

WEST BUSCH BOULEVARD

Corridor Alternatives & Strategies Report



DRAFT FINAL August 31, 2018

SR 580/Busch Blvd. from N. Dale Mabry Hwy. to N. Nebraska Ave.

Financial Project ID Number: 435908-1-22-01



Appendix F

Access Management and Safety Review



FINAL

Access Management Safety Review

for

SR 580/West Busch Boulevard from
North Dale Mabry Highway to North Nebraska Avenue
Hillsborough County, Florida
FPID 435908-1-22-01

Prepared for

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



August 2018



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Introduction

This Access Management Safety Review provides an assessment of current access management and safety performance along SR 580/West Busch Boulevard (herein referred to as SR 580) from North Dale Mabry Highway (MP 0.000) to North Nebraska Avenue (MP 3.320). Refer to Figure 1 for a project location map. It is organized into four sections which provide: 1) a review of the existing conditions, 2) a summary of the crash analysis, 3) a menu of proposed countermeasures, and 4) a set of recommendations.

The overall project purpose of the SR 580 Corridor Study (435908-1-22-01) is to evaluate the related problems, needs, and issues along the corridor and to provide a list of potential strategies to improve mobility, operations, and safety for all modes of transportation, and to develop a Corridor Alternatives and Strategies Report. This analysis will evaluate recommendations from the *Safety Assessment Report (SAR)* (December 2015) prepared by the Florida Department of Transportation (FDOT) and recommendations from the *Access Management Safety Review (AMSR)* (March 2016) prepared by the FDOT (provided in Appendix A). Where feasible, recommended improvements from the SAR and AMSR will be implemented and used as a basis for the final design contract plans within the constraints of a resurfacing project and programmed budget.

1.1 Adjacent Projects

There are multiple projects that have been recently completed within the corridor or are currently ongoing. Most of these projects are depicted in Figure 2. In addition, a Road Safety Assessment Report and Access Management and Safety Review were performed by District Seven for resurfacing, restoration, and rehabilitation (RRR) project limits (east of North Armenia Avenue to west of North Florida Avenue). Refer to Appendix A for these reports along with formal responses to the recommendations made in them.

In December 2017, Plan Hillsborough completed their Vision Zero Action Plan, an important step to implementing policies and projects that improve safety performance for future generations (refer to Appendix B). The plan identifies SR 580 between North Dale Mabry Highway and 30th Street as the fourth most severe crash corridor for vulnerable users in Hillsborough County. Vulnerable users are defined in the report as pedestrians and bicyclists.

1.2 Project Advisory Group

The project team has engaged in public involvement throughout the corridor study process, including meeting with a Project Advisory Group (PAG) multiple times throughout the period. The PAG members include representatives from agencies with jurisdiction over the project, advocacy groups, school representatives, FDOT staff, and the consultant team leading the corridor study. The mission of the PAG is to:

- Gather local input and disseminate information back to the impacted stakeholders and communities to ensure that any improvements within the corridor continue to serve as vital elements of the community's transportation system.
- Provide policy guidance and technical assistance to FDOT and the project team as the common goals and objectives of the study are defined, issues are identified, and potential solutions are developed.

Portions of the safety analysis included in this report are in response to input and feedback the consultant team received from PAG members.

1.3 Existing Conditions

1.3.1 Roadway Characteristics

SR 580 is classified as an urban principal arterial other throughout the corridor study limits. The design speed is 45 miles per hour (mph) throughout the corridor. The posted speed is 45 mph from the North Dale Mabry Highway interchange (MP 0.000) to east of North Willow Avenue (MP 2.107) and 40 mph east of North Willow Avenue (MP 2.107) to west of North Nebraska Avenue (MP 3.320).

There are five typical sections that exist within the project limits. Table 1 summarizes the characteristics of each. ROW is constrained throughout much of the corridor due to the proximity of development on the north side of roadway and a CSX railway that parallels the corridor to the south. There are 11 signalized intersections within the project limits and a Portable Traffic Monitoring Site (105184), located on SR 580 east of North Armenia Avenue (MP 1.461). The ends of the corridor have a physical median; however, the 2.5 miles between Himes Avenue and North Florida Avenue does not.

Table 1. Typical Section Segment Summaries

Segment Number	Segment Description	Begin MP	End MP	Segment Length (miles)	Number of Lanes	Thru Lane Widths (ft)	Median Type
1	SR 597 SB Ramps to Himes Avenue	0.000	0.267	0.267	4-Lane	11 - 12	Divided
2	Himes Avenue to North Armenia Avenue	0.267	1.315	1.048	4-Lane	12	Undivided
3	North Armenia Avenue to North Boulevard	1.315	2.315	1.000	5-Lane	10.5 - 11	Painted Center Turn Lane
4	North Boulevard to North Florida Avenue	2.315	2.817	0.502	4-Lane	12	Undivided
5	North Florida Avenue to North Nebraska Avenue	2.817	3.32	0.503	6-Lane	12	Divided

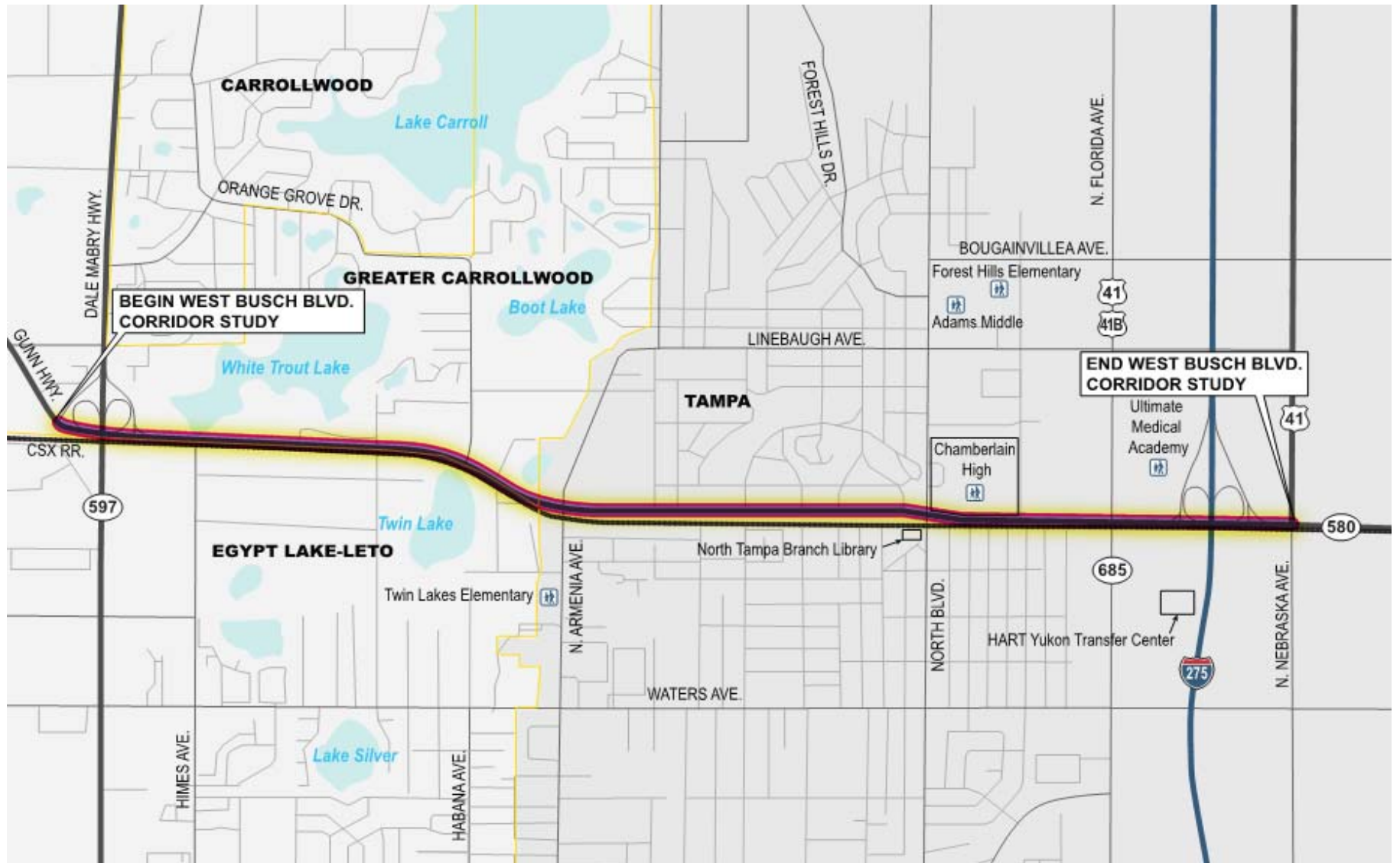


Figure 1. Project Location Map

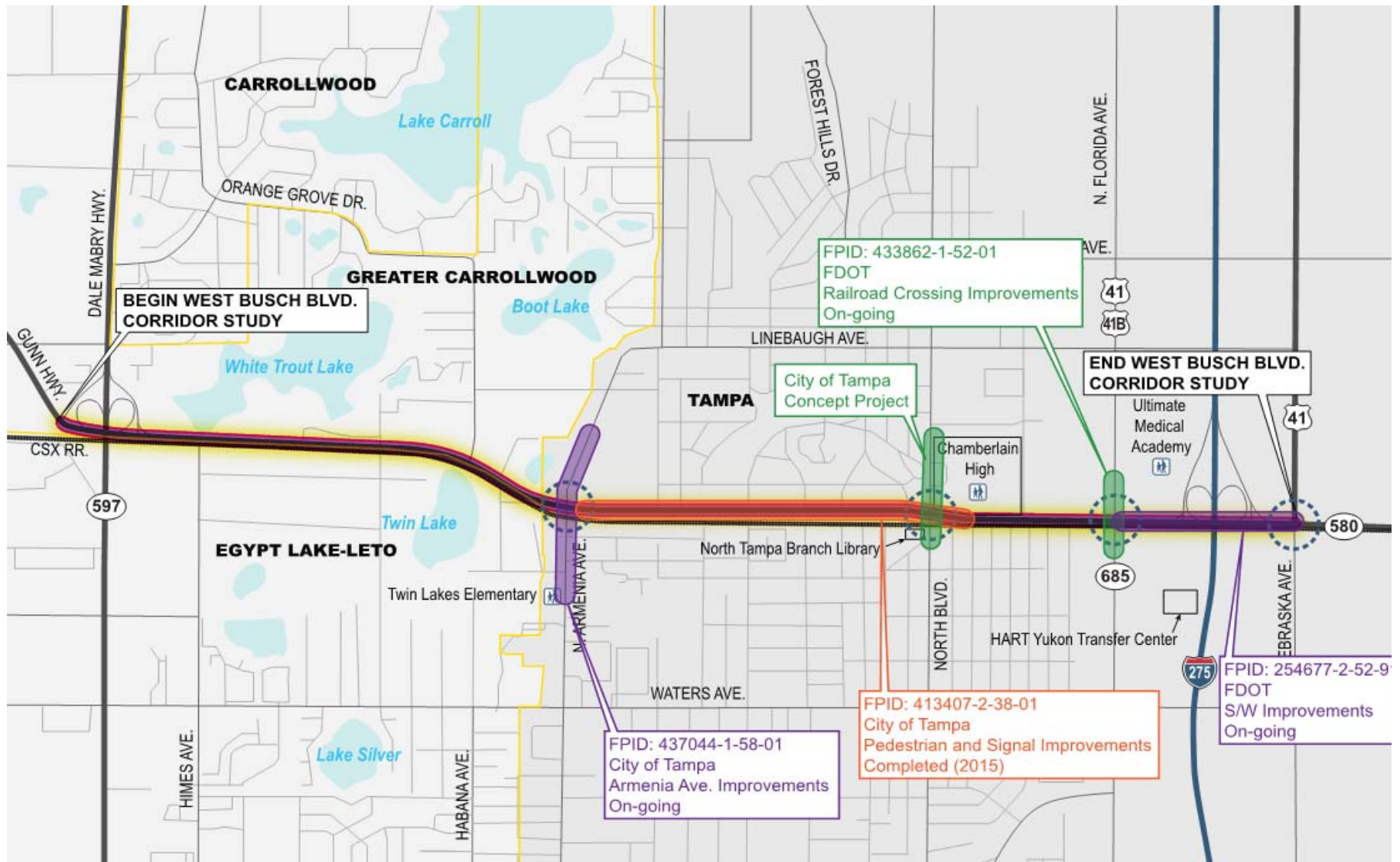


Figure 2. Adjacent and On-going Projects

1.3.2 Access Management

In 1988, FDOT adopted access management regulations to assist in providing safer and smoother traffic flow through better regulation of access on Florida's highways. The major documents developed on access management regulations include:

- Florida Statute 335.18 - The Access Management Act
- Administrative Rule 14-96 (Regulations on Access Permitting Process)
- Administrative Rule 14-97 (Access Management Classification System and Standards)

A summary of the access management classifications, driveway density, and signal spacing on the SR 580 Corridor Study and their associated standards, in accordance with FDOT PPM Volume 1, Table 1.8.2, are provided in Tables 2, 3, and 4.

Table 2. Access Management Summary

					FDOT Access Management Standards Based on Classification				
Begin Location	Begin MP	End Location	End MP	Access Class	Median Type	Connection Spacing (feet)	Median Opening Spacing, Directional (feet)	Median Opening Spacing, Full (feet)	Signal Spacing (feet)
Dale Mabry Highway	0.000	North Armenia Avenue	1.315	05	Restrictive	245	660	1320	1320
North Armenia Avenue	1.315	North Nebraska Avenue	3.320	07	Restrictive and Non-Restrictive	125	330	660	1320

Table 3. Driveway Density

Segment Number	Segment Description	Length (mile)	Driveway Density (DW/mi)	Average Connection Spacing
1	SR 580 from SR 597 SB Ramps to Himes Avenue	0.267	3.7	7.5
2	SR 580 from Himes Avenue to North Armenia Avenue	1.048	12.4	16.2
3	SR 580 from North Armenia Avenue to North Boulevard	1.000	67.0	73.0
4	SR 580 from North Boulevard to North Florida Avenue	0.502	19.9	23.9
5	SR 580 from North Florida Avenue to North Nebraska Avenue	0.503	8.0	13.9

Table 4. Signal Spacing

Signalized Intersections with SR 580	Milepost	Distance to Next Signal (Westbound, feet)	Signal Spacing Standards Met (Westbound)	Distance to Next Signal (Eastbound, feet)	Signal Spacing Standards Met (Eastbound)
North Dale Mabry Highway NB Ramps	0.088	-	-	945	No
Himes Avenue	0.267	945	No	2,587	Yes
Mossvale Lane/Twin Lakes Blvd	0.757	2,587	Yes	1,346	Yes
Orange Grove Road	1.012	1,346	Yes	1,600	Yes
North Armenia Avenue	1.315	1,600	Yes	5,280	Yes
North Boulevard	2.315	5,280	Yes	2,651	Yes
North Florida Avenue	2.817	2,651	Yes	982	No
I-275 SB Ramps	3.003	982	No	1,030	No
I-275 NB Ramps	3.198	1,030	No	644	No
North Nebraska Avenue	3.320	644	No	-	-

1.3.3 Traffic Characteristics

72-hour bi-directional volume counts were performed at 28 locations throughout the corridor study area. Figure 3 provides the existing Annual Average Daily Traffic (AADT) counts for the project corridor and the side streets; Appendix C provides the full traffic report. According to the FDOT PPM, Volume 1, Glossary, the typical AADT range for a 4-lane urban arterial is 37,000 to 42,000. Traffic volumes along SR 580 range from 42,000 to 52,000 AADT, indicating that the corridor is at the high end of capacity thresholds during the peak hours of operation.

North Dale Mabry Highway and I-275 have AADT volumes of 72,500 and 141,500, respectively. In general, the traffic volumes are the lightest in the middle of the corridor and become heavier as travelers head west and east from the middle toward Dale Mabry Highway or I-275. Other notable north-south cross streets within the corridor limits are North Florida Avenue and North Nebraska Avenue, with AADT volumes that range from 23,000 to 31,000.

1.3.4 Chamberlain High School

Chamberlain High School is located on the northeast quadrant intersection of SR 580 with North Boulevard (as shown in Figure 1). This intersection provides access to students attending the high school using various modes of transportation, including motorized travelers, pedestrians, and bicyclists. A summary of the pedestrian and bicycle volumes at all intersections within the corridor study during peak 2-hour periods in both the morning and afternoon are depicted in Figure 1. SR 580 is not designated as a school zone adjacent to the high school. However, a School Entrance warning sign with a 35-mph advisory speed plaque is located east of the east driveway facing westbound traffic.

A study is underway by Plan Hillsborough, the Hillsborough County Metropolitan Planning Organization, that has identified Chamberlain High School as one of the 10 schools within Hillsborough County with the most crashes within 2 miles of the school, on school days, around school arrival and dismissal times, and with pedestrians or bicyclists of school age. Of the 14 crashes identified using this methodology for Chamberlain High School, 2 of them occurred on the SR 580 corridor.

1.3.5 Pedestrian and Bicyclist Facilities

There are no bicycle lanes present within the existing corridor study limits. The majority of the study area has sidewalks on both sides of the roadway; however, there are isolated locations where sidewalk gaps exist. Table 5 summarizes the existing sidewalk conditions throughout the corridor study for the north and south sides of the road.

