0	34.0	34.0	10.0	34.0	34.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Act Effect Green (s)	31.0	31.0			14.8		40.0	40.0	40.0	34.0	34.0	34.0
Actuated g/C Ratio	0.34	0.34			0.16		0.44	0.44	0.44	0.38	0.38	0.38
v/c Ratio	0.91	1.06			0.68		1.07	0.58	0.04	0.14	1.05	0.66
Control Delay	53.0	71.9			60.5		109.4	22.3	0.1	19.3	67.9	5.5
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.0	71.9			60.5		109.4	22.3	0.1	19.3	67.9	5.5
LOS	D	E			E		F	C	A	B	E	A
Approach Delay		65.1			60.5			42.9			47.2	
Approach LOS		E			E			D			D	

Intersection Summary

Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Natural Cycle:	120
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.07
Intersection Signal Delay:	51.1
Intersection LOS:	D
Intersection Capacity Utilization:	107.4%
ICU Level of Service:	G
Analysis Period (min):	15

Splits and Phases: 12: US 301 & SR 56



Arterial Level of Service: NE US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 56	I	58	24.0	22.3	46.3	0.25	19.2	E
Chancey Road	I	51	102.9	56.6	159.5	1.47	33.2	C
SR 39	I	47	43.9	54.1	98.0	0.57	21.1	D
Total	I		170.8	133.0	303.8	2.29	27.2	C

Arterial Level of Service: SW US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 39	I	45	25.7	12.7	38.4	0.25	23.2	D
Chancey Road	I	45	46.0	132.7	178.7	0.57	11.6	F
SR 56	I	58	90.8	67.9	158.7	1.47	33.4	C
Total	I		162.5	213.3	375.8	2.29	22.0	D

Lanes, Volumes, Timings
5: US 301 & SR 39

Interim Year 2030 - PM Peak Hour
Build-With Cost Feasible Geometry



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕↕	↕	↕↕	↕	↕↕	↕↕	↕↕
Volume (vph)	165	2	17	90	12	1270	30	1535	136	872	1028	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		500	290		290	690		0
Storage Lanes	0		0	0		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Fr _t		0.987				0.850			0.850		0.989	
Fl _t Protected		0.957			0.958		0.950			0.950		
Satd. Flow (prot)	0	1759	0	0	1701	2656	1736	3471	1553	3400	3466	0
Fl _t Permitted		0.634			0.767		0.950			0.950		
Satd. Flow (perm)	0	1166	0	0	1362	2656	1736	3471	1553	3400	3466	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		4							114			13
Link Speed (mph)		35			45			45				45
Link Distance (ft)		738			876			786				1304
Travel Time (s)		14.4			13.3			11.9				19.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	174	2	18	95	13	1337	32	1616	143	918	1082	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	194	0	0	108	1337	32	1616	143	918	1166	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8	8 1	5	2		1	6	
Permitted Phases	4			8					2			

Lanes, Volumes, Timings
5: US 301 & SR 39

Interim Year 2030 - PM Peak Hour
Build-With Cost Feasible Geometry

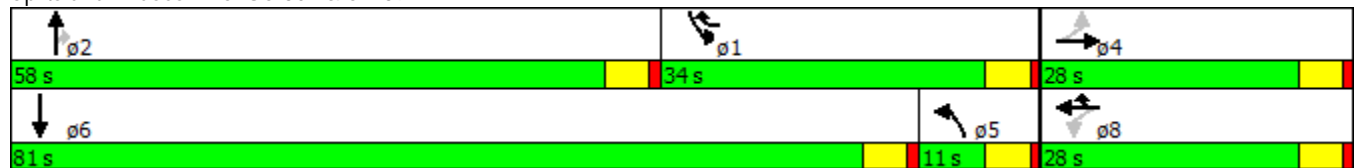


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	81	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		11.0	21.0	21.0	15.0	21.0	
Total Split (s)	28.0	28.0		28.0	28.0		11.0	58.0	58.0	34.0	81.0	
Total Split (%)	23.3%	23.3%		23.3%	23.3%		9.2%	48.3%	48.3%	28.3%	67.5%	
Maximum Green (s)	23.0	23.0		23.0	23.0		6.0	53.0	53.0	29.0	76.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag							Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	Max	Max	None	Max	
Act Effect Green (s)		23.0		23.0	57.0		6.0	53.0	53.0	29.0	80.4	
Actuated g/C Ratio		0.19		0.19	0.48		0.05	0.44	0.44	0.24	0.67	
v/c Ratio		0.86		0.41	1.06		0.37	1.05	0.19	1.12	0.50	
Control Delay		79.0		48.2	74.4		67.7	71.9	6.3	111.2	11.3	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		79.0		48.2	74.4		67.7	71.9	6.3	111.2	11.3	
LOS		E		D	E		E	E	A	F	B	
Approach Delay		79.0		72.4				66.6			55.3	
Approach LOS		E		E				E			E	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 120
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.12
 Intersection Signal Delay: 64.3
 Intersection LOS: E
 Intersection Capacity Utilization 109.6%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 5: US 301 & SR 39



Lanes, Volumes, Timings
3: US 301 & Chancey Road

Interim Year 2030 - PM Peak Hour
Build-With Cost Feasible Geometry



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	107	196	111	335	328	418	250	1175	356	132	742	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		0	290		500	290		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.946				0.850			0.850		0.961	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1728	0	1641	1727	1468	1671	3343	1495	1736	3336	0
Flt Permitted	0.430			0.147			0.136			0.130		
Satd. Flow (perm)	786	1728	0	254	1727	1468	239	3343	1495	237	3336	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21				298			375		44	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		534			869			2418			753	
Travel Time (s)		8.1			13.2			36.6			11.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	10%	10%	10%	8%	8%	8%	4%	4%	4%
Adj. Flow (vph)	113	206	117	353	345	440	263	1237	375	139	781	274
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	323	0	353	345	440	263	1237	375	139	1055	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		

Lanes, Volumes, Timings
3: US 301 & Chancey Road

Interim Year 2030 - PM Peak Hour
Build-With Cost Feasible Geometry

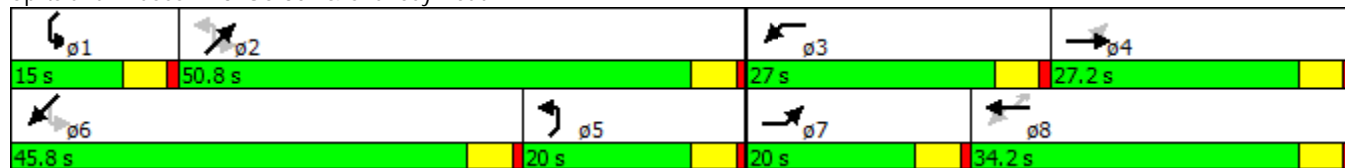


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	20.0	23.5		20.0	23.5	23.5	15.0	25.5	25.5	15.0	25.5	
Total Split (s)	20.0	27.2		27.0	34.2	34.2	20.0	50.8	50.8	15.0	45.8	
Total Split (%)	16.7%	22.7%		22.5%	28.5%	28.5%	16.7%	42.3%	42.3%	12.5%	38.2%	
Maximum Green (s)	15.0	22.2		22.0	29.2	29.2	15.0	45.8	45.8	10.0	40.8	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	
Act Effect Green (s)	33.5	22.2		49.2	32.9	32.9	45.8	45.8	45.8	40.8	40.8	
Actuated g/C Ratio	0.28	0.18		0.41	0.27	0.27	0.38	0.38	0.38	0.34	0.34	
v/c Ratio	0.37	0.96		0.99	0.73	0.71	0.97	0.97	0.47	0.68	0.91	
Control Delay	27.2	86.0		78.4	50.1	19.7	96.0	55.8	4.6	46.2	48.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	27.2	86.0		78.4	50.1	19.7	96.0	55.8	4.6	46.2	48.4	
LOS	C	F		E	D	B	F	E	A	D	D	
Approach Delay		70.8			47.1			51.2			48.1	
Approach LOS		E			D			D			D	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Natural Cycle: 105
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 51.3
 Intersection LOS: D
 Intersection Capacity Utilization 95.0%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 3: US 301 & Chancey Road



Lanes, Volumes, Timings
12: US 301 & SR 56

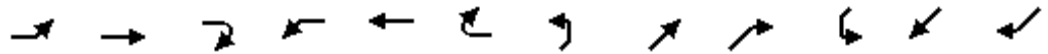
Interim Year 2030 - PM Peak Hour
Build-With Cost Feasible Geometry



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	600	27	273	28	30	34	703	1257	12	22	825	413
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	290		0	500		290	290		290
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.863			0.950				0.850			0.850
Flt Protected	0.950				0.985		0.950			0.950		
Satd. Flow (prot)	1736	1577	0	0	1743	0	1671	3343	1495	1671	3343	1495
Flt Permitted	0.440				0.788		0.133			0.133		
Satd. Flow (perm)	804	1577	0	0	1394	0	234	3343	1495	234	3343	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		287			16				87			379
Link Speed (mph)		55			35			60				60
Link Distance (ft)		1357			2141			815				5348
Travel Time (s)		16.8			41.7			9.3				60.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	632	28	287	29	32	36	740	1323	13	23	868	435
Shared Lane Traffic (%)												
Lane Group Flow (vph)	632	315	0	0	97	0	740	1323	13	23	868	435
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6

Lanes, Volumes, Timings
12: US 301 & SR 56

Interim Year 2030 - PM Peak Hour
Build-With Cost Feasible Geometry



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	21.0		21.0	21.0		15.0	21.0	21.0	15.0	21.0	21.0
Total Split (s)	37.0	58.0		21.0	21.0		51.0	77.0	77.0	15.0	41.0	41.0
Total Split (%)	24.7%	38.7%		14.0%	14.0%		34.0%	51.3%	51.3%	10.0%	27.3%	27.3%
Maximum Green (s)	32.0	53.0		16.0	16.0		46.0	72.0	72.0	10.0	36.0	36.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Act Effect Green (s)	50.4	50.4			13.3		78.1	78.1	78.1	36.0	36.0	36.0
Actuated g/C Ratio	0.34	0.34			0.09		0.53	0.53	0.53	0.24	0.24	0.24
v/c Ratio	1.32	0.43			0.69		1.29	0.75	0.02	0.15	1.06	0.67
Control Delay	197.2	7.1			79.1		183.0	31.9	0.0	46.0	101.9	13.5
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	197.2	7.1			79.1		183.0	31.9	0.0	46.0	101.9	13.5
LOS	F	A			E		F	C	A	D	F	B
Approach Delay		134.0			79.1			85.6			71.9	
Approach LOS		F			E			F			E	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 147.4
 Natural Cycle: 150
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.32
 Intersection Signal Delay: 91.7
 Intersection LOS: F
 Intersection Capacity Utilization 114.2%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 12: US 301 & SR 56



Arterial Level of Service: NE US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 56	I	58	24.0	31.9	55.9	0.25	15.9	F
Chancey Road	I	51	102.9	55.8	158.7	1.47	33.4	C
SR 39	I	47	43.9	71.9	115.8	0.57	17.9	E
Total	I		170.8	159.6	330.4	2.29	25.0	D

Arterial Level of Service: SW US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 39	I	45	25.7	11.3	37.0	0.25	24.0	D
Chancey Road	I	45	46.0	48.4	94.4	0.57	21.9	D
SR 56	I	58	90.8	101.9	192.7	1.47	27.5	C
Total	I		162.5	161.6	324.1	2.29	25.5	D

Interim Year 2030 Build Additional Improvements

Lanes, Volumes, Timings
5: US 301 & SR 39

Interim Year 2030 - PM Peak Hour
Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	12	30	136	2	872	17	1028	90	1270	1535	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		500	290		290	690		290
Storage Lanes	1		0	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	1.00
Frt		0.893				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1663	0	1687	1776	2656	1736	3471	1553	3400	3505	1568
Flt Permitted	0.757			0.728			0.950			0.950		
Satd. Flow (perm)	1410	1663	0	1293	1776	2656	1736	3471	1553	3400	3505	1568
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		32							109			174
Link Speed (mph)		35			45			45				45
Link Distance (ft)		738			876			786				1304
Travel Time (s)		14.4			13.3			11.9				19.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	84	13	32	143	2	918	18	1082	95	1337	1616	174
Shared Lane Traffic (%)												
Lane Group Flow (vph)	84	45	0	143	2	918	18	1082	95	1337	1616	174
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	8 1	5	2		1	6	
Permitted Phases	4			8					2			6

Lanes, Volumes, Timings
5: US 301 & SR 39

Interim Year 2030 - PM Peak Hour
Build

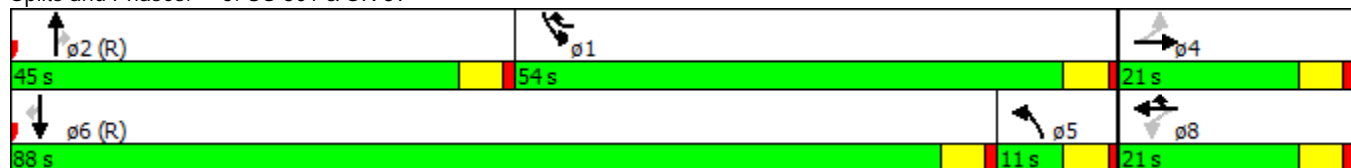


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	20.0	20.0		20.0	20.0		11.0	21.0	21.0	15.0	21.0	21.0
Total Split (s)	21.0	21.0		21.0	21.0		11.0	45.0	45.0	54.0	88.0	88.0
Total Split (%)	17.5%	17.5%		17.5%	17.5%		9.2%	37.5%	37.5%	45.0%	73.3%	73.3%
Maximum Green (s)	16.0	16.0		16.0	16.0		6.0	40.0	40.0	49.0	83.0	83.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	15.7	15.7		15.7	15.7	69.7	6.0	40.3	40.3	49.0	89.9	89.9
Actuated g/C Ratio	0.13	0.13		0.13	0.13	0.58	0.05	0.34	0.34	0.41	0.75	0.75
v/c Ratio	0.45	0.18		0.85	0.01	0.59	0.21	0.93	0.16	0.96	0.62	0.14
Control Delay	56.7	23.1		89.5	45.5	18.1	58.7	32.2	1.6	51.9	9.1	1.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	23.1		89.5	45.5	18.1	58.7	32.2	1.6	51.9	9.1	1.2
LOS	E	C		F	D	B	E	C	A	D	A	A
Approach Delay		45.0			27.7			30.1			26.9	
Approach LOS		D			C			C			C	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 28.2 Intersection LOS: C
 Intersection Capacity Utilization 91.3% ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 5: US 301 & SR 39