Table 5. Pedestrian Facilities

MP Limit	MP Limit	Side	Description
0.000	3.320	North	Sidewalk
0.000	1.398	South	Sidewalk
1.398	1.660	South	Missing Sidewalk
1.660	1.770	South	Sidewalk
1.770	2.190	South	Missing Sidewalk
2.190	3.320	South	Sidewalk

A mid-block crossing study was performed by the City of Tampa as part of FPID 413407-2-38-01 in 2013 (as provided in Appendix D). Two candidate locations were studied; one location was 2,500 feet west of North Boulevard (MP 1.842) and the second location was 500 feet west of North Boulevard (MP 2.220). Neither candidate was recommended for approval. As a result, students walking to Chamberlain High School from origins that are south of SR 580 are limited to crossing at North Boulevard or North Florida Avenue.

Two-hour peak morning and afternoon intersection turning movement counts for pedestrians and bicyclists were counted at 11 signalized intersections along the corridor. A summary of these counts is provided in Figure 4; Appendix C provides the full counts.

The highest pedestrian and bicycle activity was observed at the intersections of North Boulevard and North Florida Avenue. Non-motorized vehicle activity is high at North Boulevard because of the proximity to Chamberlain High School. It is high at North Florida Avenue because of the presence Hillsborough Area Regional Transit (HART) Yukon Transfer Station located on North Florida Avenue, just south of SR 580, coupled with multiple social services located on the northeast corner of SR 580 and North Florida Avenue that serve as a frequently traveled destination for the HART passengers.

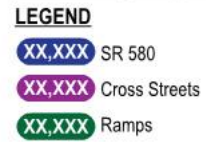
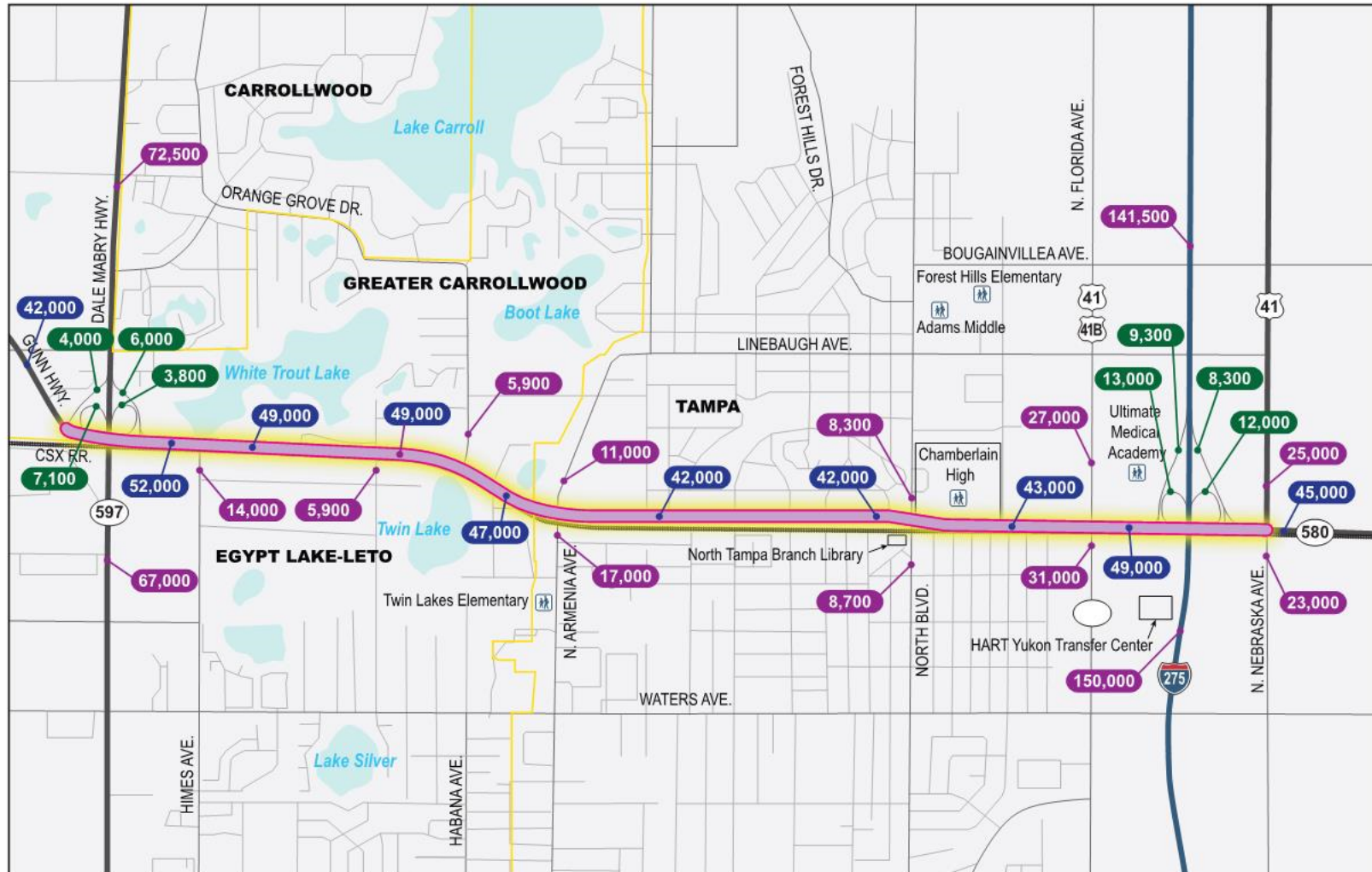
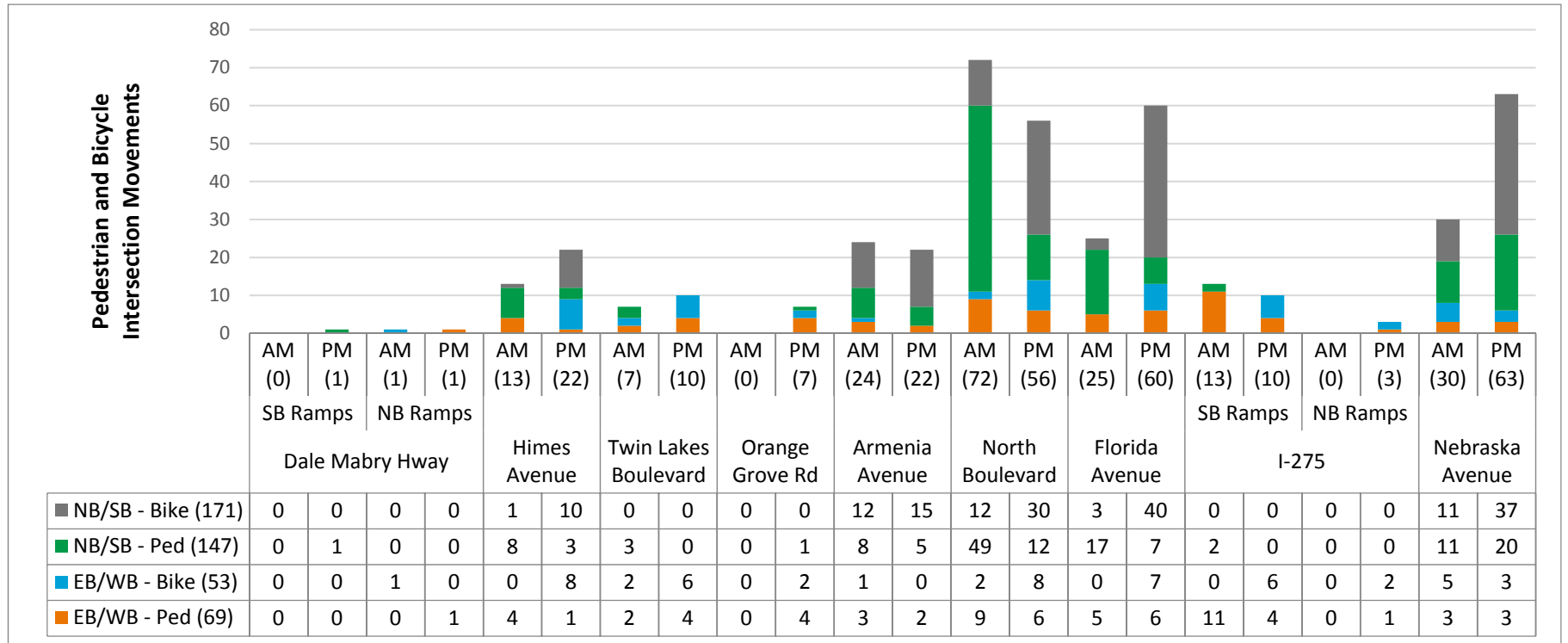


Figure 3. Existing AADT Counts



Numbers in () represent totals

Figure 4. Peak 2-Hour Pedestrian and Bicycle Turning Movement Counts

1.3.6 Lighting

The majority of the corridor has existing overhead lighting. One stretch, from North Dale Mabry Highway to North Armenia Avenue, does not have lighting for the westbound direction of travel.

A lighting project is underway by the FDOT to upgrade lighting in critical locations throughout each district. FDOT District 7 has submitted a list of candidate projects to be upgraded to LED lighting throughout the District. Final locations to be upgraded have not been finalized but the SR 580 corridor is receiving consideration.

Crash Data Overview

FDOT's Safety Office provided a 5-year crash dataset from 2011 to 2015 that spans the entire length of study corridor.

2.1 Crash Summary

Of the 682 crash records that were provided, 665 of these records fall within the study limits. The most frequent crash type was identified as a rear-end collision, resulting in 53 percent (351) of total rear-end crashes. The rear-end crash type accounted for 35 percent of all fatalities and incapacitating injuries. Right angle crashes, a typically severe intersection related crash type, accounted for another 31 percent.

2.2 Severe Crashes

According to the FDOT *Strategic Highway Safety Plan* (2016), FDOT's vision is to eliminate fatalities and reduce serious injuries on all public roads. Severe injuries are defined as crashes that are fatal or incapacitating in nature. Of the 665 crashes within the study limits between 2011 and 2015, there were 6 fatalities and 43 incapacitating crashes (as noted in Figure 5). Table 6 summarizes the fatal crash descriptions provided in the long form crash reports.

Of the 43 incapacitating crashes, 42 percent (18) were rear ends, 33 percent (14) were angle crashes, and 12 percent (5) were head on crashes. The other 6 incapacitating crashes were coded as no data (3), other explain in narrative (2), and unknown (1). Seven percent (3) involved bicycles and 5 percent (2) involved pedestrians.

SECTION 2 - CRASH DATA OVERVIEW

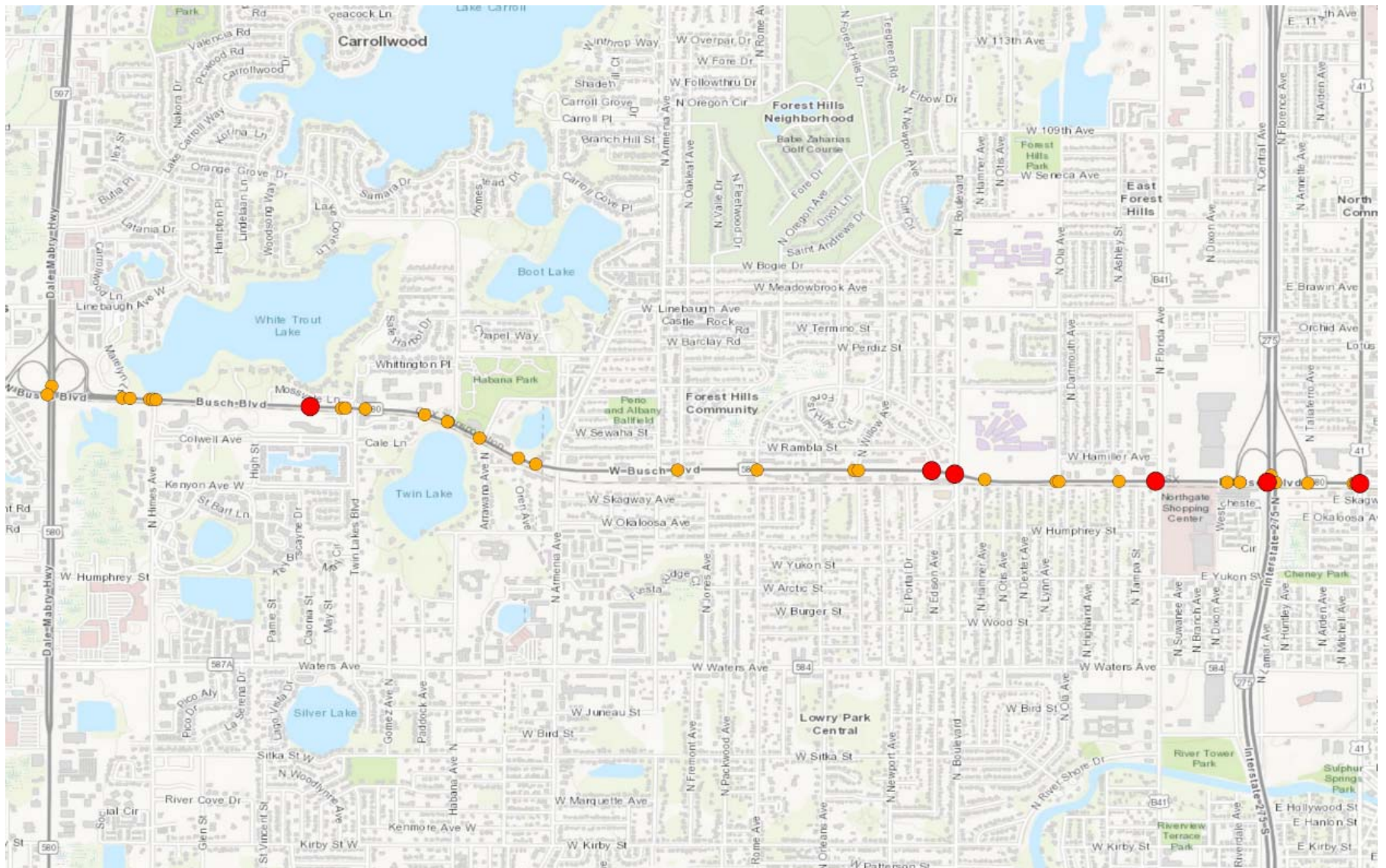


Figure 5. Fatal and Incapacitating Crashes

Table 6. Summary of Fatal Crashes

Date	MP	Crash Type	Contributing Cause	Description of Crash *
9/13/2011	0.662	Head-On (Front to Front)	Other Contributing Actions	Vehicle 1 was headed eastbound on SR 580 west of Twin Lakes Boulevard at a high rate of speed. Vehicle 1 changed lanes, maneuvering into the westbound lanes to avoid a collision. Vehicle 2 was heading westbound and struck Vehicle 1 head on.
3/11/2012	2.315	Other, Explain in Narrative	No Contributing Action	A pedestrian was walking southbound on a crosswalk on the west leg of the intersection of SR 580 and North Boulevard. The pedestrian was not obeying the pedestrian signal. Vehicle 1 was changing lanes while driving eastbound on SR 580 and applied the brakes after observing the pedestrian. The pedestrian was hit.
2/24/2013	2.815	Unknown	Failed to Keep in Proper Lane	Motorcycle was traveling westbound at a high rate of speed on SR 580 approaching North Florida Avenue. Driver was in right hand turn lane but failed to turn, continuing through the intersection and striking the curb on the other side.
6/7/2013	3.098	Sideswipe, same direction	Swerved or Avoided: Due to Wind, Slippery Surface, MV, Object, Non-Motorist in Roadway, etc.	Vehicle 1 was traveling eastbound on SR 580. Driver 1 observed a phantom vehicle and switched lanes to the outside lane to avoid it, where it struck vehicle 2, which was a motorcycle. Driver 2 was thrown from the motorcycle.
2/22/2015	3.318	Angle	No Contributing Action	Pedestrian walking north to south along crosswalk on the west leg of SR 580 and North Nebraska Avenue. Pedestrian was walking against the pedestrian signal and was hit by Vehicle 1, which was traveling westbound on SR 580.
10/6/2015	2.196	No Data	Improper Passing	Pedestrian exited vehicle into two-way left turn lane on west leg of SR 580 and North Boulevard. Pedestrian was attempting to walk the rest of the way to Chamberlain High School to avoid traffic congestion. The pedestrian was struck by vehicle 1, which was traveling westbound in the two-way left turn lane to bypass traffic congestion.

* Descriptions are summaries of the fatal crash descriptions provided in the long form crash reports

2.3 Intersection Crash Analysis

A 250-foot radius was developed around each signalized intersection using geospatial referencing software to identify influence areas for intersection related crashes, assigning all of the crashes that fall within that buffer to that particular intersection. This methodology was used instead of intersections or segment-related field inputs by reporting officers because it is more objective in its determination of intersection versus segment.

Approximately 62 percent (416) of the crashes occurred at signalized intersections. The distribution of crashes and severe crashes at the signalized intersections within the study limits are shown in Table 7.

Table 7. Signalized Intersection Crashes

Signalized Intersections with SR 580	Total Crashes	Severe Crashes^a
North Dale Mabry Highway NB Ramps	8	0
Himes Avenue	73	3
Mossvale Lane/Twin Lakes Boulevard	48	1
Orange Grove Road	40	0
North Armenia Avenue	42	0
North Boulevard	33	2
North Florida Avenue	82	2
I-275 SB Ramps	22	3
I-275 NB Ramps	13	1
North Nebraska Avenue	55	0
Total	416	12

^a – Fatal plus Incapacitating

Crash rates were computed and compared against FDOT statewide average crash rates for the different peer groups. Two intersections, SR 580 with Himes Avenue and SR 580 with Orange Grove Road, had total crash rates above the statewide average. Table 8 provides further details of the crash rates at these intersections.