Lanes, Volumes, Timings
3: US 301 & Chancey Road

Interim Year 2030 - PM Peak Hour
Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	260	328	250	356	196	132	111	742	335	418	1175	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		290	290		0	290		500	290		290
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Fr _t			0.850			0.850			0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1827	1553	1641	1727	1468	1671	3343	1495	1736	3471	1553
Fl _t Permitted	0.543			0.149			0.125			0.108		
Satd. Flow (perm)	992	1827	1553	257	1727	1468	220	3343	1495	197	3471	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			190			155			353			109
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		534			869			2418			753	
Travel Time (s)		8.1			13.2			36.6			11.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	10%	10%	10%	8%	8%	8%	4%	4%	4%
Adj. Flow (vph)	274	345	263	375	206	139	117	781	353	440	1237	113
Shared Lane Traffic (%)												
Lane Group Flow (vph)	274	345	263	375	206	139	117	781	353	440	1237	113
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6

Lanes, Volumes, Timings
3: US 301 & Chancey Road

Interim Year 2030 - PM Peak Hour
Build

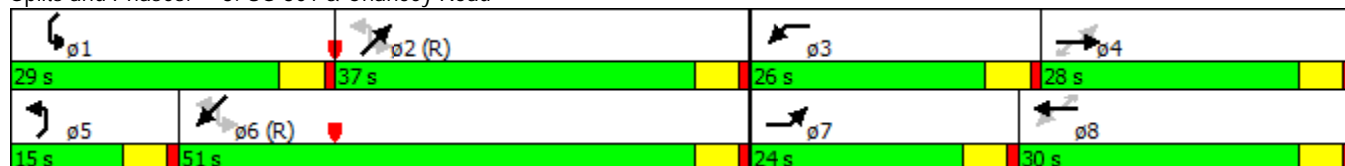


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	20.0	23.5	23.5	20.0	23.5	23.5	15.0	25.5	25.5	15.0	25.5	25.5
Total Split (s)	24.0	28.0	28.0	26.0	30.0	30.0	15.0	37.0	37.0	29.0	51.0	51.0
Total Split (%)	20.0%	23.3%	23.3%	21.7%	25.0%	25.0%	12.5%	30.8%	30.8%	24.2%	42.5%	42.5%
Maximum Green (s)	19.0	23.0	23.0	21.0	25.0	25.0	10.0	32.0	32.0	24.0	46.0	46.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	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 Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	40.1	23.0	23.0	47.2	26.9	26.9	42.0	32.0	32.0	61.0	46.0	46.0
Actuated g/C Ratio	0.33	0.19	0.19	0.39	0.22	0.22	0.35	0.27	0.27	0.51	0.38	0.38
v/c Ratio	0.63	0.99	0.58	1.09	0.53	0.31	0.59	0.88	0.54	1.08	0.93	0.17
Control Delay	32.6	93.4	18.9	109.7	47.6	6.6	35.8	54.4	6.9	92.1	41.7	3.6
Queue Delay	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 Delay	32.6	93.4	18.9	109.7	47.6	6.6	35.8	54.4	6.9	92.1	41.7	3.6
LOS	C	F	B	F	D	A	D	D	A	F	D	A
Approach Delay		52.3			72.1			39.2			51.7	
Approach LOS		D			E			D			D	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 86 (72%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.09
 Intersection Signal Delay: 51.6
 Intersection LOS: D
 Intersection Capacity Utilization 97.3%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 3: US 301 & Chancey Road



Lanes, Volumes, Timings
12: US 301 & SR 56

Interim Year 2030 - PM Peak Hour
Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	413	30	703	12	27	22	273	825	28	34	1257	600
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	500		0	0		0	500		290	290		290
Storage Lanes	2		1	0		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.951				0.850			0.850
Flt Protected	0.950				0.990		0.950			0.950		
Satd. Flow (prot)	3367	1827	1553	0	1754	0	3242	3343	1495	1671	3343	1495
Flt Permitted	0.950				0.940		0.950			0.950		
Satd. Flow (perm)	3367	1827	1553	0	1665	0	3242	3343	1495	1671	3343	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			251		23				131			632
Link Speed (mph)		55			35			60				60
Link Distance (ft)		1357			2141			815				5348
Travel Time (s)		16.8			41.7			9.3				60.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	435	32	740	13	28	23	287	868	29	36	1323	632
Shared Lane Traffic (%)												
Lane Group Flow (vph)	435	32	740	0	64	0	287	868	29	36	1323	632
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1		6
Permitted Phases			4	8					2			6

Lanes, Volumes, Timings
12: US 301 & SR 56

Interim Year 2030 - PM Peak Hour
Build

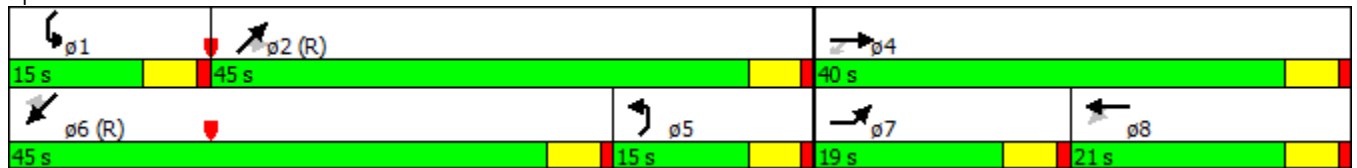


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	4	8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	21.0	21.0	21.0	21.0		15.0	21.0	21.0	15.0	21.0	21.0
Total Split (s)	19.0	40.0	40.0	21.0	21.0		15.0	45.0	45.0	15.0	45.0	45.0
Total Split (%)	19.0%	40.0%	40.0%	21.0%	21.0%		15.0%	45.0%	45.0%	15.0%	45.0%	45.0%
Maximum Green (s)	14.0	35.0	35.0	16.0	16.0		10.0	40.0	40.0	10.0	40.0	40.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	18.2	35.0	35.0		14.8		10.0	46.0	46.0	10.0	40.0	40.0
Actuated g/C Ratio	0.18	0.35	0.35		0.15		0.10	0.46	0.46	0.10	0.40	0.40
v/c Ratio	0.71	0.05	1.05		0.24		0.89	0.56	0.04	0.22	0.99	0.65
Control Delay	48.1	21.9	69.9		28.2		73.4	22.9	0.1	44.9	52.9	5.2
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.1	21.9	69.9		28.2		73.4	22.9	0.1	44.9	52.9	5.2
LOS	D	C	E		C		E	C	A	D	D	A
Approach Delay		60.8			28.2			34.6			37.6	
Approach LOS		E			C			C			D	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 15 (15%), Referenced to phase 2:NET and 6:SWT, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 43.0
 Intersection LOS: D
 Intersection Capacity Utilization 99.1%
 ICU Level of Service F
 Analysis Period (min) 15

Splits and Phases: 12: US 301 & SR 56



Arterial Level of Service: NE US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 56	I	58	24.0	22.9	46.9	0.25	19.0	E
Chancey Road	I	51	102.9	54.4	157.3	1.47	33.7	C
SR 39	I	47	43.9	32.2	76.1	0.57	27.2	C
Total	I		170.8	109.5	280.3	2.29	29.4	C

Arterial Level of Service: SW US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 39	I	45	25.7	9.1	34.8	0.25	25.5	D
Chancey Road	I	45	46.0	41.7	87.7	0.57	23.6	D
SR 56	I	58	90.8	52.9	143.7	1.47	36.8	B
Total	I		162.5	103.7	266.2	2.29	31.0	C

Lanes, Volumes, Timings
5: US 301 & SR 39

Interim Year 2030 - PM Peak Hour
Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	165	2	17	90	12	1270	30	1535	136	872	1028	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		500	290		290	690		290
Storage Lanes	1		0	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	1.00
Frt		0.865				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1611	0	1687	1776	2656	1736	3471	1553	3400	3505	1568
Flt Permitted	0.749			0.744			0.950			0.950		
Satd. Flow (perm)	1395	1611	0	1321	1776	2656	1736	3471	1553	3400	3505	1568
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		18							115			84
Link Speed (mph)		35			45			45				45
Link Distance (ft)		738			876			786				1304
Travel Time (s)		14.4			13.3			11.9				19.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	174	2	18	95	13	1337	32	1616	143	918	1082	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	20	0	95	13	1337	32	1616	143	918	1082	84
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	8 1	5	2		1	6	
Permitted Phases	4			8					2			6

Lanes, Volumes, Timings
5: US 301 & SR 39

Interim Year 2030 - PM Peak Hour
Build

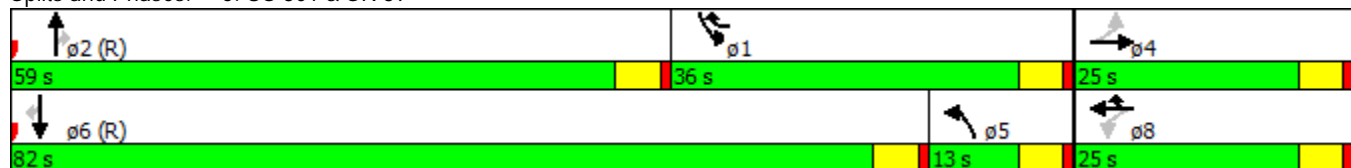


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	81	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	20.0	20.0		20.0	20.0		11.0	21.0	21.0	15.0	21.0	21.0
Total Split (s)	25.0	25.0		25.0	25.0		13.0	59.0	59.0	36.0	82.0	82.0
Total Split (%)	20.8%	20.8%		20.8%	20.8%		10.8%	49.2%	49.2%	30.0%	68.3%	68.3%
Maximum Green (s)	20.0	20.0		20.0	20.0		8.0	54.0	54.0	31.0	77.0	77.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	20.0	20.0		20.0	20.0	56.0	7.3	54.0	54.0	31.0	82.2	82.2
Actuated g/C Ratio	0.17	0.17		0.17	0.17	0.47	0.06	0.45	0.45	0.26	0.68	0.68
v/c Ratio	0.75	0.07		0.43	0.04	1.08	0.30	1.04	0.19	1.05	0.45	0.08
Control Delay	68.4	19.6		51.8	42.6	81.4	57.8	47.0	0.8	86.3	10.1	1.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.4	19.6		51.8	42.6	81.4	57.8	47.0	0.8	86.3	10.1	1.9
LOS	E	B		D	D	F	E	D	A	F	B	A
Approach Delay		63.3			79.1			43.5			43.3	
Approach LOS		E			E			D			D	

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 53.5
 Intersection LOS: D
 Intersection Capacity Utilization 108.5%
 ICU Level of Service G
 Analysis Period (min) 15

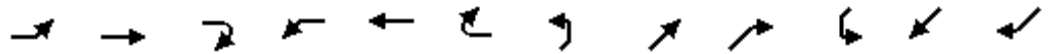
Splits and Phases: 5: US 301 & SR 39



Lanes, Volumes, Timings
3: US 301 & Chancey Road

Interim Year 2030 - PM Peak Hour

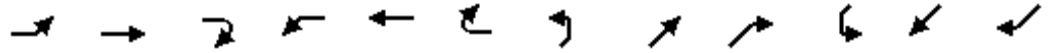
Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	107	196	111	335	328	418	250	1175	356	132	742	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		290	290		0	290		500	290		290
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1827	1553	1641	1727	1468	1671	3343	1495	1736	3471	1553
Flt Permitted	0.321			0.265			0.206			0.086		
Satd. Flow (perm)	586	1827	1553	458	1727	1468	362	3343	1495	157	3471	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			200			280			375			274
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		534			869			2418			753	
Travel Time (s)		8.1			13.2			36.6			11.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	10%	10%	10%	8%	8%	8%	4%	4%	4%
Adj. Flow (vph)	113	206	117	353	345	440	263	1237	375	139	781	274
Shared Lane Traffic (%)												
Lane Group Flow (vph)	113	206	117	353	345	440	263	1237	375	139	781	274
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6

Lanes, Volumes, Timings
3: US 301 & Chancey Road

Interim Year 2030 - PM Peak Hour
Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	20.0	23.5	23.5	20.0	23.5	23.5	15.0	25.5	25.5	15.0	25.5	25.5
Total Split (s)	20.0	26.0	26.0	26.0	32.0	32.0	22.0	53.0	53.0	15.0	46.0	46.0
Total Split (%)	16.7%	21.7%	21.7%	21.7%	26.7%	26.7%	18.3%	44.2%	44.2%	12.5%	38.3%	38.3%
Maximum Green (s)	15.0	21.0	21.0	21.0	27.0	27.0	17.0	48.0	48.0	10.0	41.0	41.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	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 Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	29.2	17.8	17.8	43.7	27.3	27.3	65.1	51.1	51.1	56.6	46.4	46.4
Actuated g/C Ratio	0.24	0.15	0.15	0.36	0.23	0.23	0.54	0.43	0.43	0.47	0.39	0.39
v/c Ratio	0.45	0.76	0.29	0.95	0.88	0.80	0.73	0.87	0.44	0.67	0.58	0.36
Control Delay	32.0	67.1	1.9	67.3	68.4	27.3	28.2	40.0	4.1	30.8	29.0	10.8
Queue Delay	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 Delay	32.0	67.1	1.9	67.3	68.4	27.3	28.2	40.0	4.1	30.8	29.0	10.8
LOS	C	E	A	E	E	C	C	D	A	C	C	B
Approach Delay		40.5			52.1			31.2			25.0	
Approach LOS		D			D			C			C	

Intersection Summary

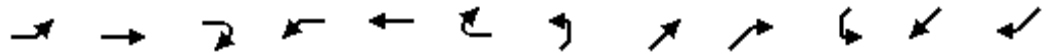
Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 86 (72%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 35.6
 Intersection LOS: D
 Intersection Capacity Utilization 86.4%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 3: US 301 & Chancey Road



Lanes, Volumes, Timings
12: US 301 & SR 56

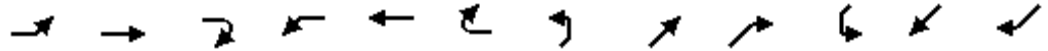
Interim Year 2030 - PM Peak Hour
Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	600	27	273	28	30	34	703	1257	12	22	825	413
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	0		0	500		290	290		290
Storage Lanes	2		1	0		0	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.950				0.850			0.850
Flt Protected	0.950				0.985		0.950			0.950		
Satd. Flow (prot)	3367	1827	1553	0	1743	0	3242	3343	1495	1671	3343	1495
Flt Permitted	0.950				0.889		0.950			0.950		
Satd. Flow (perm)	3367	1827	1553	0	1573	0	3242	3343	1495	1671	3343	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			287		25				131			435
Link Speed (mph)		55			35			60				60
Link Distance (ft)		1357			2141			815				5348
Travel Time (s)		16.8			41.7			9.3				60.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	632	28	287	29	32	36	740	1323	13	23	868	435
Shared Lane Traffic (%)												
Lane Group Flow (vph)	632	28	287	0	97	0	740	1323	13	23	868	435
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA	Perm	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4			8		5	2		1		6
Permitted Phases			4	8					2			6

Lanes, Volumes, Timings
12: US 301 & SR 56

Interim Year 2030 - PM Peak Hour
Build

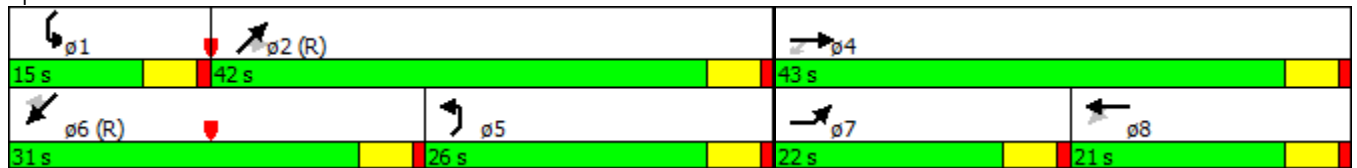


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	4	8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	21.0	21.0	21.0	21.0		15.0	21.0	21.0	15.0	21.0	21.0
Total Split (s)	22.0	43.0	43.0	21.0	21.0		26.0	42.0	42.0	15.0	31.0	31.0
Total Split (%)	22.0%	43.0%	43.0%	21.0%	21.0%		26.0%	42.0%	42.0%	15.0%	31.0%	31.0%
Maximum Green (s)	17.0	38.0	38.0	16.0	16.0		21.0	37.0	37.0	10.0	26.0	26.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0		5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	17.0	30.3	30.3		11.3		21.0	53.7	53.7	10.0	33.7	33.7
Actuated g/C Ratio	0.17	0.30	0.30		0.11		0.21	0.54	0.54	0.10	0.34	0.34
v/c Ratio	1.10	0.05	0.43		0.49		1.09	0.74	0.02	0.14	0.77	0.55
Control Delay	109.3	22.1	4.9		39.3		99.3	24.6	0.0	43.3	37.0	5.8
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	109.3	22.1	4.9		39.3		99.3	24.6	0.0	43.3	37.0	5.8
LOS	F	C	A		D		F	C	A	D	D	A
Approach Delay		75.1			39.3			51.0			26.9	
Approach LOS		E			D			D			C	

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 15 (15%), Referenced to phase 2:NET and 6:SWT, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.10
 Intersection Signal Delay: 48.7
 Intersection LOS: D
 Intersection Capacity Utilization 79.4%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 12: US 301 & SR 56



Arterial Level of Service: NE US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 56	I	58	24.0	24.6	48.6	0.25	18.3	E
Chancey Road	I	51	102.9	40.0	142.9	1.47	37.1	B
SR 39	I	47	43.9	47.0	90.9	0.57	22.8	D
Total	I		170.8	111.6	282.4	2.29	29.2	C

Arterial Level of Service: SW US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 39	I	45	25.7	10.1	35.8	0.25	24.8	D
Chancey Road	I	45	46.0	29.0	75.0	0.57	27.6	C
SR 56	I	58	90.8	37.0	127.8	1.47	41.4	B
Total	I		162.5	76.1	238.6	2.29	34.6	B

Design Year 2040 Build Cost Affordable Analysis

Lanes, Volumes, Timings
5: US 301 & SR 39

Design Year 2040 - AM Peak Hour
Build- Cost Feasible Intersections Improvement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕↕	↕	↕↕	↕	↕↕	↕↕	↕↕
Volume (vph)	86	13	40	159	2	1091	19	1181	132	1448	1798	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		500	290		290	690		0
Storage Lanes	0		0	0		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.961				0.850			0.850		0.986	
Flt Protected		0.970			0.953		0.950			0.950		
Satd. Flow (prot)	0	1736	0	0	1692	2656	1736	3471	1553	3400	3456	0
Flt Permitted		0.465			0.625		0.950			0.950		
Satd. Flow (perm)	0	832	0	0	1110	2656	1736	3471	1553	3400	3456	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		12							105			19
Link Speed (mph)		35			45			45				45
Link Distance (ft)		738			876			786				1304
Travel Time (s)		14.4			13.3			11.9				19.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	91	14	42	167	2	1148	20	1243	139	1524	1893	200
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	147	0	0	169	1148	20	1243	139	1524	2093	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8	8 1	5	2		1	6	
Permitted Phases	4			8					2			

Lanes, Volumes, Timings
5: US 301 & SR 39

Design Year 2040 - AM Peak Hour
Build- Cost Feasible Intersections Improvement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	21.0	21.0		21.0	21.0		11.0	21.0	21.0	15.0	21.0	
Total Split (s)	26.0	26.0		26.0	26.0		11.0	53.0	53.0	61.0	103.0	
Total Split (%)	18.6%	18.6%		18.6%	18.6%		7.9%	37.9%	37.9%	43.6%	73.6%	
Maximum Green (s)	21.0	21.0		21.0	21.0		6.0	48.0	48.0	56.0	98.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag							Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Act Effect Green (s)		21.0		21.0	82.0		6.0	48.0	48.0	56.0	102.4	
Actuated g/C Ratio		0.15		0.15	0.59		0.04	0.34	0.34	0.40	0.73	
v/c Ratio		1.09		1.02	0.74		0.27	1.04	0.23	1.12	0.83	
Control Delay		152.9		132.4	24.8		71.8	52.5	2.3	103.7	17.3	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		152.9		132.4	24.8		71.8	52.5	2.3	103.7	17.3	
LOS		F		F	C		E	D	A	F	B	
Approach Delay		152.9		38.6				47.8			53.7	
Approach LOS		F		D				D			D	

Intersection Summary

Area Type: Other

Cycle Length: 140

Actuated Cycle Length: 140

Offset: 136 (97%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

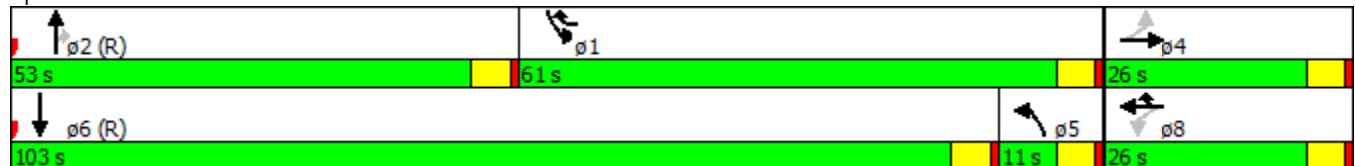
Maximum v/c Ratio: 1.12

Intersection Signal Delay: 51.6 Intersection LOS: D

Intersection Capacity Utilization 101.0% ICU Level of Service G

Analysis Period (min) 15

Splits and Phases: 5: US 301 & SR 39



Lanes, Volumes, Timings
3: US 301 & Chancey Road

Design Year 2040 - AM Peak Hour
Build- Cost Feasible Intersections Improvement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	266	368	272	405	225	145	122	920	379	424	1456	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		0	290		500	290		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.936				0.850			0.850		0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1710	0	1641	1727	1468	1671	3343	1495	1736	3433	0
Flt Permitted	0.540			0.091			0.108			0.095		
Satd. Flow (perm)	987	1710	0	157	1727	1468	190	3343	1495	174	3433	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26				153			391		7	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		534			869			2418			753	
Travel Time (s)		8.1			13.2			36.6			11.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	10%	10%	10%	8%	8%	8%	4%	4%	4%
Adj. Flow (vph)	280	387	286	426	237	153	128	968	399	446	1533	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	280	673	0	426	237	153	128	968	399	446	1657	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		

Lanes, Volumes, Timings
3: US 301 & Chancey Road

Design Year 2040 - AM Peak Hour
Build- Cost Feasible Intersections Improvement

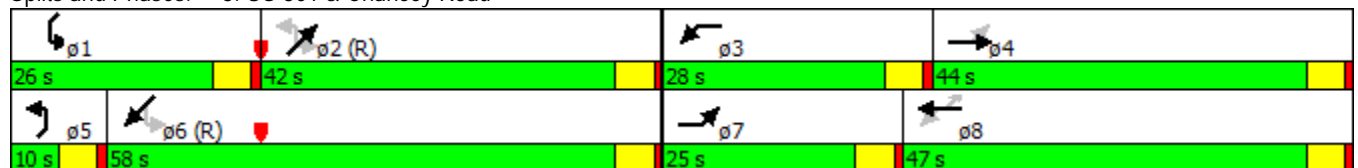


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	5.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	15.0	23.5		20.0	23.5	23.5	10.0	25.5	25.5	15.0	25.5	
Total Split (s)	25.0	44.0		28.0	47.0	47.0	10.0	42.0	42.0	26.0	58.0	
Total Split (%)	17.9%	31.4%		20.0%	33.6%	33.6%	7.1%	30.0%	30.0%	18.6%	41.4%	
Maximum Green (s)	20.0	39.0		23.0	42.0	42.0	5.0	37.0	37.0	21.0	53.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effect Green (s)	57.0	39.0		65.9	44.0	44.0	42.0	37.0	37.0	63.0	53.0	
Actuated g/C Ratio	0.41	0.28		0.47	0.31	0.31	0.30	0.26	0.26	0.45	0.38	
v/c Ratio	0.56	1.36		1.34	0.44	0.27	1.17	1.10	0.59	1.43	1.27	
Control Delay	28.2	212.1		209.2	41.9	6.5	170.8	107.5	8.0	232.4	157.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	28.2	212.1		209.2	41.9	6.5	170.8	107.5	8.0	232.4	157.3	
LOS	C	F		F	D	A	F	F	A	F	F	
Approach Delay		158.1			122.6			86.4			173.3	
Approach LOS		F			F			F			F	

Intersection Summary

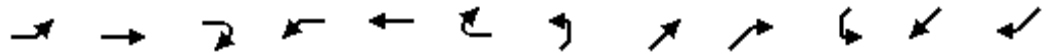
Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 102 (73%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.43
 Intersection Signal Delay: 138.7
 Intersection LOS: F
 Intersection Capacity Utilization 125.8%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 3: US 301 & Chancey Road



Lanes, Volumes, Timings
12: US 301 & SR 56

Design Year 2040 - AM Peak Hour
Build- Cost Feasible Intersections Improvement



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	546	39	925	14	37	28	304	848	36	43	1367	722
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	500		290	290		290
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.856			0.953				0.850			0.850
Flt Protected	0.950				0.991		0.950			0.950		
Satd. Flow (prot)	1736	1564	0	0	1759	0	1671	3343	1495	1671	3343	1495
Flt Permitted	0.520				0.277		0.089			0.123		
Satd. Flow (perm)	950	1564	0	0	492	0	157	3343	1495	216	3343	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		289			16				94			523
Link Speed (mph)		55			35			60				60
Link Distance (ft)		1357			2141			815				5348
Travel Time (s)		16.8			41.7			9.3				60.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	575	41	974	15	39	29	320	893	38	45	1439	760
Shared Lane Traffic (%)												
Lane Group Flow (vph)	575	1015	0	0	83	0	320	893	38	45	1439	760
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8			2		2	6		6