Table 8. Intersection Crash Rates

Signalized Intersections with SR 580	FDOT Intersection Category	Statewide Average Crash Rates per Million Vehicles (2010 – 2014)	Calculated Crash Rate per Million Vehicles
North Dale Mabry Highway NB Ramps	Ramp 3 Legs	1.337	0.081
Himes Avenue	4-5 Lanes 2wy Div Pavd 3 Legs	0.399	0.696
Mossvale Lane/Twin Lakes Boulevard	4-5 Lanes 2wy Undivided 4 Legs	0.622	0.506
Orange Grove Road	4-5 Lanes 2wy Div Pavd 3 Legs	0.399	0.430
North Armenia Avenue	4-5 Lanes 2wy Div Rasd 4 Legs	0.483	0.393
North Boulevard	4-5 Lanes 2wy Div Rasd 4 Legs	0.483	0.355
North Florida Avenue	6+ Lanes 2wy Div Rasd 4 Legs	0.69	0.599
I-275 SB Ramps	Ramp 3 Legs	1.337	0.200
I-275 NB Ramps	Ramp 3 Legs	1.337	0.122
North Nebraska Avenue	6+ Lanes 2wy Div Rasd 4 Legs	0.69	0.437

2.3.1 Sight Triangle Considerations

During a geometric review of the study corridor, two intersections were identified as having below criteria sight triangles. These intersections are SR 580 with North Rome Circle and SR 580 with North Oakleaf Avenue. According to FDOT Standard Index 546, a sight distance of 565 feet is required for a 4-lane undivided section with a two-way left turn lane for a passenger vehicle. On the northwest quadrant of SR 580 with North Oakleaf Avenue, a bus bench impedes a southbound driver's sight distance looking west. At SR 580 with North Rome Circle, a business sign on the northeast quadrant impedes a southbound driver's sight distance looking east.

The crash history at each of these intersections is explored further below to determine if the below criteria sight distance is contributing to crashes.

2.3.1.1 North Oakleaf Avenue

There were eight total crashes that occurred at North Oakleaf Avenue. The eight crashes included one incapacitating injury, one non-incapacitating injury, one possible injury, and five property damage-only crashes. The single severe crash does not appear to be connected to the below criteria sight triangles. According to the long form crash report, this was a single vehicle crash that occurred due to excessive speed which contributed to the driver losing control of the vehicle and striking a fixed object.

2.3.1.2 North Rome Circle

There were nine total crashes that occurred at North Rome Circle in a 5-year period. These nine crashes included zero fatalities, one incapacitating injury, two non-incapacitating injuries, five property damage only crashes and one crash with unknown severity. The single severe crash that occurred in the vicinity of North Rome Circle was a right-angle, vehicle-to-vehicle collision where a driver failed to yield to the ROW. According to the long form crash report, there was no indication that the driver on the minor approach had their vision obstructed since the turning maneuver was taking place on the southern side of SR 580.

2.4 Segment Crash Analysis

Crash rates were calculated for the segments between the intersection influence areas that were analyzed in Section 2.3. Approximately 55 percent (368) of the crashes occurred within the 5 segments; of those crashes, more than 60 percent (224) were rear-end collisions and another 10 percent were right angle collisions. Segment numbers 2 and 4 from Table 9 account for less than half of the corridor length but contribute to the majority of the segment related rear-end crashes. Tables 9 and 10 provide a more detailed segment crash distribution by severity and manner of collision. Table 11 provides crash rates by segment compared to the statewide averages.

Table 9. Distribution of Segment Crashes by Severity

Segment Number	Segment Description	Length (mi)	Fatal	Incapacitating	Non-Incapacitating	Possible Injury	PDO ^a
1	SR 580 from SR 597 SB Ramps to Himes Avenue	0.267	0	2	1	5	26
2	SR 580 from Himes Avenue to North Armenia Avenue	1.048	1	1	6	14	91
3	SR 580 from North Armenia Avenue to North Boulevard	1.000	0	2	5	10	47
4	SR 580 from North Boulevard to North Florida Avenue	0.502	0	1	3	8	52
5	SR 580 from North Florida Avenue to North Nebraska Avenue	0.503	0	0	3	5	57
Total ^b			1	6	18	42	273

^a - Property Damage Only

^b - 28 Crashes had Unknown Injury Severity

Table 10. Distribution of Segment Crashes by Manner of Collision

Segment Number	Segment Description	Length (mi)	Right Angle	Head On ^a	Rear End	Sideswipe ^b	Other/Unknown
1	SR 580 from SR 597 SB Ramps to Himes Avenue	0.267	7	0	26	3	2
2	SR 580 from Himes Avenue to North Armenia Avenue	1.048	11	8	79	14	10
3	SR 580 from North Armenia Avenue to North Boulevard	1.000	10	3	34	7	13
4	SR 580 from North Boulevard to North Florida Avenue	0.502	4	5	43	7	16
5	SR 580 from North Florida Avenue to North Nebraska Avenue	0.503	5	0	42	11	8
Total			37	16	224	42	49

^a - Includes Sideswipe, opposing direction manner of collision

^b - Sideswipe, same direction

Table 11. Segment Crash Rates

Segment Number	Segment Description	Length (mi)	Driveway Density (DW/mi)	District Seven Average Crash Rates (2010 – 2014)	Calculated Crash Rates
1	SR 580 from SR 597 SB Ramps to Himes Avenue	0.267	3.7	2.847	1.659
2	SR 580 from Himes Avenue to North Armenia Avenue	1.048	9.5	5.222	1.320
3	SR 580 from North Armenia Avenue to North Boulevard	1.000	67.0	4.727	0.874
4	SR 580 from North Boulevard to North Florida Avenue	0.502	19.9	5.222	1.904
5	SR 580 from North Florida Avenue to North Nebraska Avenue	0.503	8.0	3.745	1.514

2.5 Access Management Crash Analysis

PAG members have expressed concern over the 5-lane section of SR 580 between North Armenia Avenue and North Boulevard (Segment 3 in Tables 8, 9, and 10). This segment consists of 4 thru lanes and a continuous two-way left turn lane. Feedback provided by the PAG notes that during peak travel times, drivers use the continuous two-way left turn lane to bypass traffic congestion, leading to potentially unsafe conditions.

Analysis of the crashes within segment 3 show it has the lowest crash rate of any of the 5 segments on the corridor. This is true despite having the highest driveway density (67 driveways per mile), which has been proven to be strongly correlated to safety performance, of any of the segments on the corridor. The average driveway density for the entire corridor is 28 driveways per mile. The safety performance of this segment is consistent with the crash modification factors (CMF) found in the Federal Highway Administration (FHWA) CMF Clearinghouse for urban and suburban roadways that have been converted from four-lane sections to five-lane sections. These CMFs are 0.45 and 0.43, respectively, meaning that the number of crashes was reduced by 55 percent and 57 percent after implementation of the five-lane section.

2.6 Chamberlain High School

The calculated crash rate at North Boulevard, near Chamberlain High School, is 0.355, roughly 40% less than the statewide average of 0.607 for a similar intersection. There were 2 fatalities near Chamberlain High School within the 5-year dataset. Both involve pedestrians not following the rules of the road.

Table 12 lists additional efforts including more detailed analyses that could be performed for the Chamberlain High School area that offer opportunities for a more thorough analysis that could lead to countermeasure recommendations for the area.

Table 12. Potential Safety Projects for Chamberlain High School

Project Type	Description
Increase Law Enforcement	SR 580 between North Florida Avenue and North Nebraska Avenue has been designated as a High Visibility Enforcement Area (HVEA) by FDOT. This designation allows for added law enforcement in this area that is paid for out of HVEA funding. If it is possible to extend this designation, the added law enforcement could benefit the vulnerable users near Chamberlain High School during peak hours.
Road Safety Audit	Performing a combined road safety audit for Chamberlain High School, Adams Middle School, and Forest Hills Elementary School could expand upon this study to include roadways excluded from this Access Management and Safety Review.
Safe Routes to Schools	FDOT receives federal funding annually for studies intended to help schools address their school transportation needs. These studies typically involve a review of all multimodal facilities within a 2-mile radius of the school(s) and offer suggestions (engineering, education, enforcement, emergency services) for implementation that are targeted to improve the safety performance within the area of influence.
School Zone Study	SR 580 in the vicinity of is not designated as a school zone. A school zone study could be performed, consisting of a gap study, bicycle and pedestrian volume analysis, and vehicle spot study. If the results meet certain criteria, a portion of SR 580 could be designated a school zone, which would result in a reduced speed through the area designated as a school.

2.7 Pedestrian and Bicycle Analysis

According to the Existing AADT & Design Traffic Characteristics (provided in Appendix C), there were a total of 440 pedestrians and bicyclist entering the 11 signaled intersections along SR 580 during peak 2-hour morning and afternoon times. There were a combined total of 35 pedestrian and bicycle related crashes along the corridor.

The FDOT does not calculate pedestrian and bicycle crash rates per traffic volumes because a complete dataset of bicycle or pedestrian related volume is not available.

2.8 Lighting

PAG members have expressed concern over lighting within the corridor, particularly at the intersection of SR 580 with North Boulevard near Chamberlain High School. A review of the crash data shows that 9 of the 665 crashes within the corridor were coded as occurring while dark in unlit areas. Zero of the 9 crashes were severe and zero of the crashes occurred within 1,000 feet from the intersection of SR 580 with North Boulevard.

It is important to note that although the crash data provides data about the lighting conditions, it does not have sufficient information to evaluate the quality of the lighting in these areas. Analysis of the lighting quality within the study corridor is not part of the scope of services for the corridor study. The literature review conducted for the corridor study did not identify any historical reports that focus on the lighting at SR 580 with North Boulevard.

Suggested Strategies and Countermeasures

One of the purposes for the corridor study is to focus on safety enhancements. The following section identifies safety countermeasures that have proven to be effective for consideration of implementation on the SR 580 corridor. Given that 50 percent of the fatalities that have occurred on the corridor within the 5-year crash history involve vulnerable users, coupled with concerns related to pedestrians and bicycles by the PAG and public, much of the proposed countermeasures focus on pedestrians and bicycles. This aligns with Florida's 2016 Strategic Highway Safety Plan, which includes emphasis areas for both of these types of crashes. It also aligns with much of the policy identified in the FDOT's recent push to include more Complete Streets concepts into the design process.

Table 13 includes a menu of countermeasures, along with information about their cost, effectiveness, and the crash types the countermeasure targets. Effectiveness is quantified using CMFs available for use in the [Federal Highway Administration CMF Clearinghouse](#) website, whenever possible.

Table 13. List of Potential Safety Countermeasures

Roadway Category	Strategy	Estimated Installation Cost	Severity	Target Crash Type	CMF
Intersections	Leading Pedestrian Intervals	\$600 per intersection	All	Vehicle-Bicycle/Pedestrian	0.55 - 0.63
	Pedestrian Countdown Timers	\$12,000 per intersection	All	Vehicle-Pedestrian	0.30 - 0.85
	Red-Signal Enforcement Lights	\$1,200 per two approaches	All	25% - 84% reduction in violations (requires enforcement to be effective)	
	Rectangular Rapid Flashing Beacon (RRFB)	\$15,000 - \$25,000 per crossing	All	75% of drivers yield to pedestrians	
	High-Intensity Activated crossWalk Beacon (HAWK)	\$50,000 - \$100,000 per crossing	All	Vehicle-Pedestrian	0.31
	Pedestrian Refuge Islands	\$25,000 per approach	All	Vehicle-Pedestrian	0.55
	Curb Extensions	\$36,000 per corner	All	Increases Driver Yielding Rates	
Segments	4-lane undivided to 5-Lane Conversion	\$55,000 per mile [five-lane] +\$36,000 per signalized intersection for updates (for example, loop and signal head placement)	All	All	0.43 - 1.11
	Access Management	\$360,000 per mile [§]	All	All	0.69 - 0.69
	Divided Road	\$15 per linear foot*	Fatal, Serious Injury, Minor Injury	Rear End	0.78
	Install Left Turn Lanes	\$100,000 per turn lane	Fatal & Serious Injury	All	0.57 - 0.80
	¾-Intersection	\$150,000 per intersection	All	All	0.75
	Sidewalks	\$40 per square yard	All	All	Not Available
	Dynamic Speed Feedback Signs	\$30,000 per location	All	All	0.93 - 0.95
	Bicycle Lanes	\$5,000 per mile (repurposing existing pavement) \$500,000 per mile (reconstruction)	All	All	0.93 - 0.95

Notes:

[§] For management of unsignalized intersection movements within a corridor that has a divided median. Typical project may include minor street diverters, signed turn restrictions, and median closings.

* 6" tall and 18" wide curb

Recommendations

The following countermeasures are recommended for the corridor study:

- Provide Red-Signal Enforcement Lights at the SR 580 intersection with North Boulevard. Red-Signal Enforcement Lights, when coupled with law enforcement presence, is an effective countermeasure for reducing red-light running crashes. The importance of reducing red-light running is enhanced in areas where there are high volumes of vulnerable users, such as this intersection which is adjacent to Chamberlain High School. Two of the six fatalities within the study corridor occurred with pedestrians in close vicinity to Chamberlain High School. Twelve percent (4) of the red-light running crashes along the study corridor occurred within close proximity of Chamberlain High School. Red-Signal Enforcement lights are cost-effective to install and reduce the number of law enforcement officers necessary to effectively enforce red-light running.
- Extend the High Visibility Enforcement Area to the SR 580 intersection with North Boulevard (provide increased funding opportunity for law enforcement to supplement red-signal enforcement light). Law enforcement is an important component of the effectiveness of Red-Signal Enforcement Lights. Extending the existing HVEA limits from North Florida Avenue west to North Boulevard will maximize the amount of funding available for enforcement, maximizing the effectiveness of the Red-Signal Enforcement Lights at SR 580 and North Boulevard.
- Provide for Leading Pedestrian Intervals (LPIs) during peak hours for the signals at SR 580 with North Boulevard. LPIs are an effective countermeasure for locations with high volumes of vulnerable users. According to the FHWA Crash Modification Clearinghouse, LPI has led to a 37 to 45 percent reduction in crashes with pedestrians and bicycles. The tradeoff of LPI implementation is traffic operations, which is why the recommendation is limited to peak hours.
- Install pedestrian countdown timers at all intersections along the corridor that do not currently have them. According to the FHWA Crash Modification Clearinghouse, pedestrian countdown timers have led to a 15 to 70 percent reduction in crashes with pedestrians. Although the statistical confidence in this CMF is wide ranging, implementation of pedestrian countdown timers has been shown to lead to an improvement of safety performance with a low cost.
- Conduct a study to re-evaluate the potential need for a mid-block crossing near Chamberlain High School. Although a mid-block crossing was not recommended by the City of Tampa pedestrian improvement project in 2013 (as noted in Appendix D), the criteria to justify a mid-block crossing was nearly met. Given the volume of pedestrians and bicycles shown in Figure 4, coupled with a limited number of north-south crossings along SR 580 resulting from the CSX railroad, it is recommended that mid-block crossings be considered again near at logical locations near Chamberlain High School.
- FDOT to consider the potential studies identified in Section 2.6 that could benefit the combination of Chamberlain High School, Adams Middle School, and Forest Hills Elementary. Two of the six fatalities within the study corridor occurred with pedestrians in close vicinity to Chamberlain High School. A study is underway by Plan Hillsborough, the Hillsborough County Metropolitan Planning Organization, that has identified Chamberlain High School as one of the ten schools within Hillsborough County with the most crashes within 2-miles of the school, on school days, around school arrival and dismissal times, with pedestrians or bicyclists of school age.
- FDOT to coordinate with HART to discuss potential of moving the bus bench on northwest corner of SR 580 and Oakleaf Avenue to a location that does not impede sight distance. Although the crash history does not indicate a crash concern, the limited sight distance presents a risk that could contribute to future crashes.

SECTION 4

- Coordinate with business owners to move the sign on the northeast corner of SR 580 and North Rome Circle. Although the crash history does not indicate a crash concern, the limited sight distance presents a risk that could contribute to future crashes.
- Consider access management changes that align with the short-term preferred alternative that is identified as part of the Corridor Alternatives and Strategies Report (CASR). Although the existing 5-lane section between North Armenia Avenue and North Boulevard do not show an objective concern compared to statewide averages or other segments on the corridor, the PAG believes this area presents a risk of future severe crashes. As the corridor evolves over time, it is recommended that consolidation of connections be explored, particularly between North Armenia Avenue and North Boulevard where the highest driveway density exists.
- Close the intermittent sidewalk gaps on the south side of SR 580 that are identified in Table 5. The presence of Chamberlain High School within close proximity of this area serves as a significant pedestrian generator. Near-term sidewalk improvements include meeting Americans with Disabilities Act (ADA) minimum criteria, which will require easements and could potentially involve ROW acquisition.
- Consideration of access management changes that align with the long-term preferred alternative that is identified as part of the Corridor Alternatives and Strategies Report (CASR). Although the existing 5-lane section between North Armenia Avenue and North Boulevard do not show an objective concern compared to statewide averages or other segments on the corridor, the PAG believes this area presents a risk of future severe crashes. If the alternatives explored in the CASR include ROW acquisition, it is recommended that consideration of raised medians be implemented throughout the corridor to reduce the risk of head on crashes and to provide refuge for pedestrians choosing to cross mid-block.
- Construction of bicycle lanes throughout the corridor. ROW constraints limit the possibility of this countermeasure in the near-term; however, the addition of bicycle lanes will increase the safety performance for bicyclists.
- Close the intermittent sidewalk gaps on the south side of SR 580 that are identified in Table 5 (or upgrade the near-term sidewalk improvements constructed to meet ADA minimums so that they meet FDOT standard design widths for sidewalk). The presence of Chamberlain High School within close proximity of this area serves as a significant pedestrian generator. Sidewalk construction that meets FDOT standard widths for sidewalk widths will require ROW acquisition.

4.1 Corridor Alternatives and Strategies Report

A CASR will be developed after this Access Management and Safety Review as part of the corridor study. Although the primary focus of the CASR will be on the corridor vision and future conditions, these two documents will be closely connected. As a result, the CASR may include additional long-term recommendations that have not yet been identified during the corridor study process.