Lanes, Volumes, Timings
12: US 301 & SR 56

Design Year 2040 - AM Peak Hour
Build- Cost Feasible Intersections Improvement

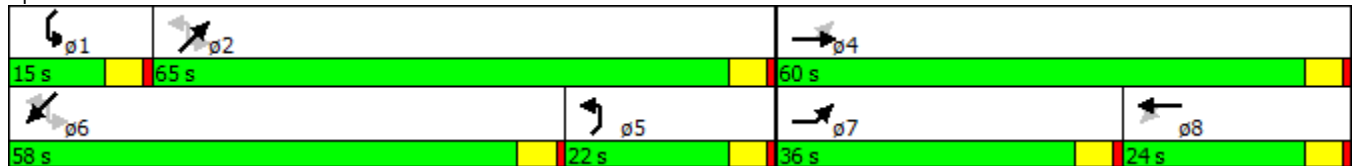


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	21.0		21.0	21.0		15.0	21.0	21.0	15.0	21.0	21.0
Total Split (s)	36.0	60.0		24.0	24.0		22.0	65.0	65.0	15.0	58.0	58.0
Total Split (%)	25.7%	42.9%		17.1%	17.1%		15.7%	46.4%	46.4%	10.7%	41.4%	41.4%
Maximum Green (s)	31.0	55.0		19.0	19.0		17.0	60.0	60.0	10.0	53.0	53.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Act Effect Green (s)	55.0	55.0			19.0		63.0	63.0	63.0	53.0	53.0	53.0
Actuated g/C Ratio	0.39	0.39			0.14		0.45	0.45	0.45	0.38	0.38	0.38
v/c Ratio	1.05	1.29			1.04		1.26	0.59	0.05	0.24	1.14	0.85
Control Delay	90.6	165.1			157.7		188.6	31.7	0.1	31.2	111.9	22.5
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.6	165.1			157.7		188.6	31.7	0.1	31.2	111.9	22.5
LOS	F	F			F		F	C	A	C	F	C
Approach Delay		138.1			157.7			70.9			80.0	
Approach LOS		F			F			E			F	

Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Natural Cycle:	140
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	1.29
Intersection Signal Delay:	96.9
Intersection LOS:	F
Intersection Capacity Utilization:	126.4%
ICU Level of Service:	H
Analysis Period (min):	15

Splits and Phases: 12: US 301 & SR 56



Arterial Level of Service: NE US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 56	I	58	24.0	31.7	55.7	0.25	16.0	F
Chancey Road	I	51	102.9	107.5	210.4	1.47	25.2	D
SR 39	I	47	43.9	52.5	96.4	0.57	21.5	D
Total	I		170.8	191.7	362.5	2.29	22.8	D

Arterial Level of Service: SW US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 39	I	45	25.7	17.3	43.0	0.25	20.7	E
Chancey Road	I	45	46.0	157.3	203.3	0.57	10.2	F
SR 56	I	58	90.8	111.9	202.7	1.47	26.1	D
Total	I		162.5	286.5	449.0	2.29	18.4	E

Lanes, Volumes, Timings
5: US 301 & SR 39

Design Year 2040 - PM Peak Hour
Build-With Cost Feasible Geometry



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕↕	↕	↕↕	↕	↕↕	↕↕	↕↕
Volume (vph)	190	2	19	132	13	1448	40	1798	159	1091	1181	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		500	290		290	690		0
Storage Lanes	0		0	0		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.95	1.00	0.97	0.95	0.95
Frt		0.988				0.850			0.850		0.990	
Flt Protected		0.957			0.957		0.950			0.950		
Satd. Flow (prot)	0	1761	0	0	1699	2656	1736	3471	1553	3400	3470	0
Flt Permitted		0.512			0.775		0.950			0.950		
Satd. Flow (perm)	0	942	0	0	1376	2656	1736	3471	1553	3400	3470	0
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		3							98			11
Link Speed (mph)		35			45			45				45
Link Distance (ft)		738			876			786				1304
Travel Time (s)		14.4			13.3			11.9				19.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	200	2	20	139	14	1524	42	1893	167	1148	1243	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	222	0	0	153	1524	42	1893	167	1148	1334	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8	8 1	5	2		1	6	
Permitted Phases	4			8					2			

Lanes, Volumes, Timings
5: US 301 & SR 39

Design Year 2040 - PM Peak Hour
Build-With Cost Feasible Geometry

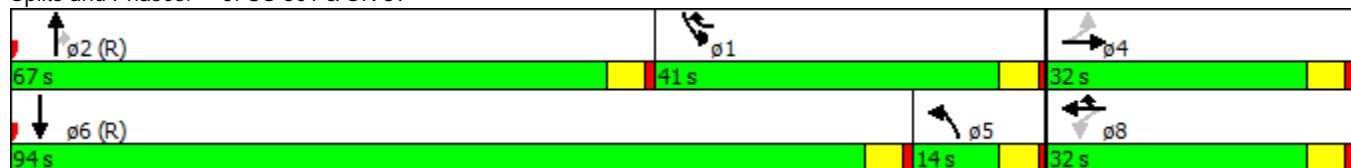


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		11.0	21.0	21.0	15.0	21.0	
Total Split (s)	32.0	32.0		32.0	32.0		14.0	67.0	67.0	41.0	94.0	
Total Split (%)	22.9%	22.9%		22.9%	22.9%		10.0%	47.9%	47.9%	29.3%	67.1%	
Maximum Green (s)	27.0	27.0		27.0	27.0		9.0	62.0	62.0	36.0	89.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.0			5.0		5.0	5.0	5.0	5.0	5.0	
Lead/Lag							Lag	Lead	Lead	Lag	Lead	
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	
Act Effect Green (s)		27.0		27.0	68.0		8.4	62.0	62.0	36.0	91.8	
Actuated g/C Ratio		0.19		0.19	0.49		0.06	0.44	0.44	0.26	0.66	
v/c Ratio		1.21		0.58	1.18		0.40	1.23	0.23	1.31	0.59	
Control Delay		179.3		61.1	123.4		66.0	127.2	1.3	190.3	15.2	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		179.3		61.1	123.4		66.0	127.2	1.3	190.3	15.2	
LOS		F		E	F		E	F	A	F	B	
Approach Delay		179.3		117.7				116.0			96.2	
Approach LOS		F		F				F			F	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.31
 Intersection Signal Delay: 111.0 Intersection LOS: F
 Intersection Capacity Utilization 124.6% ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 5: US 301 & SR 39



Lanes, Volumes, Timings
3: US 301 & Chancey Road

Design Year 2040 - PM Peak Hour
Build-With Cost Feasible Geometry



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	118	225	122	379	368	424	272	1456	405	145	920	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		0	290		500	290		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	0.95
Frt		0.947				0.850			0.850		0.966	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1730	0	1641	1727	1468	1671	3343	1495	1736	3353	0
Flt Permitted	0.286			0.133			0.093			0.093		
Satd. Flow (perm)	522	1730	0	230	1727	1468	164	3343	1495	170	3353	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17				215			426		31	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		534			869			2418			753	
Travel Time (s)		8.1			13.2			36.6			11.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	10%	10%	10%	8%	8%	8%	4%	4%	4%
Adj. Flow (vph)	124	237	128	399	387	446	286	1533	426	153	968	280
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	365	0	399	387	446	286	1533	426	153	1248	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		

Lanes, Volumes, Timings
3: US 301 & Chancey Road

Design Year 2040 - PM Peak Hour
Build-With Cost Feasible Geometry

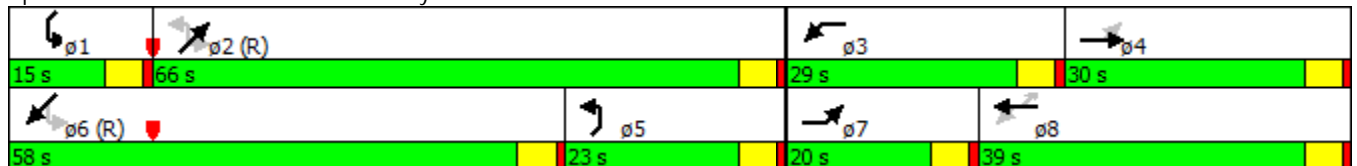


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
Minimum Split (s)	20.0	23.5		20.0	23.5	23.5	15.0	25.5	25.5	15.0	25.5	
Total Split (s)	20.0	30.0		29.0	39.0	39.0	23.0	66.0	66.0	15.0	58.0	
Total Split (%)	14.3%	21.4%		20.7%	27.9%	27.9%	16.4%	47.1%	47.1%	10.7%	41.4%	
Maximum Green (s)	15.0	25.0		24.0	34.0	34.0	18.0	61.0	61.0	10.0	53.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Max	C-Max	None	C-Max	
Act Effect Green (s)	37.3	25.0		54.0	36.7	36.7	61.0	61.0	61.0	53.0	53.0	
Actuated g/C Ratio	0.27	0.18		0.39	0.26	0.26	0.44	0.44	0.44	0.38	0.38	
v/c Ratio	0.51	1.13		1.21	0.85	0.82	1.08	1.05	0.48	0.87	0.97	
Control Delay	37.4	139.6		155.5	68.0	38.3	129.0	77.2	4.0	58.7	50.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	37.4	139.6		155.5	68.0	38.3	129.0	77.2	4.0	58.7	50.4	
LOS	D	F		F	E	D	F	E	A	E	D	
Approach Delay		113.7			85.6			69.9			51.3	
Approach LOS		F			F			E			D	

Intersection Summary

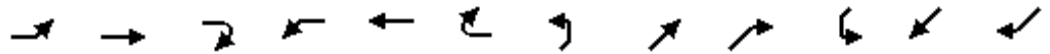
Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 96 (69%), Referenced to phase 2:NETL and 6:SWTL, Start of Green
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.21
 Intersection Signal Delay: 72.7
 Intersection LOS: E
 Intersection Capacity Utilization 105.9%
 ICU Level of Service G
 Analysis Period (min) 15

Splits and Phases: 3: US 301 & Chancey Road



Lanes, Volumes, Timings
12: US 301 & SR 56

Design Year 2040 - PM Peak Hour
Build-With Cost Feasible Geometry



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	722	37	304	36	39	43	925	1367	14	28	848	546
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	290		0	500		290	290		290
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	25			25			25		25			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt		0.866			0.951				0.850			0.850
Flt Protected	0.950				0.985		0.950			0.950		
Satd. Flow (prot)	1736	1582	0	0	1745	0	1671	3343	1495	1671	3343	1495
Flt Permitted	0.401				0.766		0.160			0.160		
Satd. Flow (perm)	733	1582	0	0	1357	0	281	3343	1495	281	3343	1495
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		308			15				87			466
Link Speed (mph)		55			35			60				60
Link Distance (ft)		1357			2141			815				5348
Travel Time (s)		16.8			41.7			9.3				60.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	760	39	320	38	41	45	974	1439	15	29	893	575
Shared Lane Traffic (%)												
Lane Group Flow (vph)	760	359	0	0	124	0	974	1439	15	29	893	575
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1		6
Permitted Phases	4			8			2		2	6		6

Lanes, Volumes, Timings
12: US 301 & SR 56

Design Year 2040 - PM Peak Hour
Build-With Cost Feasible Geometry



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4		8	8		5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	21.0		21.0	21.0		15.0	21.0	21.0	15.0	21.0	21.0
Total Split (s)	38.0	59.0		21.0	21.0		55.0	76.0	76.0	15.0	36.0	36.0
Total Split (%)	25.3%	39.3%		14.0%	14.0%		36.7%	50.7%	50.7%	10.0%	24.0%	24.0%
Maximum Green (s)	33.0	54.0		16.0	16.0		50.0	71.0	71.0	10.0	31.0	31.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead			Lag	Lag		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes			Yes	Yes		Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Act Effect Green (s)	52.8	52.8			14.8		77.1	77.1	77.1	31.0	31.0	31.0
Actuated g/C Ratio	0.35	0.35			0.10		0.52	0.52	0.52	0.21	0.21	0.21
v/c Ratio	1.58	0.47			0.84		1.59	0.83	0.02	0.19	1.28	0.85
Control Delay	300.8	8.3			97.9		305.6	37.1	0.1	51.3	184.2	23.9
Queue Delay	0.0	0.0			0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	300.8	8.3			97.9		305.6	37.1	0.1	51.3	184.2	23.9
LOS	F	A			F		F	D	A	D	F	C
Approach Delay		206.9			97.9			144.6			120.1	
Approach LOS		F			F			F			F	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 148.8
 Natural Cycle: 150
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.59
 Intersection Signal Delay: 149.9
 Intersection LOS: F
 Intersection Capacity Utilization 133.9%
 ICU Level of Service H
 Analysis Period (min) 15

Splits and Phases: 12: US 301 & SR 56



Arterial Level of Service: NE US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 56	I	58	24.0	37.1	61.1	0.25	14.6	F
Chancey Road	I	51	102.9	77.2	180.1	1.47	29.4	C
SR 39	I	47	43.9	127.2	171.1	0.57	12.1	F
Total	I		170.8	241.5	412.3	2.29	20.0	E

Arterial Level of Service: SW US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 39	I	45	25.7	15.2	40.9	0.25	21.7	D
Chancey Road	I	45	46.0	50.4	96.4	0.57	21.5	D
SR 56	I	58	90.8	184.2	275.0	1.47	19.3	E
Total	I		162.5	249.8	412.3	2.29	20.0	E

Design Year 2040 Build Additional Improvements

Lanes, Volumes, Timings
5: US 301 & SR 39

2/13/2014



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	86	13	40	159	2	1091	19	1181	132	1448	1798	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		500	290		290	690		290
Storage Lanes	1		0	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	1.00	0.97	0.91	1.00
Frt		0.887				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1652	0	1687	1776	2656	1736	4988	1553	3400	5036	1568
Flt Permitted	0.757			0.720			0.950			0.950		
Satd. Flow (perm)	1410	1652	0	1279	1776	2656	1736	4988	1553	3400	5036	1568
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		42							139			200
Link Speed (mph)		35			45			45				45
Link Distance (ft)		738			876			786				1304
Travel Time (s)		14.4			13.3			11.9				19.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	91	14	42	167	2	1148	20	1243	139	1524	1893	200
Shared Lane Traffic (%)												
Lane Group Flow (vph)	91	56	0	167	2	1148	20	1243	139	1524	1893	200
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	8 1	5	2		1	6	
Permitted Phases	4			8					2			6

Lanes, Volumes, Timings
5: US 301 & SR 39

2/13/2014

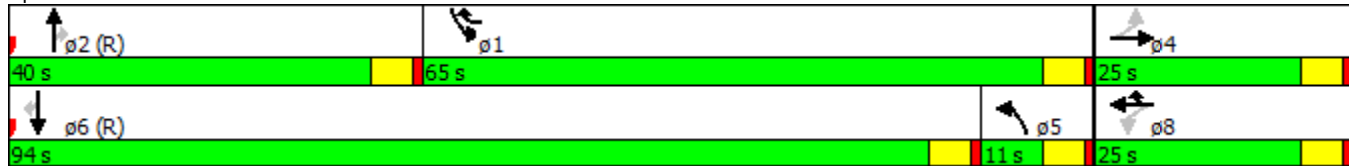


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8 1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	20.0	20.0		20.0	20.0		11.0	21.0	21.0	15.0	21.0	21.0
Total Split (s)	25.0	25.0		25.0	25.0		11.0	40.0	40.0	65.0	94.0	94.0
Total Split (%)	19.2%	19.2%		19.2%	19.2%		8.5%	30.8%	30.8%	50.0%	72.3%	72.3%
Maximum Green (s)	20.0	20.0		20.0	20.0		6.0	35.0	35.0	60.0	89.0	89.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	19.7	19.7		19.7	19.7		84.7	6.0	35.3	35.3	60.0	93.7
Actuated g/C Ratio	0.15	0.15		0.15	0.15		0.65	0.05	0.27	0.27	0.46	0.72
v/c Ratio	0.43	0.20		0.87	0.01		0.66	0.25	0.92	0.27	0.97	0.52
Control Delay	56.8	20.9		91.3	47.0		16.2	83.2	43.3	4.0	51.2	9.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.8	20.9		91.3	47.0		16.2	83.2	43.3	4.0	51.2	9.3
LOS	E	C		F	D		B	F	D	A	D	A
Approach Delay		43.1			25.8			40.0			26.5	
Approach LOS		D			C			D			C	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.97
Intersection Signal Delay:	29.7
Intersection LOS:	C
Intersection Capacity Utilization:	92.1%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 5: US 301 & SR 39



Lanes, Volumes, Timings

3: US 301 & Chancey Road

2/13/2014



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	266	368	272	405	225	145	122	920	379	424	1456	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		290	290		500	290		500	290		0
Storage Lanes	1		1	2		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	0.88	1.00	0.95	1.00	0.97	0.95	1.00
Fr _t			0.850			0.850			0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1827	1553	3183	1727	2584	1671	3343	1495	3367	3471	1553
Fl _t Permitted	0.421			0.950			0.089			0.950		
Satd. Flow (perm)	769	1827	1553	3183	1727	2584	157	3343	1495	3367	3471	1553
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			101						376			143
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		534			869			2418			753	
Travel Time (s)		8.1			13.2			36.6			11.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	10%	10%	10%	8%	8%	8%	4%	4%	4%
Adj. Flow (vph)	280	387	286	426	237	153	128	968	399	446	1533	124
Shared Lane Traffic (%)												
Lane Group Flow (vph)	280	387	286	426	237	153	128	968	399	446	1533	124
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	pm+ov	Prot	NA	pt+ov	pm+pt	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	5	3	8	8 1	5	2		1	6	
Permitted Phases	4		4				2		2			6

Lanes, Volumes, Timings

3: US 301 & Chancey Road

2/13/2014

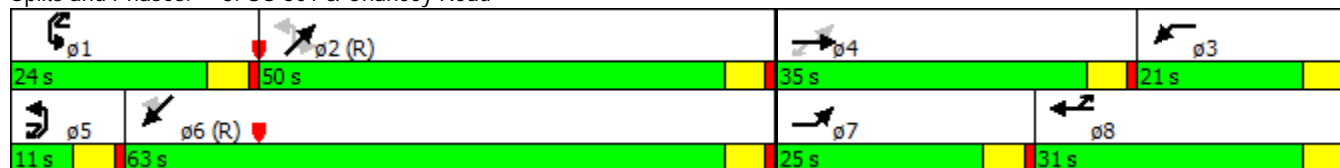


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	5	3	8	81	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	5.0	10.0	10.0		5.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	20.0	23.5	10.0	20.0	23.5		10.0	25.5	25.5	15.0	25.5	25.5
Total Split (s)	25.0	35.0	11.0	21.0	31.0		11.0	50.0	50.0	24.0	63.0	63.0
Total Split (%)	19.2%	26.9%	8.5%	16.2%	23.8%		8.5%	38.5%	38.5%	18.5%	48.5%	48.5%
Maximum Green (s)	20.0	30.0	6.0	16.0	26.0		6.0	45.0	45.0	19.0	58.0	58.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lead	Lead	Lag	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	29.2	29.2	35.2	16.8	26.3	50.2	51.1	45.1	45.1	18.9	58.0	58.0
Actuated g/C Ratio	0.22	0.22	0.27	0.13	0.20	0.39	0.39	0.35	0.35	0.15	0.45	0.45
v/c Ratio	0.88	0.94	0.58	1.04	0.68	0.15	0.98	0.83	0.52	0.91	0.99	0.16
Control Delay	74.2	81.8	20.9	109.6	59.0	26.7	101.6	46.6	6.6	75.2	48.9	1.0
Queue Delay	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 Delay	74.2	81.8	20.9	109.6	59.0	26.7	101.6	46.6	6.6	75.2	48.9	1.0
LOS	E	F	C	F	E	C	F	D	A	E	D	A
Approach Delay		61.3			79.4			40.6			51.6	
Approach LOS		E			E			D			D	

Intersection Summary

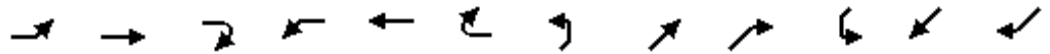
Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	68 (52%), Referenced to phase 2:NETL and 6:SWT, Start of Green
Natural Cycle:	125
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.04
Intersection Signal Delay:	54.5
Intersection LOS:	D
Intersection Capacity Utilization:	94.6%
ICU Level of Service:	F
Analysis Period (min):	15

Splits and Phases: 3: US 301 & Chancey Road



Lanes, Volumes, Timings
12: US 301 & SR 56

2/13/2014



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	546	39	925	14	37	28	304	848	36	43	1367	722
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		290	290		290	500		290	290		290
Storage Lanes	2		1	1		1	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	0.88	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Fr _t			0.850			0.850			0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	1827	2733	1770	1863	1583	3242	3343	1495	1671	3343	1495
Fl _t Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3367	1827	2733	1770	1863	1583	3242	3343	1495	1671	3343	1495
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						185			143			624
Link Speed (mph)		55			35			60				60
Link Distance (ft)		1357			2141			815				5348
Travel Time (s)		16.8			41.7			9.3				60.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	575	41	974	15	39	29	320	893	38	45	1439	760
Shared Lane Traffic (%)												
Lane Group Flow (vph)	575	41	974	15	39	29	320	893	38	45	1439	760
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases						8			2			6

Lanes, Volumes, Timings
12: US 301 & SR 56

2/13/2014

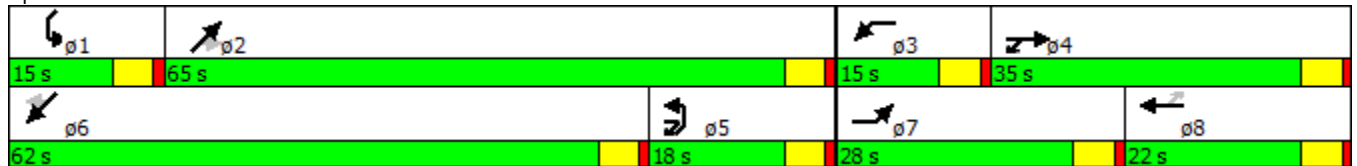


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	4 5	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	21.0		15.0	21.0	21.0	15.0	21.0	21.0	15.0	21.0	21.0
Total Split (s)	28.0	35.0		15.0	22.0	22.0	18.0	65.0	65.0	15.0	62.0	62.0
Total Split (%)	21.5%	26.9%		11.5%	16.9%	16.9%	13.8%	50.0%	50.0%	11.5%	47.7%	47.7%
Maximum Green (s)	23.0	30.0		10.0	17.0	17.0	13.0	60.0	60.0	10.0	57.0	57.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	24.6	33.3	49.4	10.0	12.7	12.7	13.0	63.4	63.4	10.0	57.1	57.1
Actuated g/C Ratio	0.20	0.27	0.40	0.08	0.10	0.10	0.10	0.51	0.51	0.08	0.46	0.46
v/c Ratio	0.86	0.08	0.90	0.11	0.21	0.09	0.94	0.52	0.05	0.34	0.94	0.74
Control Delay	63.5	37.3	45.6	57.0	54.0	0.5	91.9	23.5	0.1	63.2	44.9	10.2
Queue Delay	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 Delay	63.5	37.3	45.6	57.0	54.0	0.5	91.9	23.5	0.1	63.2	44.9	10.2
LOS	E	D	D	E	D	A	F	C	A	E	D	B
Approach Delay		51.9			35.9			40.3			33.5	
Approach LOS		D			D			D			C	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	124.2
Natural Cycle:	130
Control Type:	Semi Act-Uncoord
Maximum v/c Ratio:	0.94
Intersection Signal Delay:	40.8
Intersection LOS:	D
Intersection Capacity Utilization:	91.0%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 12: US 301 & SR 56



Arterial Level of Service

2/13/2014

Arterial Level of Service: NE US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 56	I	58	24.0	23.5	47.5	0.25	18.7	E
Chancey Road	I	51	102.9	46.6	149.5	1.47	35.4	B
SR 39	I	47	43.9	43.3	87.2	0.57	23.7	D
Total	I		170.8	113.4	284.2	2.29	29.0	C

Arterial Level of Service: SW US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 39	I	45	25.7	9.3	35.0	0.25	25.4	D
Chancey Road	I	45	46.0	48.9	94.9	0.57	21.8	D
SR 56	I	58	90.8	44.9	135.7	1.47	39.0	B
Total	I		162.5	103.1	265.6	2.29	31.1	C

Lanes, Volumes, Timings
5: US 301 & SR 39

Design Year 2040 - PM Peak Hour
Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖↗	↖	↖↗↘	↖	↖↗	↖↗↘	↖
Volume (vph)	190	2	19	132	13	1448	40	1798	159	1091	1181	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		500	290		290	690		290
Storage Lanes	1		0	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.88	1.00	0.91	1.00	0.97	0.91	1.00
Frt		0.864				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1609	0	1687	1776	2656	1736	4988	1553	3400	5036	1568
Flt Permitted	0.748			0.743			0.950			0.950		
Satd. Flow (perm)	1393	1609	0	1319	1776	2656	1736	4988	1553	3400	5036	1568
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		20							124			91
Link Speed (mph)		35			45			45				45
Link Distance (ft)		738			876			786				1304
Travel Time (s)		14.4			13.3			11.9				19.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	7%	7%	7%	4%	4%	4%	3%	3%	3%
Adj. Flow (vph)	200	2	20	139	14	1524	42	1893	167	1148	1243	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	200	22	0	139	14	1524	42	1893	167	1148	1243	91
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	8 1	5	2		1	6	
Permitted Phases	4			8					2			6

Lanes, Volumes, Timings
5: US 301 & SR 39

Design Year 2040 - PM Peak Hour

Build

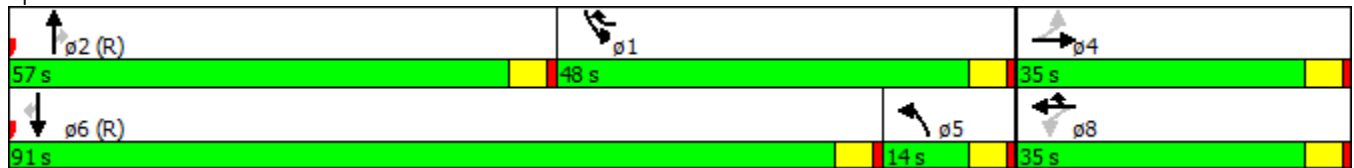


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	4	4		8	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	20.0	20.0		20.0	20.0		11.0	21.0	21.0	15.0	21.0	21.0
Total Split (s)	35.0	35.0		35.0	35.0		14.0	57.0	57.0	48.0	91.0	91.0
Total Split (%)	25.0%	25.0%		25.0%	25.0%		10.0%	40.7%	40.7%	34.3%	65.0%	65.0%
Maximum Green (s)	30.0	30.0		30.0	30.0		9.0	52.0	52.0	43.0	86.0	86.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	30.0	30.0		30.0	30.0	78.0	8.4	52.0	52.0	43.0	88.8	88.8
Actuated g/C Ratio	0.21	0.21		0.21	0.21	0.56	0.06	0.37	0.37	0.31	0.63	0.63
v/c Ratio	0.67	0.06		0.49	0.04	1.03	0.40	1.02	0.26	1.10	0.39	0.09
Control Delay	62.9	18.2		55.2	44.1	62.4	73.5	50.9	2.8	104.1	13.3	2.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.9	18.2		55.2	44.1	62.4	73.5	50.9	2.8	104.1	13.3	2.2
LOS	E	B		E	D	E	E	D	A	F	B	A
Approach Delay		58.4			61.7			47.5			54.9	
Approach LOS		E			E			D			D	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 128 (91%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 140
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.10
 Intersection Signal Delay: 54.4 Intersection LOS: D
 Intersection Capacity Utilization 108.4% ICU Level of Service G
 Analysis Period (min) 15