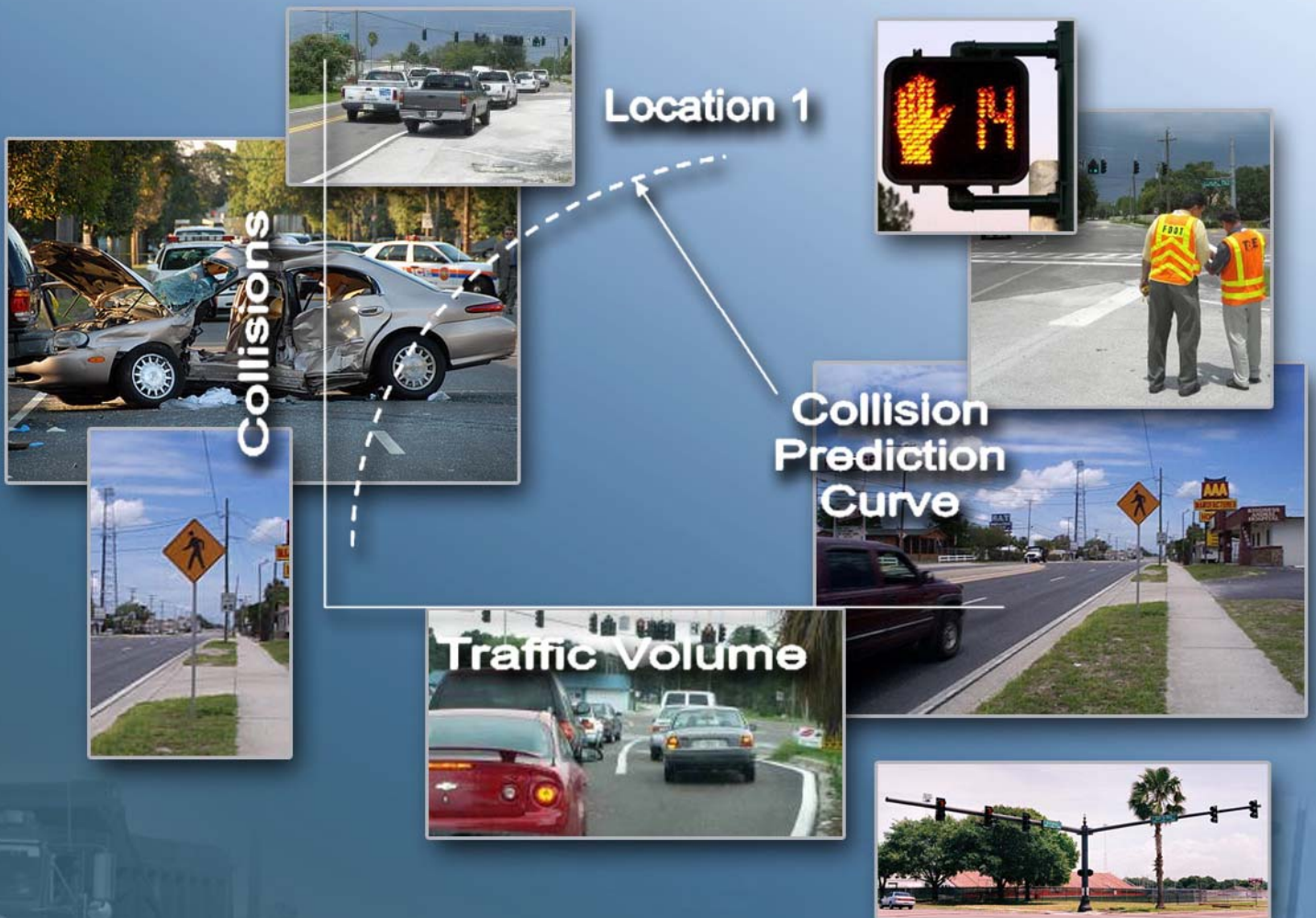
Appendix A

RSA, AMSR, and Formal Responses

ROAD SAFETY ASSESSMENT REPORT

SR 580/W. Busch Boulevard from
East of Armenia Avenue to West of Florida Avenue

Hillsborough County



Audit Date: December 9, 2015



Road Safety Assessment Report

SR 580/W. Busch Boulevard from East of Armenia Avenue to West of Florida Avenue

Section Number: 10310000
Mile Post: 1.340 – 2.622
Hillsborough County
RRR Project FPID: 437530-1-52-01

Task Work Order No. 48
District-wide Traffic Safety Study and Minor Design
FPN No.: 254553-1-32-91

prepared for:



Florida Department of Transportation – District Seven
11201 North McKinley Drive
Tampa, FL 33612

prepared by:

Cardno

August 2016



SR 580/W. Busch Boulevard

Project Title: SR 580/W. Busch Boulevard from East of Armenia Avenue to West of Florida Avenue

Field Review Date: December 9, 2015

Reviewed by:

Susan Joel, PE, PTOE – Cardno
Wayne Ponder – Cardno
Kevin Dunn – FDOT District Seven
Matt Nance – FDOT District Seven
Brian Johnson – DKS Associates
William Porth – City of Tampa
Chico Hunt – City of Tampa

Project Characteristics:

Existing Road: four-lane divided (center turn lane), four-lane undivided
Length: 1.282 miles
Posted Speed Limit: 40 and 45 MPH
Service Function: Urban Other Principal Arterial
Adjacent Land Use: Commercial, institutional, railroad
Alignment: Tangent section
Terrain: Flat
Weather: Clear and warm

Executive Summary of SAR Findings:

The following tables present a summary of the issues identified during the Safety Assessment Report for SR 580/W. Busch Boulevard. These issues are divided into three tables, short-term, mid-term and long-term issues.

Short-term Issues:

Issue	Location	Suggestion	Staff Comment
Sand Accumulation on the Sidewalk	Corridor Wide	Consider reviewing drainage where sand is accumulating and clearing the sidewalks of all sand and debris.	
Signal Timings	SR 580/W. Busch Boulevard at North Boulevard	Consider review of the signal timings and adjust if necessary.	

Mid-term Issues:

Issue	Location	Suggestion	Staff Comment
Lack of Continuous Sidewalk	Corridor Wide	Consider reviewing right-of-way limits to determine the ability to add sidewalk to portions or all of the missing segments on the south side of SR 580/W. Busch Boulevard.	
Missing Segment of Sidewalk	SR 580/W. Busch Boulevard at East	Consider adding a sidewalk across this driveway to connect	



Issue	Location	Suggestion	Staff Comment
	of #1020 W. Busch Boulevard	the adjacent portions of sidewalk.	
Driveway Apron and Curb Cut	SR 580/W. Busch Boulevard at North Boulevard	Consider removing this driveway and replacing with an upright curb and new sidewalk.	

Long-term Issues:

Issue	Location	Suggestion	Staff Comment
Continuous TWLTL from Armenia Avenue to North Boulevard	Corridor Wide	Consider pedestrian and vehicle counts within the TWLTL segment to determine key locations for pedestrian refuge islands and/or a raised median with turn lanes.	

Background:

This road safety assessment was commissioned by FDOT District Seven to support the District's development of the design Scope of Services for the 3R project to be accomplished within the study limits. This safety assessment is limited in scope and should not be construed as a comprehensive safety study; nor is it a formal Road Safety Audit. It is intended to identify apparent operational and safety issues indicated by recorded crash experience or observation of roadway features and operational conditions in the field. Except where deemed appropriate by the RSA team, issues which are either included or excluded from a 3R project Scope of Services per FDOT's "List of Optional Items to Review on RRR Projects" are not typically addressed in a Safety Assessment Report. Such items may include ADA deficiencies (e.g., curb ramps, detectable surfaces, cross slopes, clearances, etc.), non-standard pedestrian features (e.g., crosswalk markings, pedestrian signal pushbutton location and signing, etc.), and traffic signal enhancements (e.g., back plates, LED displays, illuminated overhead street name signs, next signal signs, etc.). These are presumed to be included or excluded from the project scope per the aforementioned policy. Issues of this type which are addressed in the report are perceived as potential safety issues by the RSA team and are documented to bring them to the attention of the Department. Issues pertaining to other items referenced in the "List of Optional Items to Review on RRR Projects" as items "to remain at the discretion of the engineer" may be addressed in this report if noted by the RSA team. Some issues presented in this report may warrant further study before a decision is made by the Department to include or exclude the safety suggestions in the 3R project Scope-of-Services. Still other suggested safety improvements, while beneficial in improving safety, may exceed the scope and budgetary constraints applicable to this 3R project. It is understood that the safety suggestions presented in this report will be reviewed and approved by appropriate District personnel prior to inclusion in the 3R Scope of Services.

Crash data utilized for this assessment was limited to the Florida Traffic Crash Report – Long Form reports and CDMS Crash Data Summary Report collected through the WebCDMS. Data was collected from January 2012 to December 2014, a three year period. A total of 78 crashes, one fatality and 78 injuries were reported. There were three recorded pedestrian crashes, one bicyclist crash, one motorized scooter crash and four motorcyclist crashes. There were 37 rear end crashes (47 percent) within the corridor, 10 angle (13 percent) crashes and two head-on (3 percent) crashes. There were nine crashes noted as lane departure. Seventeen (22 percent) of the crashes occurred under dark, dawn or dusk conditions. Twelve crashes (15 percent) occurred on wet pavement.

The fatal crash involved a pedestrian who was walking southbound outside the west leg crosswalk at North Boulevard against the signal. An eastbound through vehicle struck the pedestrian. The crash occurred in dark-lighted and dry conditions. Another pedestrian crash occurred at North Boulevard during daylight hours when a 12-year old crossed northbound in the crosswalk but during the DON'T WALK phase and was struck by a westbound vehicle. The wheelchair crash occurred at North Boulevard when a northbound motorist

lost control and struck the wheelchair located on the southeast corner. There were 23 additional vehicle crashes at the N Boulevard signalized intersection including two single vehicle motorcycle crashes, each one lost control. There were also 11 rear end crashes, four angle crashes, three sideswipe, one left-turn and one hit fixed object crash in the vicinity of the North Boulevard intersection.

There were nine crashes at the Armenia Avenue signal with six rear end crashes, one angle crash, one sideswipe crash and one overturned vehicle crash. A pedestrian crash occurred mid-block, 200 feet east of Armenia Avenue, during daylight conditions when a pedestrian walked between vehicles queued in the westbound left-turn lane for the signal.

The bicycle crash occurred when an eastbound bicyclist on the north side crosswalk crossed Ola Avenue and was struck by a southbound motorist on Ola Avenue. Additionally there were 14 crashes at Ola Avenue that included 12 rear end crashes, one head-on crash and one angle crash. Sixty-seven percent of the rear end crashes occurred eastbound when motorists were slowing/stopping to turn left in the undivided section.

Chamberlain High School is located on the northeast quadrant of SR 580/W. Busch Boulevard and North Boulevard. Westbound SR 580/W. Busch Boulevard is signed for SCHOOL ENTRANCE 35 MPH in advance of the school property



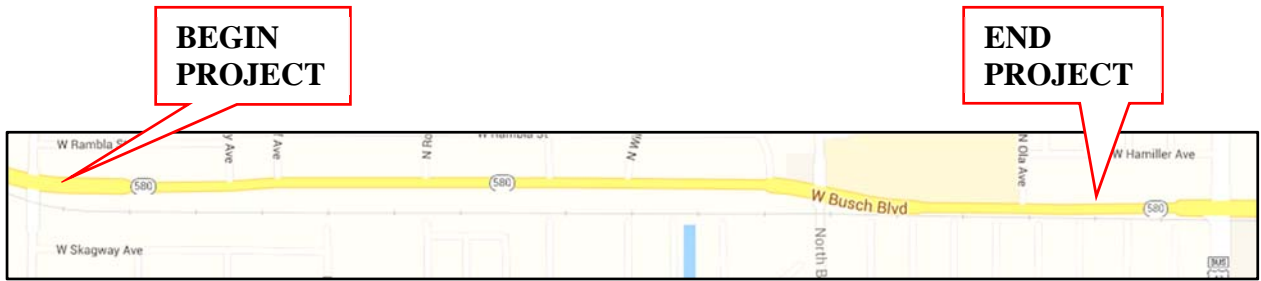
Sidewalks exist on the north side of SR 580/W. Busch Boulevard within the limits of this project. South side sidewalks exist except between the east edge of the drainage retention area (west of Rome Circle) to west of Edison Avenue (0.63 miles). This corridor does not have bike lanes and the existing pavement cross section is constrained to be able to add bike lanes in the study segment. There is street lighting on the north and south sides of the roadway from Armenia Avenue to North Boulevard. East of North Boulevard the street lighting is only on the north side. The geometry consists of sections with the following:

- four 11-foot lanes and a 10 foot paved median;
- two 11.5 and two 12-foot lanes and a 15-foot paved median;
- two 11.5 and two 12-foot lanes and a 15-foot raised median and
- four 12-foot lanes.

The five-lane section with a two-way-left-turn lane extends for 0.81 miles from east of Armenia Avenue to Edison Avenue.

The District's Preliminary Project Report (PPR) for this 3R was reviewed in preparation for this safety assessment. Some issues addressed in the PPR are included in the 3R Scope of Services and, therefore, are not addressed in this report unless there is a safety consideration the RSA team wants to emphasize. The issues stated in the PPR were:

- Milling and resurfacing.
- Sidewalk replacement to meet ADA standards.
- Replace loop detectors at North Boulevard.



SAFETY ASSESSMENT FINDINGS

Location: Corridor Wide

Issue: Lack of Continuous Sidewalk (Mid-term)



Description of Safety Issue:

The corridor does not have sidewalk on the south side for two long sections. Based on the field observation of 'goat trails' there is pedestrian traffic along the shoulder and parking areas.

Suggestion:

Consider reviewing right-of-way limits to determine the ability to add sidewalk to portions or all of the missing segments on the south side of SR 580/W. Busch Boulevard.

Issue: Continuous TWLTL from Armenia Avenue to North Boulevard (Long-term)



Description of Safety Issue:

The existing typical section does not provide for sufficient pavement width to provide continuous bike lanes within this segment of SR 580/W. Busch Boulevard. The crashes did not reflect a pattern within the TWLTL but at times the lane is used improperly by motorists; continuous travel instead of for turns.

Suggestion:

Consider pedestrian and vehicle counts within the TWLTL segment to determine key locations for pedestrian refuge islands and/or a raised median with turn lanes.

Issue: Sand Accumulation on the Sidewalk (Short-term)

Description of Safety Issue:

There is sand along sections of the sidewalk suggesting possible drainage issues and a potential safety hazard for pedestrians and bicyclists traveling on the sidewalk.

Suggestion:

Consider reviewing drainage where sand is accumulating and clearing the sidewalks of all sand and debris.



Location: SR 580/W. Busch Boulevard at East of #1020 W. Busch Boulevard

Issue: Missing Segment of Sidewalk (Mid-term)

Description of Safety Issue:

There is a vacant parcel east of 1020 W. Busch Boulevard with a curb cut but no sidewalk. The driveway is composed of white rocks and dirt.

Suggestion:

Consider adding a sidewalk across this driveway to connect the adjacent portions of sidewalk.



Location: SR 580/W. Busch Boulevard at North Boulevard

Issue: Driveway Apron and Curb Cut (Mid-term)



Description of Safety Issue:

There is an existing non-functioning curb cut and driveway apron in the northwest corner of the intersection fronting the Chevron.

Suggestion:

Consider removing this driveway and replacing with an upright curb and new sidewalk.

Issue: Signal Timings (Short-term)

Description of Safety Issue:

The field team observed excess green time for the North Boulevard north-south movements. The signal remained green after all the traffic had cleared. This was noticed on several cycles. Excess time can be allotted to higher volume movements.

Suggestion:

Consider review of the signal timings and adjust if necessary.

Access Management Review of Corridor

DKS Associates, Inc. under a separate contract with FDOT District 7, is conducting Preliminary Screening Studies of 15 resurfacing (3R) project corridors evaluating safety, operations and conformance with FDOT Rule 14-97 to determine which corridors need and would benefit from more detailed Access Management Safety Studies. Elements of their work include coordination with Cardno on our Safety Assessment Reports (SARs) for these same corridors, field reviews, peak period observations, crash analyses, development of preliminary safety improvement alternatives, preparation of reports and participation in review meetings.

The *Access Management Safety Review – SR 580 (Busch Boulevard) from Armenia Avenue to west of Florida Avenue* was recently completed in March 2016 by DKS Associates.

The following recommendations were included in the DKS access study:

- Completion of the south side sidewalk should be considered as part of any future corridor improvement.
- Modify two driveways - #901 (removal) and #1020 (reduction in width)
- Installation of TURNING VEHICLES YIELD TO PEDS (R10-15) regulatory signs at all approaches at the intersection of Armenia Avenue.