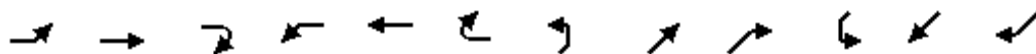
Splits and Phases: 5: US 301 & SR 39



Lanes, Volumes, Timings
3: US 301 & Chancey Road

Design Year 2040 - PM Peak Hour

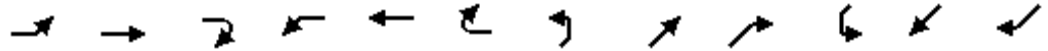
Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	118	225	122	379	368	424	272	1456	405	145	920	266
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		290	290		500	290		500	290		0
Storage Lanes	1		1	2		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	0.88	1.00	0.95	1.00	0.97	0.95	1.00
Fr _t			0.850			0.850			0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	1827	1553	3183	1727	2584	1671	3343	1495	3367	3471	1553
Fl _t Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1736	1827	1553	3183	1727	2584	1671	3343	1495	3367	3471	1553
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			171						426			237
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		534			869			2418			753	
Travel Time (s)		8.1			13.2			36.6			11.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	10%	10%	10%	8%	8%	8%	4%	4%	4%
Adj. Flow (vph)	124	237	128	399	387	446	286	1533	426	153	968	280
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	237	128	399	387	446	286	1533	426	153	968	280
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA	Perm	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8	8 1	5	2		1	6	
Permitted Phases			4						2			6

Lanes, Volumes, Timings
3: US 301 & Chancey Road

Design Year 2040 - PM Peak Hour
Build

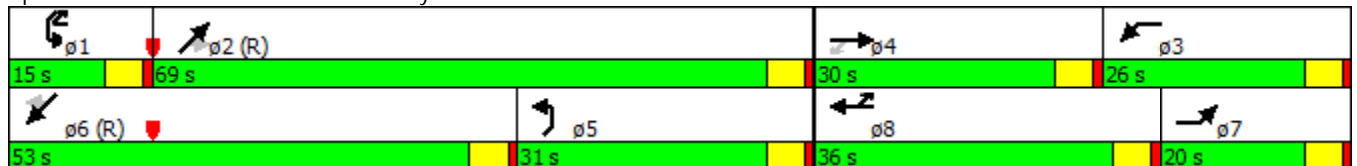


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	4	3	8	81	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	20.0	23.5	23.5	20.0	23.5		15.0	25.5	25.5	15.0	25.5	25.5
Total Split (s)	20.0	30.0	30.0	26.0	36.0		31.0	69.0	69.0	15.0	53.0	53.0
Total Split (%)	14.3%	21.4%	21.4%	18.6%	25.7%		22.1%	49.3%	49.3%	10.7%	37.9%	37.9%
Maximum Green (s)	15.0	25.0	25.0	21.0	31.0		26.0	64.0	64.0	10.0	48.0	48.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	13.6	22.0	22.0	22.6	31.0	41.1	26.0	65.3	65.3	10.1	49.4	49.4
Actuated g/C Ratio	0.10	0.16	0.16	0.16	0.22	0.29	0.19	0.47	0.47	0.07	0.35	0.35
v/c Ratio	0.73	0.83	0.33	0.78	1.01	0.59	0.92	0.98	0.46	0.63	0.79	0.40
Control Delay	85.9	80.1	4.6	67.7	102.8	30.4	90.6	56.0	3.7	61.6	37.4	7.8
Queue Delay	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 Delay	85.9	80.1	4.6	67.7	102.8	30.4	90.6	56.0	3.7	61.6	37.4	7.8
LOS	F	F	A	E	F	C	F	E	A	E	D	A
Approach Delay		61.8			65.2			50.5			34.1	
Approach LOS		E			E			D			C	

Intersection Summary

Area Type:	Other
Cycle Length:	140
Actuated Cycle Length:	140
Offset:	70 (50%), Referenced to phase 2:NET and 6:SWT, Start of Green
Natural Cycle:	145
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.01
Intersection Signal Delay:	50.6
Intersection LOS:	D
Intersection Capacity Utilization:	92.9%
ICU Level of Service:	F
Analysis Period (min):	15

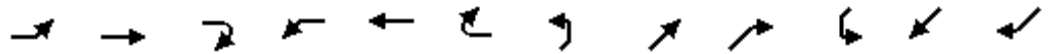
Splits and Phases: 3: US 301 & Chancey Road



Lanes, Volumes, Timings
12: US 301 & SR 56

Design Year 2040 - PM Peak Hour

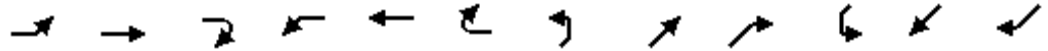
Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	722	37	304	36	39	43	925	1367	14	28	848	546
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		290	290		290	500		290	290		290
Storage Lanes	2		1	1		1	2		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	1.00	0.88	1.00	1.00	1.00	0.97	0.95	1.00	1.00	0.95	1.00
Fr _t			0.850			0.850			0.850			0.850
Fl _t Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3367	1827	2733	1770	1863	1583	3242	3343	1495	1671	3343	1495
Fl _t Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3367	1827	2733	1770	1863	1583	3242	3343	1495	1671	3343	1495
Right Turn on Red			No			Yes			Yes			Yes
Satd. Flow (RTOR)						160			124			476
Link Speed (mph)		55			35			60				60
Link Distance (ft)		1357			2141			815				5348
Travel Time (s)		16.8			41.7			9.3				60.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	4%	4%	4%	2%	2%	2%	8%	8%	8%	8%	8%	8%
Adj. Flow (vph)	760	39	320	38	41	45	974	1439	15	29	893	575
Shared Lane Traffic (%)												
Lane Group Flow (vph)	760	39	320	38	41	45	974	1439	15	29	893	575
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24				24
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94				94
Detector 2 Size(ft)		6			6			6				6
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				0.0
Turn Type	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4	4 5	3	8		5	2		1	6	
Permitted Phases						8			2			6

Lanes, Volumes, Timings
12: US 301 & SR 56

Design Year 2040 - PM Peak Hour
Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Detector Phase	7	4	4 5	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	15.0	21.0		15.0	21.0	21.0	15.0	21.0	21.0	15.0	21.0	21.0
Total Split (s)	37.0	43.0		15.0	21.0	21.0	47.0	77.0	77.0	15.0	45.0	45.0
Total Split (%)	24.7%	28.7%		10.0%	14.0%	14.0%	31.3%	51.3%	51.3%	10.0%	30.0%	30.0%
Maximum Green (s)	32.0	38.0		10.0	16.0	16.0	42.0	72.0	72.0	10.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lag	Lag	Lead	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes				Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
Act Effect Green (s)	32.1	32.4	75.6	10.0	10.3	10.3	42.1	78.4	78.4	10.0	40.1	40.1
Actuated g/C Ratio	0.23	0.23	0.54	0.07	0.07	0.07	0.30	0.55	0.55	0.07	0.28	0.28
v/c Ratio	0.99	0.09	0.22	0.30	0.30	0.17	1.01	0.78	0.02	0.25	0.94	0.75
Control Delay	85.8	45.2	11.8	70.9	69.7	1.4	80.5	30.7	0.0	69.4	68.2	15.7
Queue Delay	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 Delay	85.8	45.2	11.8	70.9	69.7	1.4	80.5	30.7	0.0	69.4	68.2	15.7
LOS	F	D	B	E	E	A	F	C	A	E	E	B
Approach Delay		63.2			45.3			50.5			48.0	
Approach LOS		E			D			D			D	

Intersection Summary

Area Type: Other
 Cycle Length: 150
 Actuated Cycle Length: 141.3
 Natural Cycle: 150
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 52.4
 Intersection LOS: D
 Intersection Capacity Utilization 89.6%
 ICU Level of Service E
 Analysis Period (min) 15

Splits and Phases: 12: US 301 & SR 56



Arterial Level of Service: NE US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 56	I	58	24.0	30.7	54.7	0.25	16.3	E
Chancey Road	I	51	102.9	56.0	158.9	1.47	33.3	C
SR 39	I	47	43.9	50.9	94.8	0.57	21.8	D
Total	I		170.8	137.6	308.4	2.29	26.8	D

Arterial Level of Service: SW US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 39	I	45	25.7	13.3	39.0	0.25	22.8	D
Chancey Road	I	45	46.0	37.4	83.4	0.57	24.8	D
SR 56	I	58	90.8	68.2	159.0	1.47	33.3	C
Total	I		162.5	118.9	281.4	2.29	29.3	C

Queues
5: US 301 & SR 39

Design Year 2040 - AM Peak Hour

Build



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	91	56	167	2	1148	20	1243	139	1524	1893	200
v/c Ratio	0.43	0.20	0.87	0.01	0.66	0.25	0.92	0.27	0.97	0.52	0.17
Control Delay	56.8	20.9	91.3	47.0	16.2	83.2	43.3	4.0	51.2	9.3	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.8	20.9	91.3	47.0	16.2	83.2	43.3	4.0	51.2	9.3	1.2
Queue Length 50th (ft)	70	10	139	1	311	18	395	19	632	269	0
Queue Length 95th (ft)	128	50	#267	10	390	m25	#466	m20	#804	306	23
Internal Link Dist (ft)		658		796			706			1224	
Turn Bay Length (ft)	290		290		500	290		290	690		290
Base Capacity (vph)	216	289	196	273	1736	80	1354	523	1569	3630	1186
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.19	0.85	0.01	0.66	0.25	0.92	0.27	0.97	0.52	0.17

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
3: US 301 & Chancey Road

Design Year 2040 - AM Peak Hour

Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	280	387	286	426	237	153	128	968	399	446	1533	124
v/c Ratio	0.88	0.94	0.58	1.04	0.68	0.15	0.98	0.83	0.52	0.91	0.99	0.16
Control Delay	74.2	81.8	20.9	109.6	59.0	26.7	101.6	46.6	6.6	75.2	48.9	1.0
Queue Delay	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 Delay	74.2	81.8	20.9	109.6	59.0	26.7	101.6	46.6	6.6	75.2	48.9	1.0
Queue Length 50th (ft)	218	320	93	~207	187	47	60	393	13	163	672	4
Queue Length 95th (ft)	#332	#508	164	#314	281	75	#193	482	93	m#276	#845	m7
Internal Link Dist (ft)		454			789			2338			673	
Turn Bay Length (ft)	290		290	290		500	290		500	290		
Base Capacity (vph)	321	421	494	410	349	999	131	1161	764	492	1548	772
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.92	0.58	1.04	0.68	0.15	0.98	0.83	0.52	0.91	0.99	0.16

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Queues
12: US 301 & SR 56

Design Year 2040 - AM Peak Hour
Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	575	41	974	15	39	29	320	893	38	45	1439	760
v/c Ratio	0.86	0.08	0.90	0.11	0.21	0.09	0.94	0.52	0.05	0.34	0.94	0.74
Control Delay	63.5	37.3	45.6	57.0	54.0	0.5	91.9	23.5	0.1	63.2	44.9	10.2
Queue Delay	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 Delay	63.5	37.3	45.6	57.0	54.0	0.5	91.9	23.5	0.1	63.2	44.9	10.2
Queue Length 50th (ft)	233	23	364	11	30	0	132	254	0	34	554	63
Queue Length 95th (ft)	#367	59	#629	36	65	0	#240	351	0	78	#790	256
Internal Link Dist (ft)		1277			2061			735			5268	
Turn Bay Length (ft)	290		290	290		290	500		290	290		290
Base Capacity (vph)	665	489	1087	142	255	376	340	1705	832	134	1537	1024
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.08	0.90	0.11	0.15	0.08	0.94	0.52	0.05	0.34	0.94	0.74

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
5: US 301 & SR 39

Design Year 2040 - PM Peak Hour

Build



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	200	22	139	14	1524	42	1893	167	1148	1243	91
v/c Ratio	0.67	0.06	0.49	0.04	1.03	0.40	1.02	0.26	1.10	0.39	0.09
Control Delay	62.9	18.2	55.2	44.1	62.4	73.5	50.9	2.8	104.1	13.3	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.9	18.2	55.2	44.1	62.4	73.5	50.9	2.8	104.1	13.3	2.2
Queue Length 50th (ft)	169	1	112	10	-842	39	-675	9	-609	201	0
Queue Length 95th (ft)	260	26	184	30	#993	m47	m#719	m12	#745	232	22
Internal Link Dist (ft)		658		796			706			1224	
Turn Bay Length (ft)	290		290		500	290		290	690		290
Base Capacity (vph)	298	360	282	380	1479	111	1852	654	1044	3194	1028
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.06	0.49	0.04	1.03	0.38	1.02	0.26	1.10	0.39	0.09

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

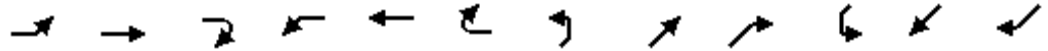
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
3: US 301 & Chancey Road

Design Year 2040 - PM Peak Hour
Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	124	237	128	399	387	446	286	1533	426	153	968	280
v/c Ratio	0.73	0.83	0.33	0.78	1.01	0.59	0.92	0.98	0.46	0.63	0.79	0.40
Control Delay	85.9	80.1	4.6	67.7	102.8	30.4	90.6	56.0	3.7	61.6	37.4	7.8
Queue Delay	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 Delay	85.9	80.1	4.6	67.7	102.8	30.4	90.6	56.0	3.7	61.6	37.4	7.8
Queue Length 50th (ft)	110	209	0	181	-362	144	259	-729	0	71	432	101
Queue Length 95th (ft)	#193	#307	22	#263	#576	192	#432	#904	59	110	518	161
Internal Link Dist (ft)		454			789			2338			673	
Turn Bay Length (ft)	290		290	290		500	290		500	290		
Base Capacity (vph)	186	326	417	514	382	757	310	1559	924	241	1224	701
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.73	0.31	0.78	1.01	0.59	0.92	0.98	0.46	0.63	0.79	0.40

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queues
12: US 301 & SR 56

Design Year 2040 - PM Peak Hour
Build



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	760	39	320	38	41	45	974	1439	15	29	893	575
v/c Ratio	0.99	0.09	0.22	0.30	0.30	0.17	1.01	0.78	0.02	0.25	0.94	0.75
Control Delay	85.8	45.2	11.8	70.9	69.7	1.4	80.5	30.7	0.0	69.4	68.2	15.7
Queue Delay	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 Delay	85.8	45.2	11.8	70.9	69.7	1.4	80.5	30.7	0.0	69.4	68.2	15.7
Queue Length 50th (ft)	~387	29	63	35	37	0	~502	610	0	26	436	77
Queue Length 95th (ft)	#524	62	85	74	78	0	#648	736	0	62	#584	245
Internal Link Dist (ft)		1277			2061			735			5268	
Turn Bay Length (ft)	290		290	290		290	500		290	290		290
Base Capacity (vph)	764	492	1571	125	211	321	965	1853	884	118	947	765
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.08	0.20	0.30	0.19	0.14	1.01	0.78	0.02	0.25	0.94	0.75

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	147	169	1148	20	1243	139	1524	2093
v/c Ratio	1.09	1.02	0.74	0.27	1.04	0.23	1.12	0.83
Control Delay	152.9	132.4	24.8	71.8	52.5	2.3	103.7	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	152.9	132.4	24.8	71.8	52.5	2.3	103.7	17.3
Queue Length 50th (ft)	~141	~159	415	19	-628	5	-822	692
Queue Length 95th (ft)	#286	#313	513	m25	m#192	m4	#959	817
Internal Link Dist (ft)	658	796			706			1224
Turn Bay Length (ft)			500	290		290	690	
Base Capacity (vph)	135	166	1555	74	1190	601	1360	2532
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	1.02	0.74	0.27	1.04	0.23	1.12	0.83

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	760	359	124	974	1439	15	29	893	575
v/c Ratio	1.58	0.47	0.84	1.59	0.83	0.02	0.19	1.28	0.85
Control Delay	300.8	8.3	97.9	305.6	37.1	0.1	51.3	184.2	23.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	300.8	8.3	97.9	305.6	37.1	0.1	51.3	184.2	23.9
Queue Length 50th (ft)	~951	33	106	~1340	674	0	23	~584	108
Queue Length 95th (ft)	#1206	117	#218	#1606	791	0	53	#721	#329
Internal Link Dist (ft)		1277	2061		735			5268	
Turn Bay Length (ft)				500		290	290		290
Base Capacity (vph)	482	770	159	612	1731	816	151	696	680
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.58	0.47	0.78	1.59	0.83	0.02	0.19	1.28	0.85

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
3: US 301 & Chancey Road

Design Year 2040 - PM Peak Hour
Build-With Cost Feasible Geometry























Lane Group	EBL	EBT	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT
Lane Group Flow (vph)	124	365	399	387	446	286	1533	426	153	1248
v/c Ratio	0.51	1.13	1.21	0.85	0.82	1.08	1.05	0.48	0.87	0.97
Control Delay	37.4	139.6	155.5	68.0	38.3	129.0	77.2	4.0	58.7	50.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	139.6	155.5	68.0	38.3	129.0	77.2	4.0	58.7	50.4
Queue Length 50th (ft)	74	~372	~396	336	211	~242	~800	0	101	583
Queue Length 95th (ft)	122	#577	#606	#541	#410	#429	#940	61	m#216	m#730
Internal Link Dist (ft)		454		789			2338			673
Turn Bay Length (ft)	290		290			290		500	290	
Base Capacity (vph)	279	322	330	453	544	265	1456	891	176	1288
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	1.13	1.21	0.85	0.82	1.08	1.05	0.48	0.87	0.97

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
5: US 301 & SR 39

Design Year 2040 - PM Peak Hour
Build-With Cost Feasible Geometry

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	290		0	290		500	290		290	690		0
Storage Lanes	0		0	0		1	1		1	2		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			No			Yes			Yes
Link Speed (mph)		35			45			45			45	
Link Distance (ft)		738			876			786			1304	
Travel Time (s)		14.4			13.3			11.9			19.8	
Lane Group Flow (vph)	0	222	0	0	153	1524	42	1893	167	1148	1334	0
v/c Ratio		1.21			0.58	1.18	0.40	1.23	0.23	1.31	0.59	
Control Delay		179.3			61.1	123.4	66.0	127.2	1.3	190.3	15.2	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		179.3			61.1	123.4	66.0	127.2	1.3	190.3	15.2	
Queue Length 50th (ft)		-244			128	-943	38	-1116	4	-692	353	
Queue Length 95th (ft)		#415			205	#1094	m41	m#1086	m4	#828	418	
Internal Link Dist (ft)		658			796			706			1224	
Turn Bay Length (ft)						500	290		290	690		
Base Capacity (vph)		184			265	1290	111	1537	742	874	2278	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		1.21			0.58	1.18	0.38	1.23	0.23	1.31	0.59	

Intersection Summary

- Area Type: Other
- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
 - # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
 - m Volume for 95th percentile queue is metered by upstream signal.



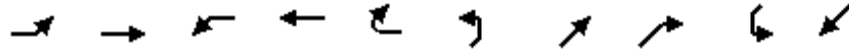
Lane Group	EBL	EBT	WBT	NEL	NET	NER	SWL	SWT	SWR
Lane Group Flow (vph)	575	1015	83	320	893	38	45	1439	760
v/c Ratio	1.05	1.29	1.04	1.26	0.59	0.05	0.24	1.14	0.85
Control Delay	90.6	165.1	157.7	188.6	31.7	0.1	31.2	111.9	22.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.6	165.1	157.7	188.6	31.7	0.1	31.2	111.9	22.5
Queue Length 50th (ft)	~509	~1007	~67	~322	329	0	26	~801	227
Queue Length 95th (ft)	#644	#1272	#182	#518	402	0	54	#942	#459
Internal Link Dist (ft)		1277	2061		735			5268	
Turn Bay Length (ft)				500		290	290		290
Base Capacity (vph)	547	789	80	254	1504	724	185	1265	890
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.05	1.29	1.04	1.26	0.59	0.05	0.24	1.14	0.85

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
3: US 301 & Chancey Road

Design Year 2040 - AM Peak Hour
Build- Cost Feasible Intersections Improvement



Lane Group	EBL	EBT	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT
Lane Group Flow (vph)	280	673	426	237	153	128	968	399	446	1657
v/c Ratio	0.56	1.36	1.34	0.44	0.27	1.17	1.10	0.59	1.43	1.27
Control Delay	28.2	212.1	209.2	41.9	6.5	170.8	107.5	8.0	232.4	157.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.2	212.1	209.2	41.9	6.5	170.8	107.5	8.0	232.4	157.3
Queue Length 50th (ft)	155	~791	~462	175	0	~89	~523	5	~495	~1006
Queue Length 95th (ft)	225	#1034	#678	260	52	#228	#659	96	m#656	m#1126
Internal Link Dist (ft)		454		789			2338			673
Turn Bay Length (ft)	290		290			290		500	290	
Base Capacity (vph)	522	495	317	543	566	109	883	682	312	1303
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	1.36	1.34	0.44	0.27	1.17	1.10	0.59	1.43	1.27

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
3: US 301 & Chancey Road

Design Year 2040 - AM Peak Hour
Build- 4 lanes NB-SB at the intersection US 301 @ SR 39



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	290		290	290		500	290		500	290		290
Storage Lanes	1		1	2		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			No			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		534			869			2418			753	
Travel Time (s)		8.1			13.2			36.6			11.4	
Lane Group Flow (vph)	280	387	286	426	237	153	128	968	399	446	1533	124
v/c Ratio	0.88	0.94	0.58	1.04	0.68	0.15	0.98	0.83	0.52	0.91	0.99	0.16
Control Delay	74.2	81.8	20.9	109.6	59.0	26.7	101.6	46.6	6.6	78.5	43.4	0.7
Queue Delay	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 Delay	74.2	81.8	20.9	109.6	59.0	26.7	101.6	46.6	6.6	78.5	43.4	0.7
Queue Length 50th (ft)	218	320	93	~207	187	47	60	393	13	180	672	2
Queue Length 95th (ft)	#332	#508	164	#314	281	75	#193	482	93	m#281	#831	m2
Internal Link Dist (ft)		454			789			2338			673	
Turn Bay Length (ft)	290		290	290		500	290		500	290		290
Base Capacity (vph)	321	421	494	410	349	999	131	1161	764	492	1548	772
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.92	0.58	1.04	0.68	0.15	0.98	0.83	0.52	0.91	0.99	0.16

Intersection Summary

- Area Type: Other
- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
5: US 301 & SR 39

Design Year 2040 - PM Peak Hour
Build- 4lanes NB-SB US 301 @ SR 39

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	290		0	290		500	290		290	690		290
Storage Lanes	1		0	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			No			Yes			Yes
Link Speed (mph)		35			45			45			45	
Link Distance (ft)		738			876			786			1304	
Travel Time (s)		14.4			13.3			11.9			19.8	
Lane Group Flow (vph)	200	22	0	139	14	1524	42	1893	167	1148	1243	91
v/c Ratio	0.67	0.06		0.49	0.04	1.03	0.40	1.47	0.26	1.10	0.56	0.09
Control Delay	62.9	18.2		55.2	44.1	62.4	73.5	240.2	5.0	104.1	16.3	2.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.9	18.2		55.2	44.1	62.4	73.5	240.2	5.0	104.1	16.3	2.2
Queue Length 50th (ft)	169	1		112	10	~842	39	~1259	11	~609	338	0
Queue Length 95th (ft)	260	26		184	30	#993	m47	m#1322	m17	#745	400	22
Internal Link Dist (ft)		658			796			706			1224	
Turn Bay Length (ft)	290			290		500	290		290	690		290
Base Capacity (vph)	298	360		282	380	1479	111	1289	635	1044	2223	1028
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.06		0.49	0.04	1.03	0.38	1.47	0.26	1.10	0.56	0.09

Intersection Summary

- Area Type: Other
- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
5: US 301 & SR 39

Design Year 2040 - AM Peak Hour
Build- 4 lanes NB-SB at the intersection US 301 @ SR 39

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	290		0	290		500	290		290	690		290
Storage Lanes	1		0	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			No			Yes			Yes
Link Speed (mph)		35			45			45			45	
Link Distance (ft)		738			876			786			1304	
Travel Time (s)		14.4			13.3			11.9			19.8	
Lane Group Flow (vph)	91	56	0	167	2	1148	20	1243	139	1524	1893	200
v/c Ratio	0.43	0.20		0.87	0.01	0.66	0.25	1.32	0.28	0.97	0.75	0.17
Control Delay	56.8	20.9		91.3	47.0	16.2	83.2	180.3	6.6	51.2	14.4	1.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.8	20.9		91.3	47.0	16.2	83.2	180.3	6.6	51.2	14.4	1.2
Queue Length 50th (ft)	70	10		139	1	311	18	~721	23	632	526	0
Queue Length 95th (ft)	128	50		#267	10	390	m25	#864	m24	#804	626	23
Internal Link Dist (ft)		658			796			706			1224	
Turn Bay Length (ft)	290			290		500	290		290	690		290
Base Capacity (vph)	216	289		196	273	1736	80	943	495	1569	2526	1186
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.19		0.85	0.01	0.66	0.25	1.32	0.28	0.97	0.75	0.17

Intersection Summary

- Area Type: Other
- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Lanes, Volumes, Timings
12: US 301 & SR 56

Design Year 2040 - AM Peak Hour
Build- 4 lanes NB-SB at the intersection US 301 @ SR 39



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	290		290	290		290	500		290	290		290
Storage Lanes	2		1	1		1	2		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			No			Yes			Yes			Yes
Link Speed (mph)		55			35			60			60	
Link Distance (ft)		1357			2141			815			5348	
Travel Time (s)		16.8			41.7			9.3			60.8	
Lane Group Flow (vph)	575	41	974	15	39	29	320	893	38	45	1439	760
v/c Ratio	0.86	0.08	0.90	0.11	0.21	0.09	0.94	0.52	0.05	0.34	0.94	0.74
Control Delay	63.5	37.3	45.6	57.0	54.0	0.5	91.9	23.5	0.1	63.2	44.9	10.2
Queue Delay	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 Delay	63.5	37.3	45.6	57.0	54.0	0.5	91.9	23.5	0.1	63.2	44.9	10.2
Queue Length 50th (ft)	233	23	364	11	30	0	132	254	0	34	554	63
Queue Length 95th (ft)	#367	59	#629	36	65	0	#240	351	0	78	#790	256
Internal Link Dist (ft)		1277			2061			735			5268	
Turn Bay Length (ft)	290		290	290		290	500		290	290		290
Base Capacity (vph)	665	489	1087	142	255	376	340	1705	832	134	1537	1024
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.86	0.08	0.90	0.11	0.15	0.08	0.94	0.52	0.05	0.34	0.94	0.74

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
5: US 301 & SR 39

Design Year 2040 - AM Peak Hour
Build- 4 lanes NB-SB at the intersection US 301 @ SR 39