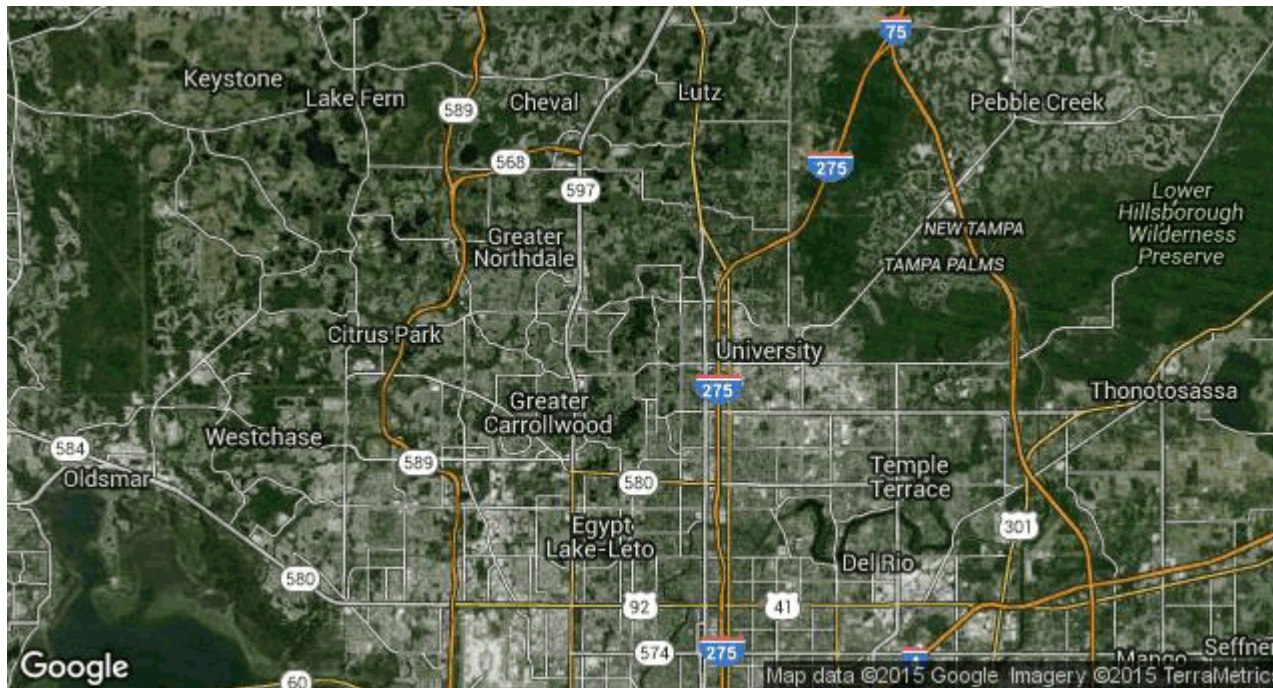
- The crash pattern at the intersection of N. Ola Avenue was identified as an access management/safety issue. A lack of available right-of-way represents an apparent constraint to a potential improvement. Construction of a left-turn lane is recommended when sufficient right-of-way can be acquired. In the meantime a crosswalk and STOP bar should be painted on the north leg of the intersection.



Crash Data Appendix

Report Memo:

from east of Armenia Ave. to west of Florida Ave.

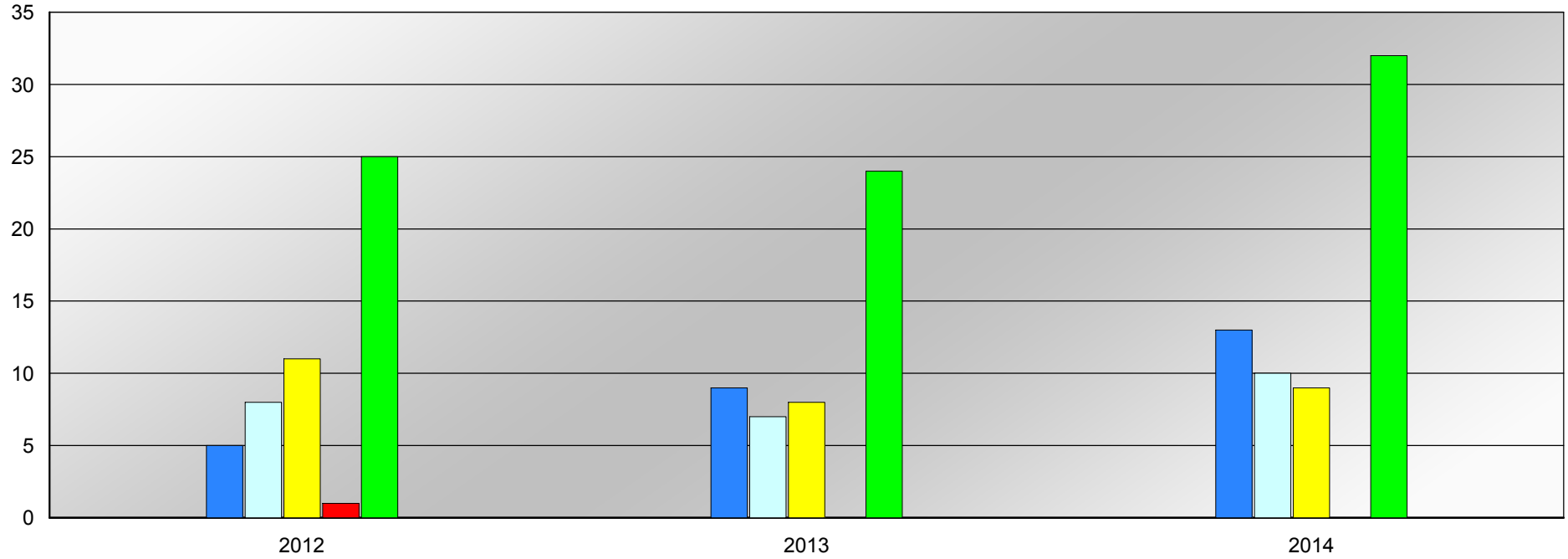


Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/25/2012 to 12/31/2014	81	1	81	4	1	4	16	4	2	1	6	8	31	9	35

Intersection Summary Top 40 Report Click for Drill Down		Total Crashes	Total Fatalities	Total Injuries	Injury Severity				Ped and Bike		Crash Type				Law Enforcement		Strategic Highway Safety Plan									
					Fatal Crashes	Incap	Non Incap	Possible Injury	Ped	Bike	Angle	Left Turn	Right Turn	Head On	Speed	Run Control	Vul. User	Agr. Driving	Lane Depart	At Int.	Distract Driving	Teen Driver 15-19	Aging Driver 65+	Impaired	Motor Cycle	
10_24353	SR 580 @ BOULEVARD	19	1	19	1	2	6	6	3	0	6	0	0	1	0	6	4	9	3	10	0	0	3	2	0	1
10_24311	SR 580 @ OLA AVE	9	0	13	0	1	2	3	0	1	1	0	0	1	0	0	1	3	1	4	0	0	2	0	0	0
10_24391	SR 580 @ ARMENIA AVE	6	0	3	0	0	0	3	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
10_24381	SR 580 @ WILLOW AVE	5	0	5	0	2	1	1	0	0	2	0	0	0	0	0	0	2	0	2	0	0	1	0	0	0
10_24379	SR 580 @ ALBANY AVE	3	0	4	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
10_24386	SR 580 @ OAKLEAF AVE	3	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0
10_24377	SR 580 @ EDISON AVE	2	0	2	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10_24383	SR 580 @ ORLEANS AVE	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10_24384	SR 580 @ ROME CIR	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	1

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/25/2012 to 12/31/2014	81	1	81	4	1	4	16	4	2	1	6	8	31	9	35

Number of Crashes By Year

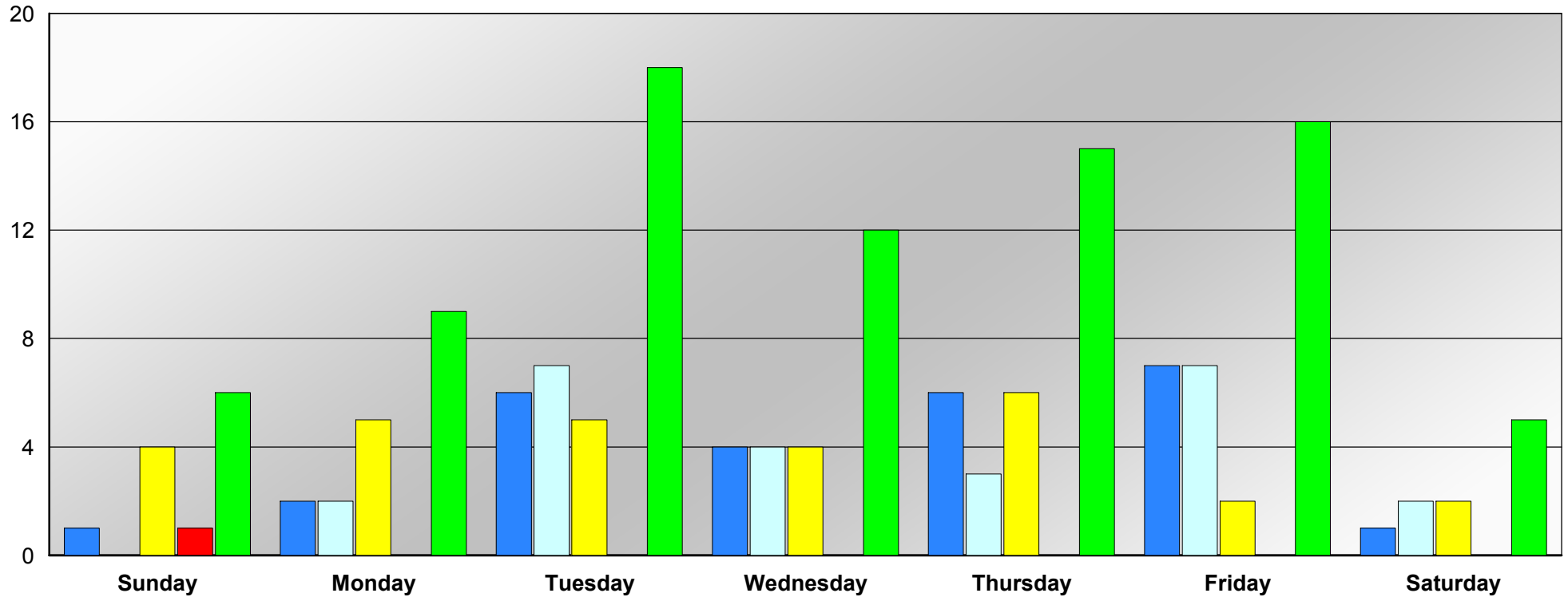


Breakdown of Crashes by Year

	2012	2013	2014
PDO	5	9	13
Injury Crashes	19	15	19
Fatal Crashes	1	0	0
Total Crashes	25	24	32

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/25/2012 to 12/31/2014	81	1	81	4	1	4	16	4	2	1	6	8	31	9	35

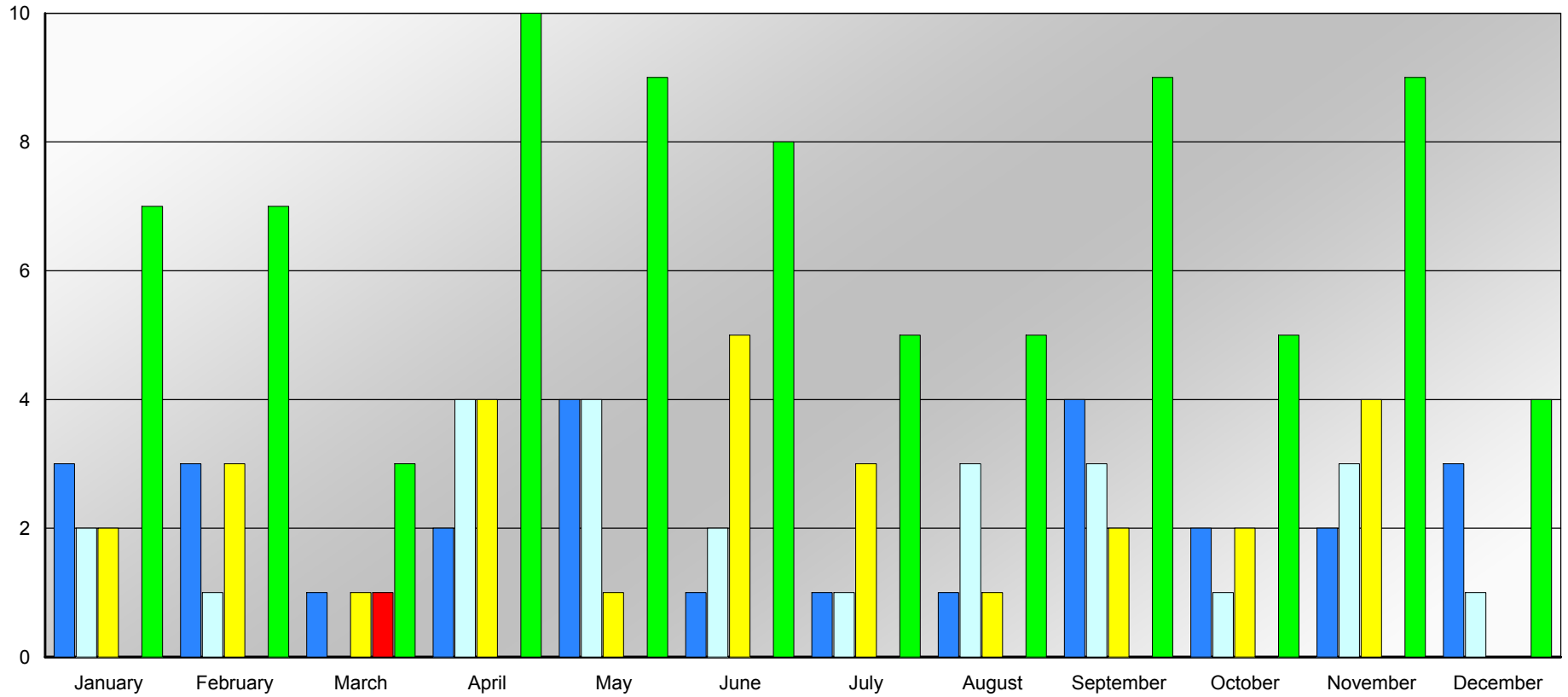
Number of Crashes by Day of Week



	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
PDO	1	2	6	4	6	7	1	27
Injury Crashes	4	7	12	8	9	9	4	53
Fatal Crashes	1	0	0	0	0	0	0	1
Total Crashes	6	9	18	12	15	16	5	81

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/25/2012 to 12/31/2014	81	1	81	4	1	4	16	4	2	1	6	8	31	9	35

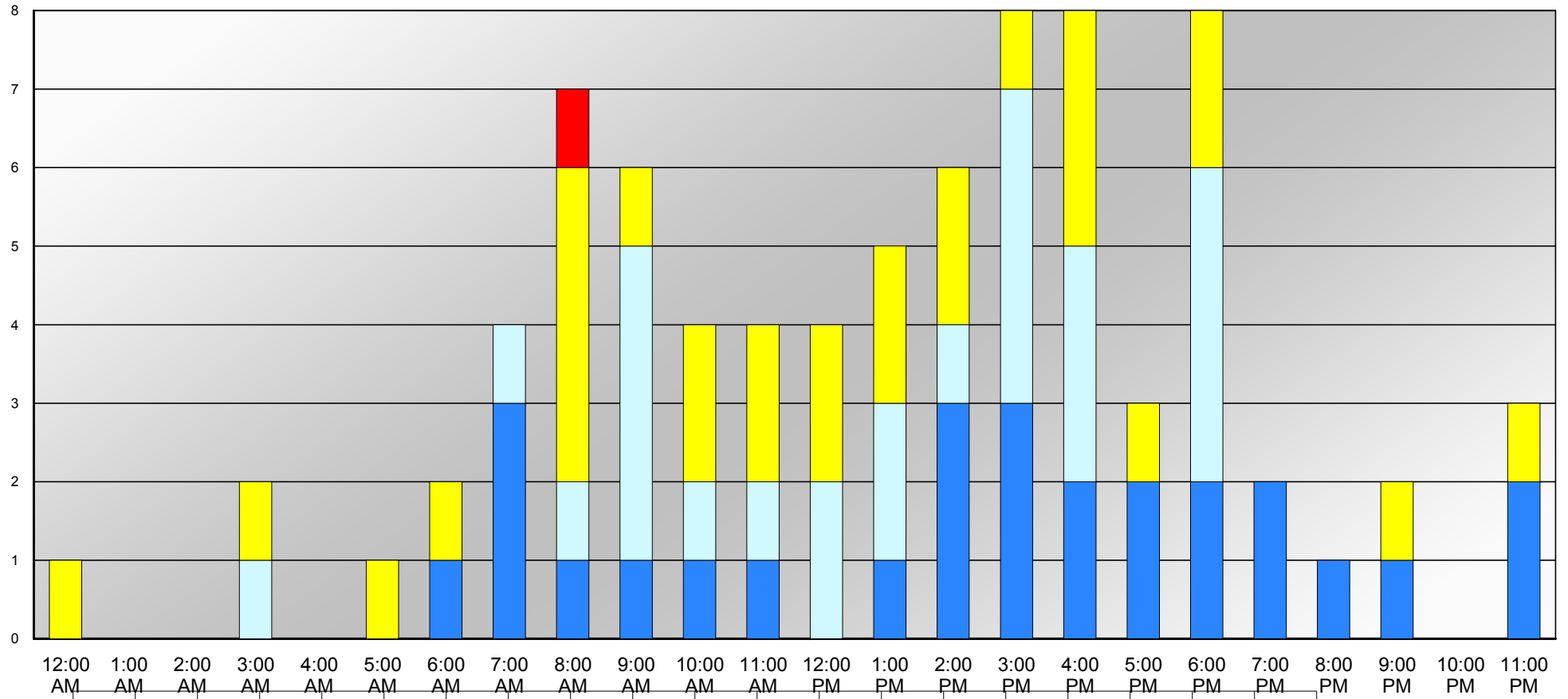
Number of Crashes by Month



	January	February	March	April	May	June	July	August	September	October	November	December	Total
PDO	3	3	1	2	4	1	1	1	4	2	2	3	27
Injury Crashes	4	4	1	8	5	7	4	4	5	3	7	1	53
Fatal Crashes	0	0	1	0	0	0	0	0	0	0	0	0	1
Total Crashes	7	7	3	10	9	8	5	5	9	5	9	4	81