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	86	13	40	159	2	1091	19	1181	132	1448	1798	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		500	290		290	690		290
Storage Lanes	1		0	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1652	0	1687	1776	2656	1736	3471	1553	3400	3505	1568
Flt Permitted	0.757			0.720			0.950			0.950		
Satd. Flow (perm)	1410	1652	0	1279	1776	2656	1736	3471	1553	3400	3505	1568
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		42							101			200
Link Speed (mph)		35			45			45				45
Link Distance (ft)		738			876			786				1304
Travel Time (s)		14.4			13.3			11.9				19.8
Lane Group Flow (vph)	91	56	0	167	2	1148	20	1243	139	1524	1893	200
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	8 1	5	2		1	6	
Permitted Phases	4			8					2			6
Detector Phase	4	4		8	8	8 1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	20.0	20.0		20.0	20.0		11.0	21.0	21.0	15.0	21.0	21.0
Total Split (s)	25.0	25.0		25.0	25.0		11.0	40.0	40.0	65.0	94.0	94.0
Total Split (%)	19.2%	19.2%		19.2%	19.2%		8.5%	30.8%	30.8%	50.0%	72.3%	72.3%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	19.7	19.7		19.7	19.7	84.7	6.0	35.3	35.3	60.0	93.7	93.7
Actuated g/C Ratio	0.15	0.15		0.15	0.15	0.65	0.05	0.27	0.27	0.46	0.72	0.72
v/c Ratio	0.43	0.20		0.87	0.01	0.66	0.25	1.32	0.28	0.97	0.75	0.17
Control Delay	56.8	20.9		91.3	47.0	16.2	83.2	180.3	6.6	51.2	14.4	1.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.8	20.9		91.3	47.0	16.2	83.2	180.3	6.6	51.2	14.4	1.2
LOS	E	C		F	D	B	F	F	A	D	B	A
Approach Delay		43.1			25.8			161.7				29.2
Approach LOS		D			C			F				C
Queue Length 50th (ft)	70	10		139	1	311	18	~721	23	632	526	0
Queue Length 95th (ft)	128	50		#267	10	390	m25	#864	m24	#804	626	23
Internal Link Dist (ft)		658			796			706			1224	
Turn Bay Length (ft)	290			290		500	290		290	690		290
Base Capacity (vph)	216	289		196	273	1736	80	943	495	1569	2526	1186
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.19		0.85	0.01	0.66	0.25	1.32	0.28	0.97	0.75	0.17

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Offset:	0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	150
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	1.32
Intersection Signal Delay:	57.5
Intersection LOS:	E
Intersection Capacity Utilization	101.9%
ICU Level of Service	G
Analysis Period (min)	15
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.	
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 5: US 301 & SR 39



Lanes, Volumes, Timings
5: US 301 & SR 39

Design Year 2040 - PM Peak Hour
Build- 4lanes NB-SB US 301 @ SR 39

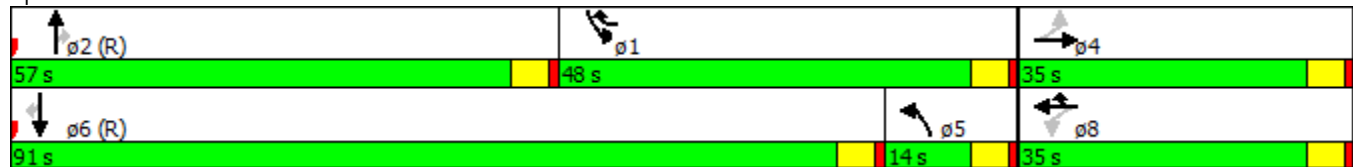


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	2	19	132	13	1448	40	1798	159	1091	1181	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		0	290		500	290		290	690		290
Storage Lanes	1		0	1		1	1		1	2		1
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1770	1609	0	1687	1776	2656	1736	3471	1553	3400	3505	1568
Flt Permitted	0.748			0.743			0.950			0.950		
Satd. Flow (perm)	1393	1609	0	1319	1776	2656	1736	3471	1553	3400	3505	1568
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)		20							94			91
Link Speed (mph)		35			45			45			45	
Link Distance (ft)		738			876			786			1304	
Travel Time (s)		14.4			13.3			11.9			19.8	
Lane Group Flow (vph)	200	22	0	139	14	1524	42	1893	167	1148	1243	91
Turn Type	Perm	NA		Perm	NA	pt+ov	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4			8	8 1	5	2		1	6	
Permitted Phases	4			8					2			6
Detector Phase	4	4		8	8	8 1	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		6.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	20.0	20.0		20.0	20.0		11.0	21.0	21.0	15.0	21.0	21.0
Total Split (s)	35.0	35.0		35.0	35.0		14.0	57.0	57.0	48.0	91.0	91.0
Total Split (%)	25.0%	25.0%		25.0%	25.0%		10.0%	40.7%	40.7%	34.3%	65.0%	65.0%
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag							Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?							Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None		None	None		None	C-Max	C-Max	None	C-Max	C-Max
Act Effect Green (s)	30.0	30.0		30.0	30.0	78.0	8.4	52.0	52.0	43.0	88.8	88.8
Actuated g/C Ratio	0.21	0.21		0.21	0.21	0.56	0.06	0.37	0.37	0.31	0.63	0.63
v/c Ratio	0.67	0.06		0.49	0.04	1.03	0.40	1.47	0.26	1.10	0.56	0.09
Control Delay	62.9	18.2		55.2	44.1	62.4	73.5	240.2	5.0	104.1	16.3	2.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.9	18.2		55.2	44.1	62.4	73.5	240.2	5.0	104.1	16.3	2.2
LOS	E	B		E	D	E	E	F	A	F	B	A
Approach Delay		58.4			61.7			218.1			56.4	
Approach LOS		E			E			F			E	
Queue Length 50th (ft)	169	1		112	10	~842	39	~1259	11	~609	338	0
Queue Length 95th (ft)	260	26		184	30	#993	m47	m#1322	m17	#745	400	22
Internal Link Dist (ft)		658			796			706			1224	
Turn Bay Length (ft)	290			290		500	290		290	690		290
Base Capacity (vph)	298	360		282	380	1479	111	1289	635	1044	2223	1028
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.06		0.49	0.04	1.03	0.38	1.47	0.26	1.10	0.56	0.09

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 128 (91%), Referenced to phase 2:NBT and 6:SBT, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.47
 Intersection Signal Delay: 110.3 Intersection LOS: F
 Intersection Capacity Utilization 123.4% ICU Level of Service H
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: US 301 & SR 39



APPENDIX J

Clk 1P qlug'Vt chle'Hqt o u

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

**DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDIES**

Project: US 301 (Gall Boulevard) PD&E Study Date: 9/8/2014
 State Project Number(s): _____ Prepared By: URS
 Work Program Number(s): 416564-1
 Federal Aid Number(s): 3112-024 P
 Segment Description: US 301 (Gall Boulevard) from SR 56 (Proposed)/Project Southern Terminus to Chancey Road

(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>2013</u>	Year: <u>2040</u>	Year: <u>2040</u>
ADT: LOS (C) <u>16,800</u>	ADT: LOS (C) <u>16,800</u>	ADT: LOS (C) <u>37,900</u>
Demand <u>12,500</u>	Demand <u>39,500</u>	Demand <u>39,500</u>
Posted Spd: <u>55</u> mph <u>89</u> kmh	Posted Spd: <u>55</u> mph <u>89</u> kmh	Posted Spd: <u>55</u> mph <u>89</u> kmh
K= <u>9.0</u> %	K= <u>9.0</u> %	K= <u>9.0</u> %
D= <u>60.0</u> %	D= <u>60.0</u> %	D= <u>60.0</u> %
T= <u>15.10</u> % for 24 hrs.	T= <u>15.10</u> % for 24 hrs.	T= <u>15.10</u> % for 24 hrs.
T= <u>7.55</u> % Design hr	T= <u>7.55</u> % Design hr	T= <u>7.55</u> % Design hr
<u>4.15</u> % Medium Trucks DHV	<u>4.15</u> % Medium Trucks DHV	<u>4.15</u> % Medium Trucks DHV
<u>3.40</u> % Heavy Trucks DHV	<u>3.40</u> % Heavy Trucks DHV	<u>3.40</u> % Heavy Trucks DHV
<u>0.59</u> % Buses DHV	<u>0.59</u> % Buses DHV	<u>0.59</u> % Buses DHV
<u>3.21</u> % Motorcycles DHV	<u>3.21</u> % Motorcycles DHV	<u>3.21</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>804</u>	Peak: Autos <u>804</u>	Peak: Autos <u>1814</u>
Med Trucks <u>38</u>	Med Trucks <u>38</u>	Med Trucks <u>85</u>
Hvy Trucks <u>31</u>	Hvy Trucks <u>31</u>	Hvy Trucks <u>70</u>
Buses <u>5</u>	Buses <u>5</u>	Buses <u>12</u>
Motorcycles <u>29</u>	Motorcycles <u>29</u>	Motorcycles <u>66</u>
Off Peak: Autos <u>536</u>	Off Peak: Autos <u>536</u>	Off Peak: Autos <u>1210</u>
Med Trucks <u>25</u>	Med Trucks <u>25</u>	Med Trucks <u>57</u>
Hvy Trucks <u>21</u>	Hvy Trucks <u>21</u>	Hvy Trucks <u>46</u>
Buses <u>4</u>	Buses <u>4</u>	Buses <u>8</u>
Motorcycles <u>19</u>	Motorcycles <u>19</u>	Motorcycles <u>44</u>
Demand	Demand	Demand
Peak: Autos <u>598</u>	Peak: Autos <u>1891</u>	Peak: Autos <u>1891</u>
Med Trucks <u>28</u>	Med Trucks <u>89</u>	Med Trucks <u>89</u>
Hvy Trucks <u>23</u>	Hvy Trucks <u>73</u>	Hvy Trucks <u>73</u>
Buses <u>4</u>	Buses <u>13</u>	Buses <u>13</u>
Motorcycles <u>22</u>	Motorcycles <u>68</u>	Motorcycles <u>68</u>
Off Peak: Autos <u>399</u>	Off Peak: Autos <u>1261</u>	Off Peak: Autos <u>1261</u>
Med Trucks <u>19</u>	Med Trucks <u>59</u>	Med Trucks <u>59</u>
Hvy Trucks <u>15</u>	Hvy Trucks <u>48</u>	Hvy Trucks <u>48</u>
Buses <u>3</u>	Buses <u>8</u>	Buses <u>8</u>
Motorcycles <u>14</u>	Motorcycles <u>46</u>	Motorcycles <u>46</u>

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

**DISTRICT 7 PD&E
TRAFFIC DATA FOR NOISE STUDIES**

Project: US 301 (Gall Boulevard) PD&E Study Date: 9/8/2014
 State Project Number(s): _____ Prepared By: URS
 Work Program Number(s): 416564-1
 Federal Aid Number(s): 3112-024 P
 Segment Description: US 301 (Gall Boulevard) from Chancey Road to SR 39

(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>2013</u>	Year:	<u>2040</u>	Year:	<u>2040</u>
ADT:		ADT:		ADT:	
LOS (C)	<u>16,800</u>	LOS (C)	<u>16,800</u>	LOS (C)	<u>37,900</u>
Demand	<u>9,900</u>	Demand	<u>37,000</u>	Demand	<u>37,000</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>9.0</u> %	K=	<u>9.0</u> %	K=	<u>9.0</u> %
D=	<u>60.0</u> %	D=	<u>60.0</u> %	D=	<u>60.0</u> %
T=	<u>8.67</u> % for 24 hrs.	T=	<u>8.67</u> % for 24 hrs.	T=	<u>8.67</u> % for 24 hrs.
T=	<u>4.34</u> % Design hr	T=	<u>4.34</u> % Design hr	T=	<u>4.34</u> % Design hr
	<u>3.27</u> % Medium Trucks DHV		<u>3.27</u> % Medium Trucks DHV		<u>3.27</u> % Medium Trucks DHV
	<u>1.07</u> % Heavy Trucks DHV		<u>1.07</u> % Heavy Trucks DHV		<u>1.07</u> % Heavy Trucks DHV
	<u>0.65</u> % Buses DHV		<u>0.65</u> % Buses DHV		<u>0.65</u> % Buses DHV
	<u>1.77</u> % Motorcycles DHV		<u>1.77</u> % Motorcycles DHV		<u>1.77</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:		Demand
		LOS (C)			LOS (C)			LOS (C)
Peak:	Autos	<u>846</u>	Peak:	Autos	<u>846</u>	Peak:	Autos	<u>1908</u>
	Med Trucks	<u>30</u>		Med Trucks	<u>30</u>		Med Trucks	<u>67</u>
	Hvy Trucks	<u>10</u>		Hvy Trucks	<u>10</u>		Hvy Trucks	<u>22</u>
	Buses	<u>6</u>		Buses	<u>6</u>		Buses	<u>13</u>
	Motorcycles	<u>16</u>		Motorcycles	<u>16</u>		Motorcycles	<u>36</u>
Off Peak:	Autos	<u>564</u>	Off Peak:	Autos	<u>564</u>	Off Peak:	Autos	<u>1272</u>
	Med Trucks	<u>20</u>		Med Trucks	<u>20</u>		Med Trucks	<u>45</u>
	Hvy Trucks	<u>6</u>		Hvy Trucks	<u>6</u>		Hvy Trucks	<u>15</u>
	Buses	<u>4</u>		Buses	<u>4</u>		Buses	<u>9</u>
	Motorcycles	<u>11</u>		Motorcycles	<u>11</u>		Motorcycles	<u>24</u>
		Demand			Demand			Demand
Peak:	Autos	<u>498</u>	Peak:	Autos	<u>1863</u>	Peak:	Autos	<u>1863</u>
	Med Trucks	<u>17</u>		Med Trucks	<u>65</u>		Med Trucks	<u>65</u>
	Hvy Trucks	<u>6</u>		Hvy Trucks	<u>21</u>		Hvy Trucks	<u>21</u>
	Buses	<u>3</u>		Buses	<u>13</u>		Buses	<u>13</u>
	Motorcycles	<u>9</u>		Motorcycles	<u>35</u>		Motorcycles	<u>35</u>
Off Peak:	Autos	<u>332</u>	Off Peak:	Autos	<u>1242</u>	Off Peak:	Autos	<u>1242</u>
	Med Trucks	<u>12</u>		Med Trucks	<u>44</u>		Med Trucks	<u>44</u>
	Hvy Trucks	<u>4</u>		Hvy Trucks	<u>14</u>		Hvy Trucks	<u>14</u>
	Buses	<u>2</u>		Buses	<u>9</u>		Buses	<u>9</u>
	Motorcycles	<u>6</u>		Motorcycles	<u>24</u>		Motorcycles	<u>24</u>