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/25/2012 to 12/31/2014	81	1	81	4	1	4	16	4	2	1	6	8	31	9	35

Crashes by Time of Day



	12:00 AM	3:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	11:00 PM
PDO	0	0	0	1	3	1	1	1	1	0	1	3	3	2	2	2	2	1	1	2
Injury Crashes	1	1	1	1	0	4	1	2	2	2	2	2	1	3	1	2	0	0	1	1
Fatal Crashes	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	1	1	2	3	6	2	3	3	2	3	5	4	5	3	4	2	1	2	3

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/25/2012 to 12/31/2014	81	1	81	4	1	4	16	4	2	1	6	8	31	9	35

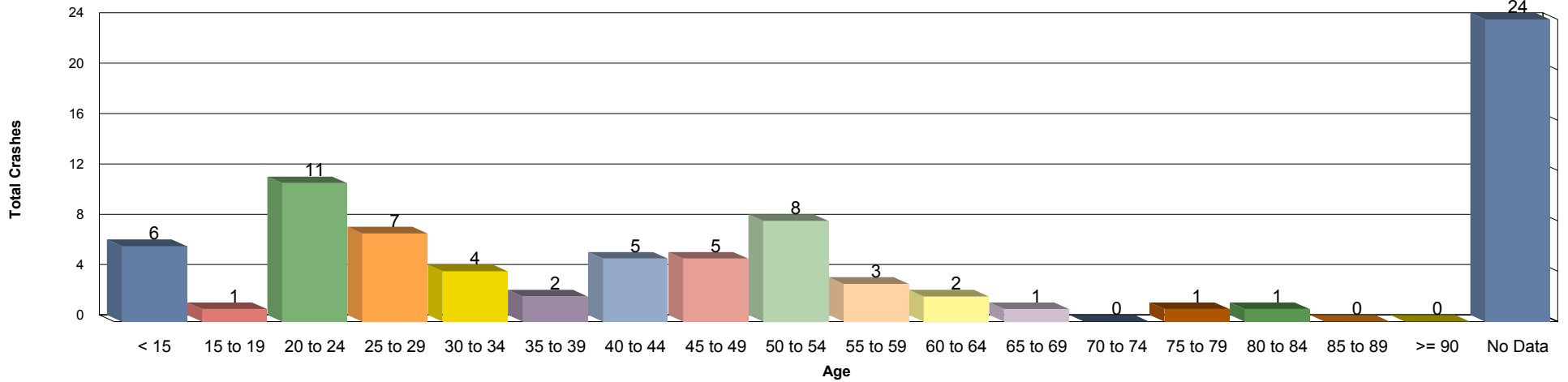
Driver Age Summary (Vehicle 1, Driver 1)

Driver Actions

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Intoxication	Speeding	Run Control	Run Off-Road	Elct. Distraction	Agr. Driving
--	---------	------------	----------	------	------	------------	--------------	----------	-------------	--------------	-------------------	--------------

Drill Down Rpt.	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Intoxication	Speeding	Run Control	Run Off-Road	Elct. Distraction	Agr. Driving
Age < 15	6	0	2	1	0	0	0	0	0	0	0	2
Age 15 to 19	1	0	1	0	0	0	0	0	0	0	0	1
Age 20 to 24	11	0	13	0	0	0	0	1	1	1	0	6
Age 25 to 29	7	1	8	1	0	0	0	0	2	1	0	4
Age 30 to 34	4	0	2	0	0	0	0	0	0	0	0	2
Age 35 to 39	2	0	6	0	0	0	0	0	0	0	0	2
Age 40 to 44	5	0	2	0	0	0	0	0	0	1	0	0
Age 45 to 49	5	0	6	0	0	2	1	0	1	0	0	2
Age 50 to 54	8	0	8	0	0	2	0	0	0	0	0	2
Age 55 to 59	3	0	5	0	0	0	0	0	0	0	0	0
Age 60 to 64	2	0	2	1	0	0	0	0	0	0	0	2
Age 65 to 69	1	0	1	0	1	0	0	0	0	0	0	1
Age 70 to 74	0											
Age 75 to 79	1	0	1	0	0	0	0	0	0	0	0	0
Age 80 to 84	1	0	2	0	0	0	0	0	0	0	0	1
Age 85 to 89	0											
Age >= 90	0											
Age No Data	24	0	22	1	0	0	1	0	2	1	0	6

Driver Age



Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/25/2012 to 12/31/2014	81	1	81	4	1	4	16	4	2	1	6	8	31	9	35

Crash Type Summary

Impact Type

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Angle	15	0	13	0	0	1	1	8	1	9
Front to Front	4	0	7	0	0	0	0	2	2	2
Front to Rear	36	0	37	0	0	1	1	12	1	11
Rear to Side	1	0	0	0	0	0	0	0	0	0
Unknown	25	1	24	4	1	2	6	9	5	13

Relation to Intersection

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Intersection	35	0	32	1	1	2	4	17	5	35
Intersection-Related	28	0	24	2	0	1	2	9	0	0
Non-Junction	16	1	20	1	0	1	2	5	4	0
Driveway/Ally Access Related	1	0	4	0	0	0	0	0	0	0
Railway Grade Crossing	1	0	1	0	0	0	0	0	0	0

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/25/2012 to 12/31/2014	81	1	81	4	1	4	16	4	2	1	6	8	31	9	35

At Fault Vehicle Summary

Vehicle Type	Strategic Highway Safety Plan (SHSP)									
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Click for Drill Down										
Medium/Heavy Trucks (more than 10,000lbs)	1	0	0	0	0	0	0	0	0	0
Motorcycle	3	0	3	0	0	3	3	1	2	2
Passenger Car	47	1	53	3	0	0	3	20	3	21
Passenger Van	4	0	4	0	0	0	0	0	1	1
Pickup	18	0	18	1	1	1	2	10	3	7
Unknown	8	0	3	0	0	0	0	0	0	4

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/25/2012 to 12/31/2014	81	1	81	4	1	4	16	4	2	1	6	8	31	9	35

Vehicle Movement

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Straight Ahead	53	1	54	4	1	3	7	25	6	23
Turning Left	4	0	7	0	0	0	0	3	0	2
Turning Right	4	0	1	0	0	0	0	0	0	4
Backing	1	0	0	0	0	0	0	0	0	0
Changing Lanes	8	0	8	0	0	1	1	2	2	2
Overtaking/Passing	1	0	1	0	0	0	0	0	1	1
Other, Explain in Narrative	1	0	2	0	0	0	0	0	0	0
Unknown	9	0	8	0	0	0	0	1	0	3

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/25/2012 to 12/31/2014	81	1	81	4	1	4	16	4	2	1	6	8	31	9	35

Roadway Condition Summary

Roadway Location

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
On Roadway	42	1	40	3	0	2	4	17	4	17
Median	3	0	3	0	0	0	0	0	1	2
Shoulder	2	0	1	0	0	0	0	1	0	0
Off Roadway	8	0	15	1	1	0	2	5	1	4
Unknown	26	0	22	0	0	2	2	8	3	12

Road Condition

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Wet	13	0	8	0	0	1	1	4	0	5
Dry	68	1	73	4	1	3	7	27	9	30

Road Contributing Cause Summary

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
None	73	1	72	4	1	3	7	29	8	31
Other, Explain in Narrative	5	0	5	0	0	1	1	1	1	3
Unknown	3	0	4	0	0	0	0	1	0	1

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/25/2012 to 12/31/2014	81	1	81	4	1	4	16	4	2	1	6	8	31	9	35

Traffic Control

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Traffic Control Signal	15	1	17	2	0	1	3	8	2	11
Stop Sign	5	0	5	0	1	0	1	3	0	3
School Zone Sign/Device	2	0	0	0	0	0	0	0	0	1
No Controls	53	0	55	1	0	3	4	19	7	20
Other, Explain in Narrative	1	0	1	1	0	0	0	1	0	0
Unknown	5	0	3	0	0	0	0	0	0	0

Road Alignment

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Straight	72	0	76	3	1	4	7	27	8	33
Curve Left	1	1	0	1	0	0	1	1	0	0
Curve Right	2	0	1	0	0	0	0	0	1	0
Unknown	6	0	4	0	0	0	0	3	0	2

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/25/2012 to 12/31/2014	81	1	81	4	1	4	16	4	2	1	6	8	31	9	35

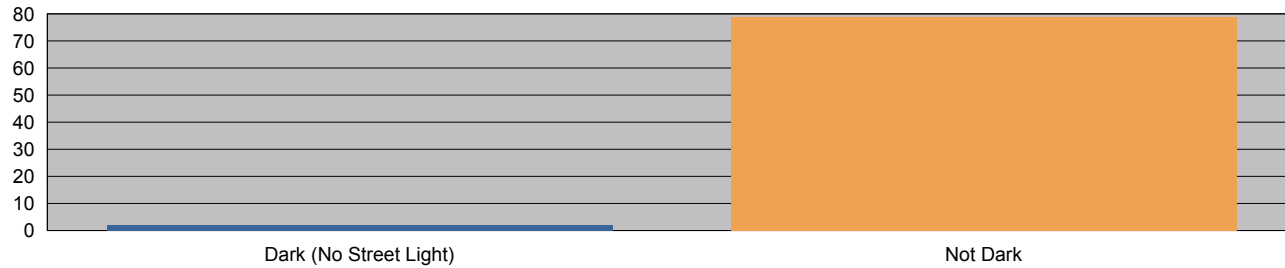
Environment Summary Report

Lighting

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Daylight	63	0	69	3	1	3	6	26	6	28
Dark-Lighted	12	1	9	1	0	1	2	3	3	3
Dusk	4	0	2	0	0	0	0	2	0	2
Dark-Not Lighted	2	0	1	0	0	0	0	0	0	2

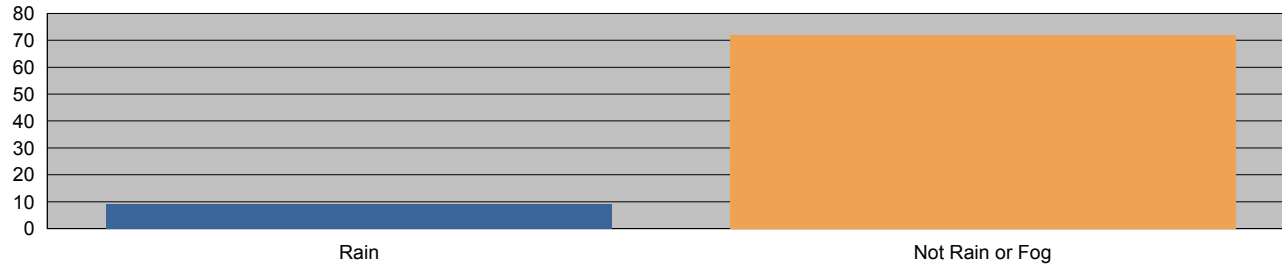


Weather

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Clear	64	1	69	4	1	2	6	26	8	26
Cloudy	8	0	7	0	0	1	1	3	1	4
Rain	9	0	5	0	0	1	1	2	0	5



Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/25/2012 to 12/31/2014	81	1	81	4	1	4	16	4	2	1	6	8	31	9	35

Located Crashes

Area	Crashes	Fatalities	Injuries
TAMPA	48	1	49
UNINCORPORATED H.	1	0	1
Totals:	49	1	50

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Injuries
TAMPA	31	0	31
UNINCORPORATED	1	0	0
Totals:	32	0	31

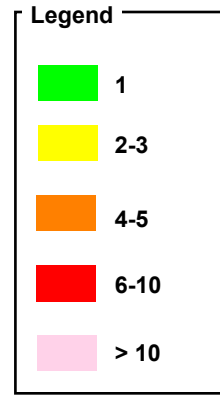
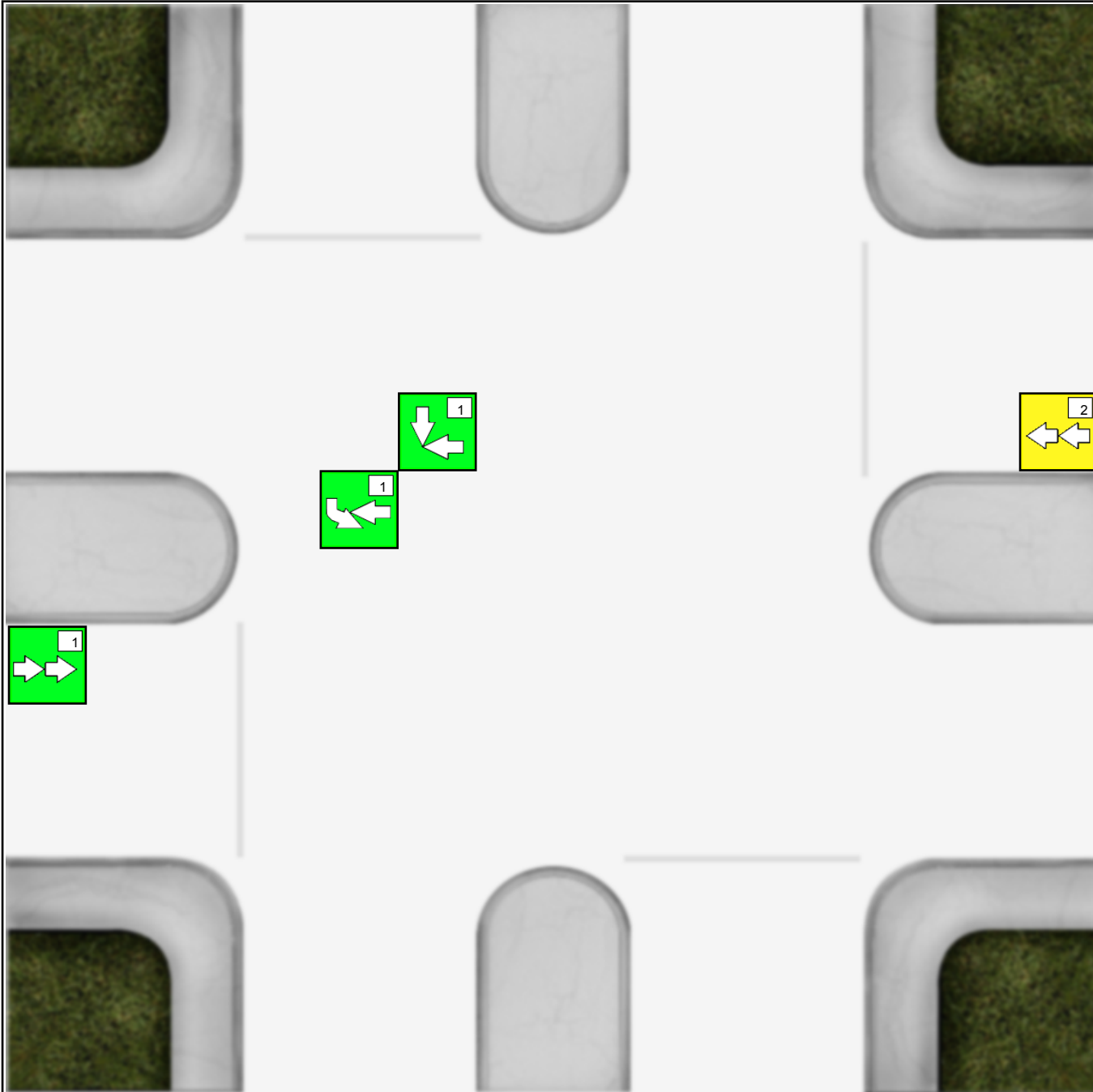
District 7 FDOT Collision Diagram

SR 580 @ WILLOW AVE

Total Crashes: 5

Date: 01/25/2012 - 12/05/2013

Total Diagrammed: 5



Total Fatalities: 0

Total Injuries: 5

Total Motorcycle Crashes: 0

Prepared by:
WAYNE PONDER

11/10/2015

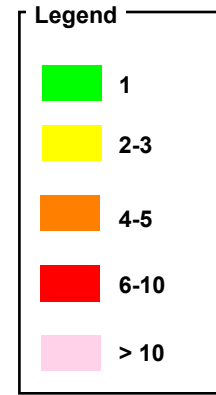
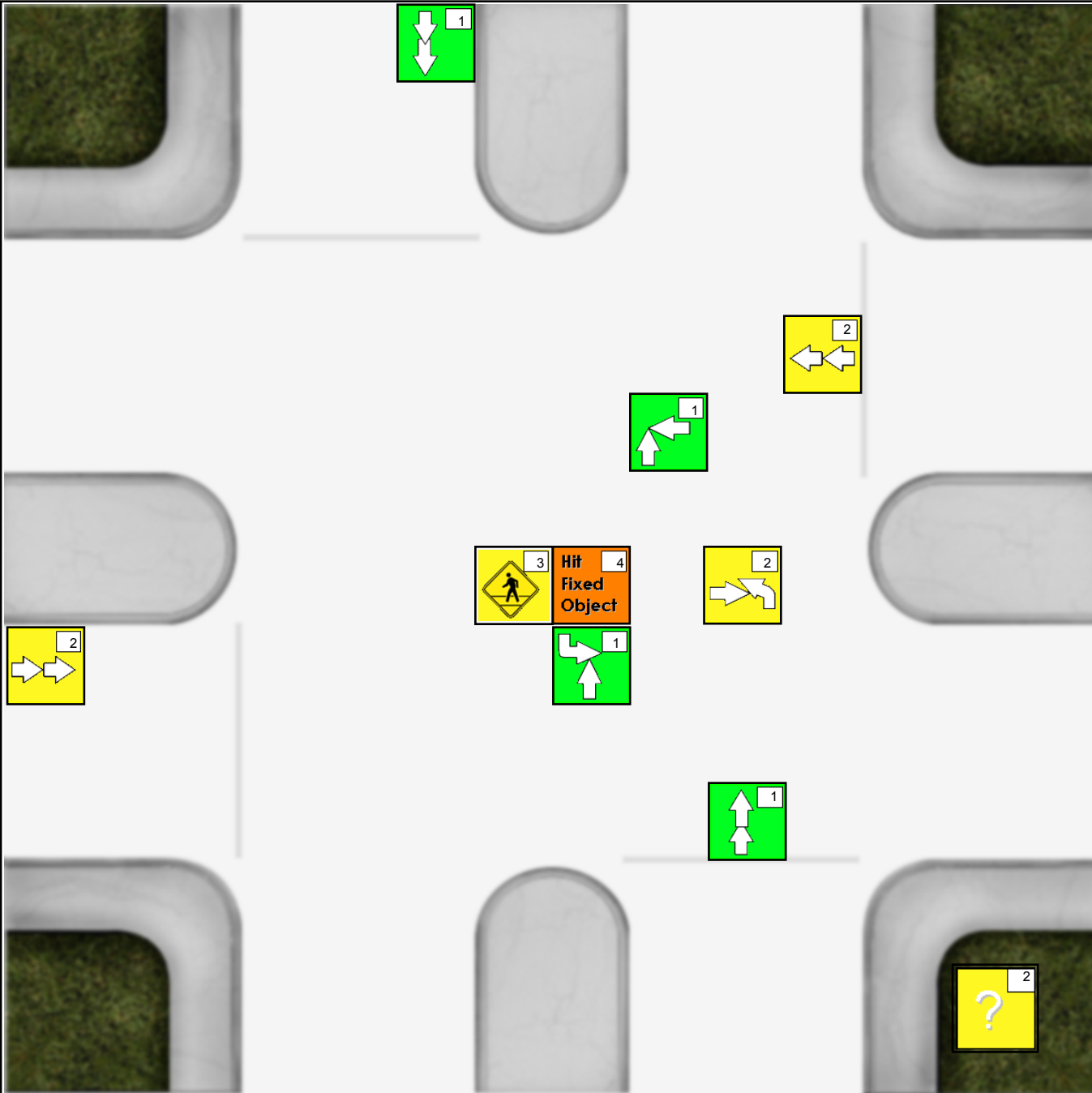
District 7 FDOT Collision Diagram

SR 580 @ BOULEVARD

Total Crashes: 19

Date: 01/25/2012 - 09/05/2013

Total Diagrammed: 17



Total Fatalities: 1
 Total Injuries: 19
 Total Motorcycle Crashes: 1

Prepared by:
 WAYNE PONDER

11/10/2015

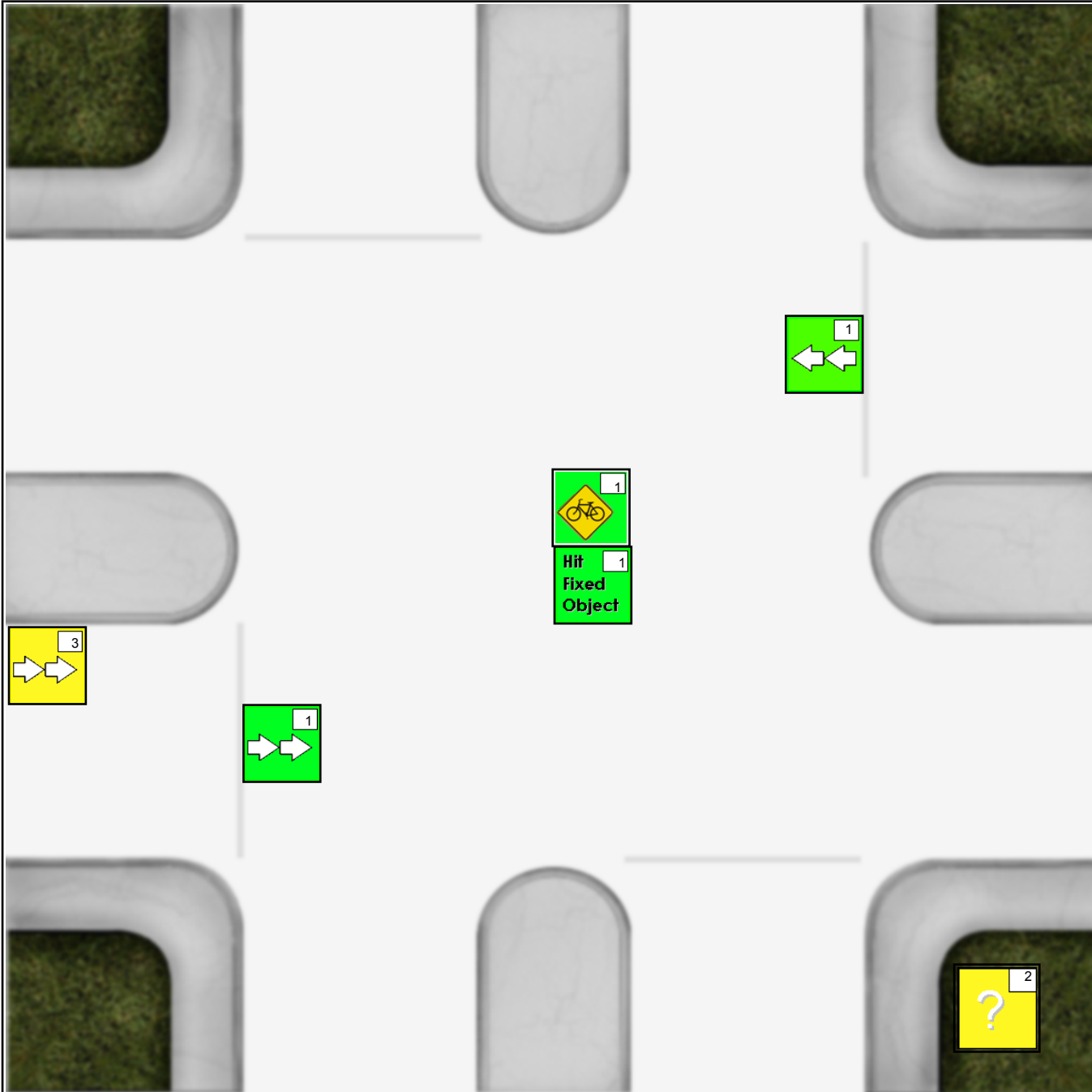
District 7 FDOT Collision Diagram

SR 580 @ OLA AVE

Total Crashes: 9

Date: 09/26/2012 - 09/13/2013

Total Diagrammed: 7



Legend

- 1
- 2-3
- 4-5
- 6-10
- > 10

Total Fatalities: 0

Total Injuries: 13

Total Motorcycle Crashes: 0

Prepared by:
WAYNE PONDER

11/10/2015

Florida Department of Transportation

District 7

Access Management Safety Review

SR 580 (Busch Boulevard) from Armenia Avenue to West of Florida Avenue
Hillsborough County, Florida

FPID No: 433390-1-32-01 Contract No: C-9A41 Task Work Order No: Ten



REPORT

MARCH, 2016

**STATE ROAD 580
(Busch Boulevard)
ACCESS MANAGEMENT SAFETY REVIEW**

from Armenia Avenue (MP 1.340)
to west of Florida Avenue (MP 2.622)

Hillsborough County, Florida

SUBMITTED TO



**FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT 7**

Contract Number C-9A41
Financial Project Number: 436419-1-52-01
Task Work Order 10

March 2016

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1.0 INTRODUCTION

This Access Management Safety Review was commissioned by FDOT District Seven to support the District's development of the Design Scope of Services for a 3R project on SR 580 (Busch Boulevard) from Armenia Avenue (MP 1.340) to west of Florida Avenue (MP 2.622) in Tampa/Hillsborough County, Florida.

This section of SR 580 is 1.28-mile-long east-west corridor with a four-lane divided cross-section. The center lane varies with raised concrete medians (3–15 feet wide) at the intersections of N. Armenia Avenue and North Boulevard, a painted two-way turn lane (10–15 feet) elsewhere and a short section (1000 feet) in the vicinity of N. Ola Avenue, which is four-lane undivided. Traffic actuated signals control the intersections of N. Armenia Avenue and North Boulevard. This roadway is an Access Management Class 7 facility and is considered an urban principal arterial with a posted speed limit of 45 mph west of N. Willow Avenue and 40 mph east of N. Willow Avenue. Chamberlain High School is located on the northeast quadrant of the intersection of SR 580 and North Boulevard. Busch Boulevard is signed School Entrance 35 MPH in advance of the school property. Heavy pedestrian movements occur at the intersection of Busch Boulevard and North Boulevard before morning opening and at the afternoon closing. Figure 1-1 identifies the corridor study limits.

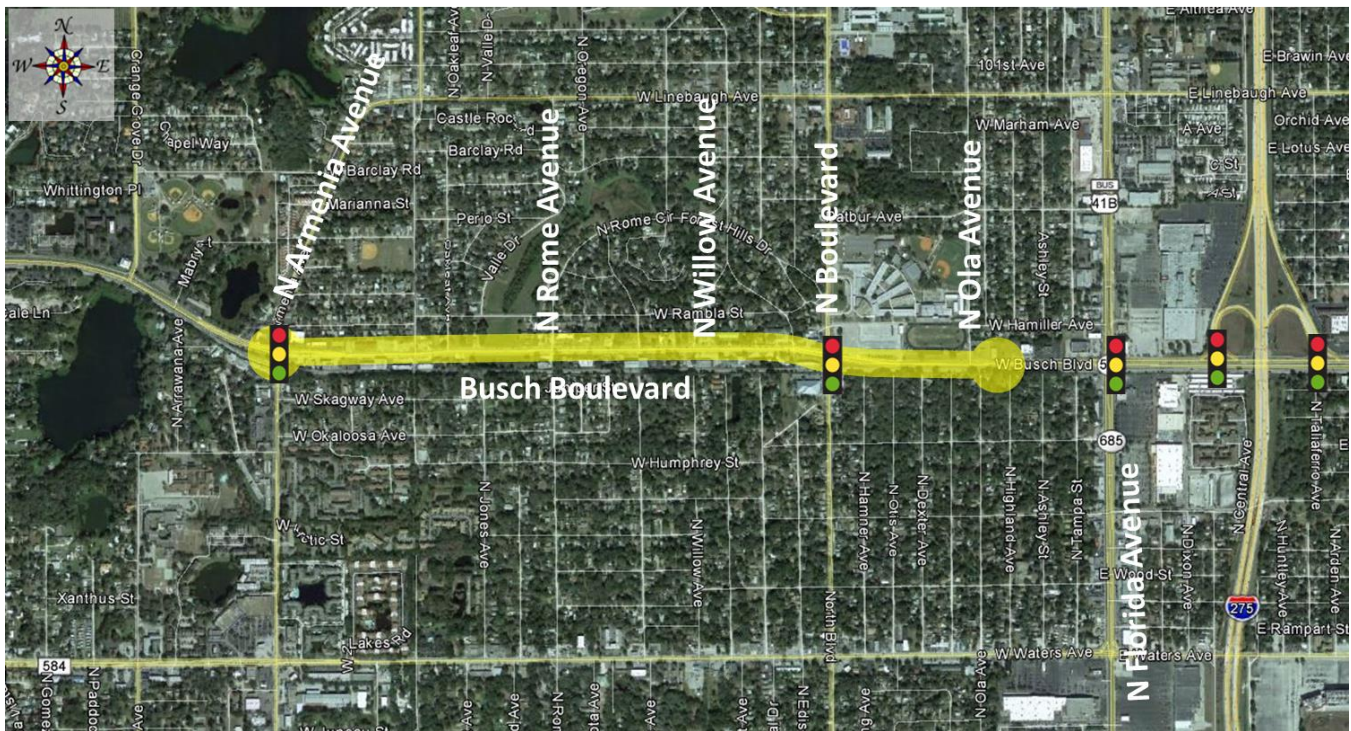


Figure 1-1: Corridor Study Limits

1.1 Summary of Procedures, Findings and Recommendations

This access management safety review examined crash data within the corridor as well as other key design and operational characteristics of the roadway. Collision data for the three-year period from January 2012 through December 2014 was compiled for the entire corridor from the Crash Analysis Reporting System (CARS). After studying the collision data, analyzing access spacing and turn-lane storage issues, a field

review of the corridor was performed, including observations of traffic conditions during the AM and PM peak periods.

The completion of the sidewalk on the south side of Busch Boulevard between N. Armenia Avenue and North Boulevard is probably the single most significant enhancement needed to improve safety and mobility in the corridor. This should be considered as part of any future corridor improvements.

As a result of these studies, two driveways (901 and 1020 W. Busch Boulevard) were recommended for modification by replacing curbs and sidewalk and reducing/eliminating driveway width.

Installation of TURNING VEHICLES YIELD TO PEDS (R10-15) regulatory signs at all approaches is recommended at the intersection of Busch Boulevard and Armenia Avenue.

The crash pattern at the intersection of Busch Boulevard and N. Ola Avenue was identified as an access management/safety issue (15 total crashes during the three-year period). This intersection is the only cross-street location where median left-turn lanes are not provided on Busch Boulevard. Stopping and slowing vehicles in the eastbound direction to turn left contribute to the rear-end crash pattern at this intersection. A lack of available right-of-way represents an apparent constraint to a potential improvement. Construction of a left-turn lane is recommended when sufficient right-of-way can be acquired. In the meantime a crosswalk and STOP bar should be painted on the north leg of the intersection.

2.0 PEDESTRIAN/BICYCLE SAFETY REVIEW

Five pedestrian and three bicycle crashes were reported in the corridor over the three-year period. As indicated in Table 2-1, seven of the eight bicycle/pedestrian crashes in the corridor occurred at signalized intersections. The one fatality, involving a pedestrian, occurred at the intersection of North Boulevard. The crash occurred in the east crosswalk of the intersection with the pedestrian crossing against the pedestrian signal indication. The fatal crash occurred at night under lighted conditions.

Two pedestrian crashes (both at North Boulevard) and two bike crashes (one at N. Armenia Boulevard and one at N. Ola Avenue) occurred within intersection crosswalks with the others occurring outside of designated crosswalks. Installation of TURNING VEHICLES YIELD TO PEDS (R10-15) regulatory signs at all approaches is recommended at the intersection of Busch Boulevard and Armenia Avenue. These signs are already installed at Busch Boulevard and North Boulevard. A crosswalk and STOP bar should be painted on the north leg of the intersection of Busch Boulevard and Ola Avenue.

Travel Mode	Ped-Bike Crash Summary							
	Severity		Lighting			Intersection Type		TOTAL
	Injury	Fatality	Daytime	Nighttime (Street Lights)	Nighttime (No Street Lights)	Signalized	Unsignalized	
Pedestrian	4	1	3	2	0	5	0	8
Bicycle	2	0	3	0	0	2	1	
TOTAL	6	1	6	2	0	7	1	

Table 2-1: Summary of Pedestrian/Bicycle Crash Data

The nighttime ratio of bicycle and pedestrian crashes for the corridor was 0.25. This was slightly less than the ratio for all crashes in the corridor which was 0.26 and also below the statewide average of 0.31. There is street lighting on the north and south sides of the roadway from Armenia Avenue to North Boulevard. East of North Boulevard the street lighting is only on the north side.

The corridor does not have bike lanes, and there are two long sections on the south side that do not have sidewalks. Pedestrian activity on the south side is evidenced by a beaten path where no sidewalk exists. However the narrow strip (approximately 4 – 5 feet) is encroached on by numerous power poles, other utilities, and vehicle parking. Use of the center turn lane by bicyclists was observed but is not known to be a common occurrence. Provision of a continuous sidewalk on the south side of Busch Boulevard between Armenia Avenue and North Boulevard would enhance the mobility and safety for businesses and the traveling public.

3.0 ACCESS MANAGEMENT SAFETY REVIEW

3.1 Crash Analyses

The primary goal of this Access Management Safety Review was to identify access management type modifications which could be implemented in the corridor to **improve operations and safety** as part of or in conjunction with the 3R Project. Over the three-year period from 2012 through 2014, there were 93 crashes in the corridor. Based on an estimated AADT of 42,000 vehicles, the crash rate for the corridor was 1.58 crashes per million vehicle miles of travel. This is below the statewide average of 3.142 crashes per million vehicle miles of travel for urban four-lane divided facilities with a raised median. This access management safety analysis focused on crash patterns within 250 feet of the nine intersections with public streets in the corridor. These are summarized in Table 3-1.

Median ID	Intersection	Median Opening Type (Full, Directional, Signal)	M.P.	Three Year Crash Criterion (2012 - 2014)						
				Left-Turn	Right-Angle	Ped / Bike	Other	Total Collisions	Total Collisions With Injury	Total Collisions With Fatal
1	N Armenia Avenue	Signal	1.315	4	2	4	18	28	16	0
2	N Albany Avenue	Full	1.556	1	2	0	1	4	3	0
3	N Oakleaf Avenue	Full	1.617	0	0	0	7	7	5	0
4	N Rome Avenue	Full	1.806	0	0	0	1	1	1	0
5	N Orleans Avenue	Full	1.963	0	0	0	2	2	2	0
6	N Willow Avenue	Full	2.062	0	2	0	6	8	5	0
7	N Edison Avenue	Full	2.243	1	0	0	1	2	2	0
8	N Boulevard	Signal	2.315	1	5	3	17	26	19	1
9	N Ola Avenue	Full	2.565	1	1	1	12	15	8	0
TOTALS (SIGNALIZED OPENINGS)				5	7	7	35	54	35	1
TOTALS (UNSIGNALIZED OPENINGS)				3	5	1	30	39	26	0

Table 3-1: Summary of Crash Data

As indicated, 58% of the crashes in the corridor were at the two signalized intersections where significant congestion occurs. Detailed summaries of intersection crash patterns and operational conditions at these two locations are provided in the Appendix. The only unsignalized intersection with a significant crash pattern was N. Ola Avenue with 15 crashes during the three-year period. This intersection is the only cross-street location where median left-turn lanes are not provided on Busch Boulevard. Stopping and slowing vehicles in the eastbound direction to turn left contribute to the rear-end crash pattern at this location. Angle and left-turn crashes were not a significant issue at this location, however. The crash pattern and condition diagram for this intersection is also included in the Appendix.

3.2 Access Spacing Evaluation

SR 580 is designated as an Access Class 7 facility east of Armenia Avenue based upon the adopted District 7 Access Management Classification System. According to FDOT Rule 14-97 the minimum spacing standards shown in Table 3-2 are applicable throughout the study corridor. The data indicates the spacing standards for signalized intersections are met. The average spacing of cross-streets for the one-mile section between from N. Armenia Avenue to North Boulevard is 754 feet. Only one location, N. Rome Avenue, meets the criteria for a full median opening in both directions; the others are below the standards in one direction or the other. With a continuous two-way left-turn lane in this section and generally light volume of turning movements, access spacing is not a significant issue. Two minor driveways at 901 and 1020 W. Busch Boulevard were identified as candidates for modification to improve access management.

Median ID	Intersection	Median Opening Type (Full, Directional, Signal)	M.P.	FDOT Access Class	Posted Speed	Median Opening Spacing Criterion		
						Approximate Distance to Adjacent Median Opening		FDOT Minimum Spacing Standard for Median Openings per Rule 14-97
						East of Opening (Feet)	West of Opening (Feet)	
1	N Armenia Avenue	Signal	1.315	7	45	1,272	1,600	1,590
2	N Albany Avenue	Full	1.556	7	45	322	1,272	660
3	N Oakleaf Avenue	Full	1.617	7	45	998	322	660
4	N Rome Avenue	Full	1.806	7	45	829	998	660
5	N Orleans Avenue	Full	1.963	7	45	523	829	660
6	N Willow Avenue	Full	2.062	7	45	956	523	660
7	N Edison Avenue	Full	2.243	7	40	380	956	660
8	N Boulevard	Signal	2.315	7	40	1,320	380	1,320
9	N Ola Avenue	Full	2.565	7	40	1,331	1,320	660

Table 3-2: Existing Median Opening Spacing in Corridor

3.3 Left-Turn Lane Storage Evaluation

The lack of sufficient deceleration and storage length in left-turn lanes is an operational and safety concern. Long queues generally reflect insufficient capacity and long delays for left-turning vehicles. As the queue extends closer to the full length of the turn lane, deceleration rates are increased and the potential for

conflicts with through traffic increases. This can increase the potential for rear-end type collisions. The section of SR 580 with a posted speed limit of 40 mph requires a minimum left-turn lane length of 205 feet (including a 50-foot minimum queue and 50-foot taper) per FDOT Standard Index 301. At 45 mph 235 feet is needed. Table 3-3 provides a summary evaluation of left-turn lengths in this corridor. While storage lengths have been estimated for the intersections served by the continuous left-turn lane, the storage criteria is not applicable for these locations. As indicated, existing turn lane length appears adequate for current traffic conditions.

Median ID	Intersection	Median Opening Type (Full, Directional, Signal)	M.P.	Left-Turn Lane Storage Length Criterion										
				Max E/B Vehicular Queue (Estimated)	Max W/B Vehicular Queue (Estimated)	Minimum Left-Turn Lane Storage Dimensions Per FDOT Standard Index 301							Approximate Length of Existing Left Turn Lane (Including Taper)	
						Needed E/B Queue Length (Feet)	Needed W/B Queue Length (Feet)	Posted Speed Limit (mph)	Total Left Turn Decel Length (Feet)	Total E/B Left Turn Length Needed (Feet)	Total W/B Left Turn Length Needed (Feet)	EXISTING E/B Left Turn Length (Feet)	EXISTING W/B Left Turn Length (Feet)	
1	N Armenia Avenue	Signal	1.315	17 *	14 *	425	350	45	185	610	535	610	550	
2	N Albany Avenue	Full	1.556	2	2	50	50	45	185	235	235	NA	NA	
3	N Oakleaf Avenue	Full	1.617	2	2	50	50	45	185	235	235	NA	NA	
4	N Rome Avenue	Full	1.806	2	2	50	50	45	185	235	235	NA	NA	
5	N Orleans Avenue	Full	1.963	2	2	50	50	45	185	235	235	NA	NA	
6	N Willow Avenue	Full	2.062	2	2	50	50	45	185	235	235	NA	NA	
7	N Edison Avenue	Full	2.243	6	2	150	50	40	155	305	205	NA	NA	
8	N Boulevard	Signal	2.315	4	6	100	150	40	155	255	305	240	355	
9	N Ola Avenue	Full	2.565	2	2	50	50	40	155	205	205	NA	NA	

*Based on DHV from count dated 6/29/2010 @1.5% annual growth and FDOT PPM 7.4.7 left turn storage formula. (Others based on observations, judgement)

Table 3-3: SR 580 Left-Turn Lane Length Summary

3.4 Traffic Operations Issues

Busch Boulevard is a very heavily traveled corridor with significant levels of congestion occurring at the major signalized intersections of N. Armenia Avenue and N. Florida Avenue (US Business Route 41). This occurs in the AM peak period as well as the heavier PM peak period. Spillback of the left-turn lane storage occurs but is a minor issue compared to the queuing of the through lanes. The signalized intersection of North Boulevard is generally less congested in these periods, but experiences heavy pedestrian movements in the 30-minute period prior to the high school opening and post the afternoon closing. Pedestrian signal controls appear adequate for the conditions.

The numerous small businesses that abut the roadway result in closely spaced driveways, especially on the south side of Busch Boulevard between N. Armenia Avenue and North Boulevard. The existing two-way left-turn lane helps to minimize the impact of turns to and from these driveways. The only remaining location without a left-turn lane is at N. Ola Avenue. Ola Avenue represents the only access point to Busch Boulevard between North Boulevard and N. Florida Avenue, providing secondary access to Chamberlain High School as well as primary access for the residential area immediately to the north. Minor congestion occurs at this unsignalized intersection during peak periods, mostly as a result of the heavy traffic volumes on Busch Boulevard. The importance of this access point to the neighborhood suggests restriction of access is not acceptable. Right-of-way constraints on Busch Boulevard make widening to provide a left-turn lane difficult. Construction of a left-turn lane is recommended when sufficient right-of-way can be acquired.

4.0 RECOMMENDATIONS

The completion of the sidewalk on the south side of Busch Boulevard is probably the single most significant enhancement needed to improve safety and mobility in the corridor. This should be considered as part of any future corridor improvements.

As a result of these studies, two driveways (901 and 1020 W. Busch Boulevard) were recommended for modification by replacing curbs and sidewalk and reducing/eliminating driveway width.

Installation of TURNING VEHICLES YIELD TO PEDS (R10-15) regulatory signs at all approaches is recommended at the intersection of Busch Boulevard and Armenia Avenue.

During the field observations the opportunity for access improvements at two minor driveways on Busch Boulevard was noted. These included removal of a non-functioning driveway at 901 W. Busch Boulevard and reduction in the driveway width for the property at 1020 W. Busch Boulevard. Both of these modifications should include replacing the curbing and sidewalk where it is missing. Figure 4-1 illustrates the location of recommended driveway modifications.



Figure 4-1: Recommended Access Modifications

The crash pattern at the intersection of Busch Boulevard and N. Ola Avenue was identified as an access management/safety issue (15 total crashes during the three-year period). This intersection is the only cross-street location where median left-turn lanes are not provided on Busch Boulevard. Stopping and slowing vehicles in the eastbound direction to turn left contribute to the rear-end crash pattern which occurs at this intersection. A lack of available right-of-way represents an apparent constraint to a potential improvement. Construction of a left-turn lane is recommended when sufficient right-of-way can be acquired. In the meantime a crosswalk and STOP bar should be painted on the north leg of the intersection.

APPENDIX

Busch Boulevard (SR 580) Access Management Safety Review Hillsborough County, Florida

LOCATION ID: Median Opening 1

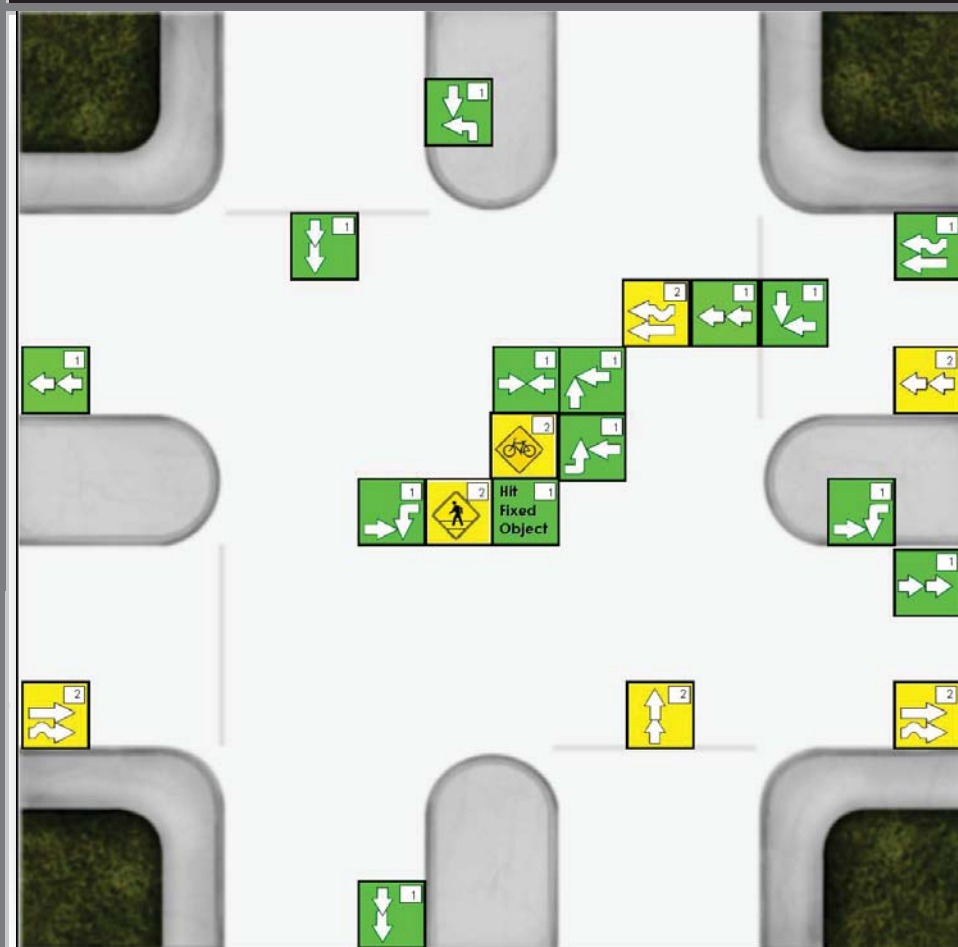
MILEPOST: 1.315

CROSS STREET: N. Armenia Ave.

CONDITION DIAGRAM



COLLISION DIAGRAM / INTERSECTION ASSESSMENT



COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS:	28
TOTAL INJURIES:	28
TOTAL FATALITIES:	0

Median Opening Type

Signalized

Observations

- Highly Congested
- EB during AM peak
- Both directions during PM peak

- 1 ped crash in S crosswalk, dark lighted
- 1 ped crash not in crosswalk, daylight
- 2 bicycle crashes, not in crosswalk, daylight
- Ped/Bike crashes all injuries

Recommendations

Install **TURNING VEHICLES YIELD TO PEDESTRIANS** in all quadrants of intersection

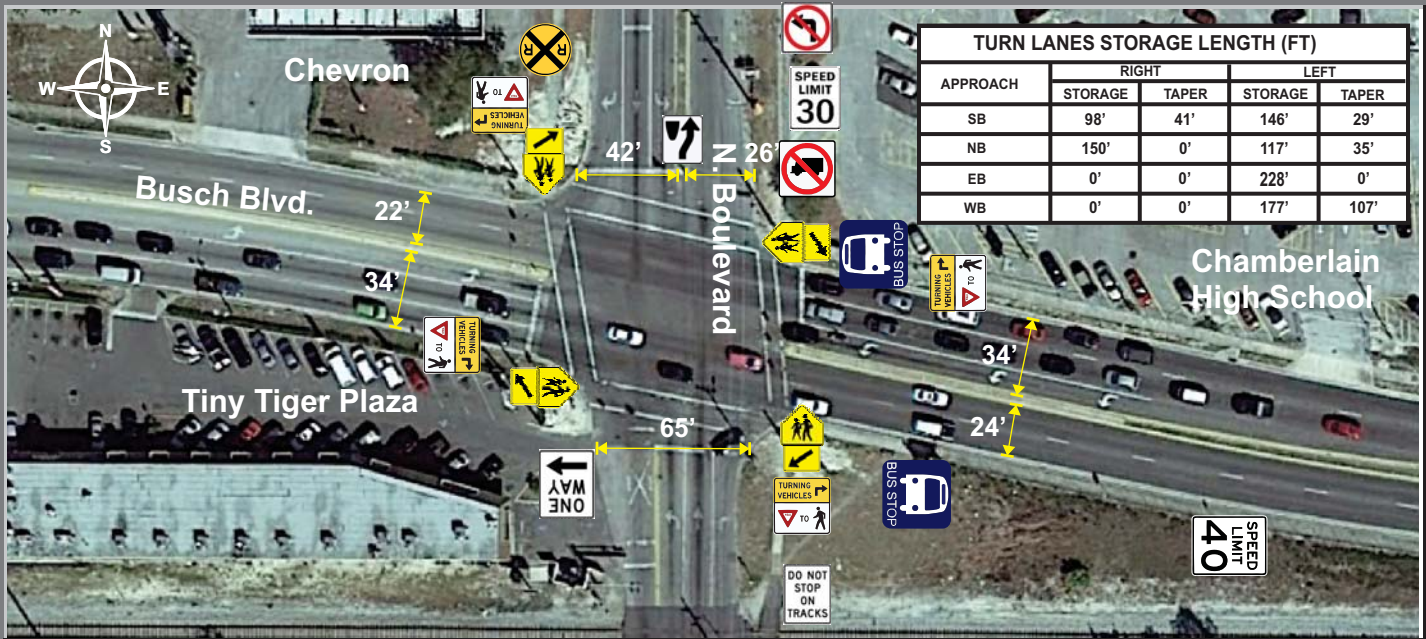
Busch Boulevard (SR 580) Access Management Safety Review Hillsborough County, Florida

LOCATION ID: Median Opening 8

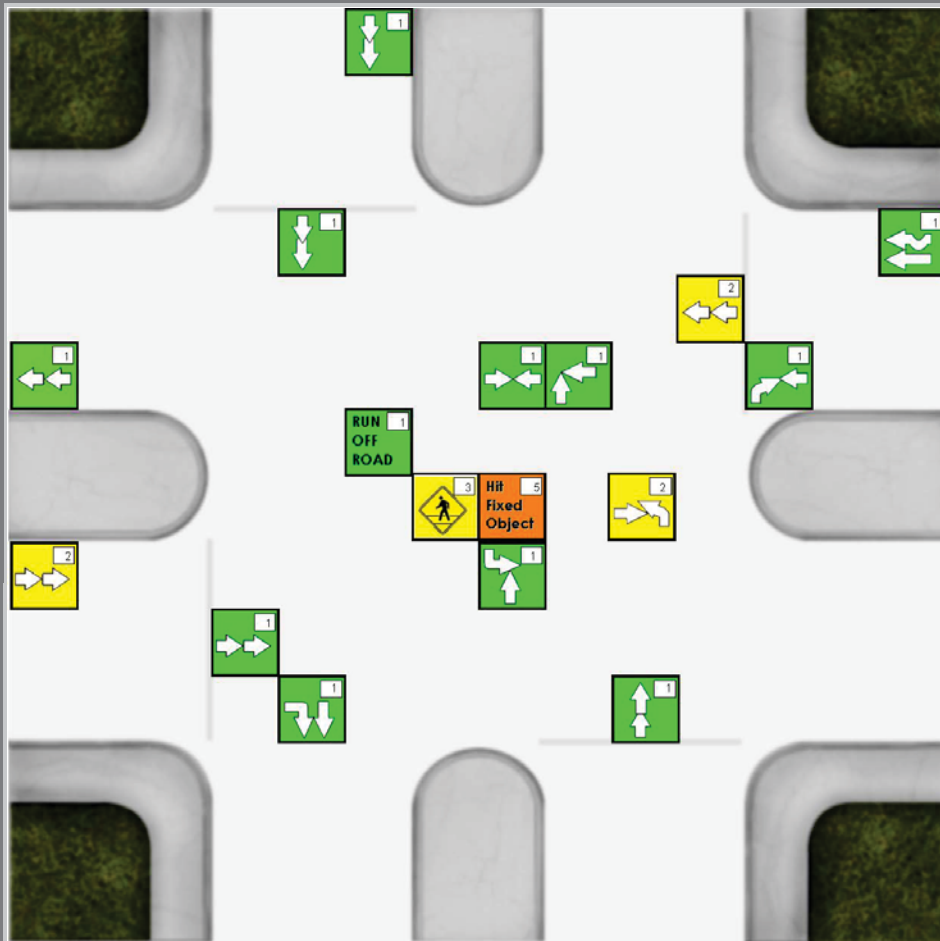
MILEPOST: 2.315

CROSS STREET: N. Boulevard

CONDITION DIAGRAM



COLLISION DIAGRAM / INTERSECTION ASSESSMENT



COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS:	26
TOTAL INJURIES:	24
TOTAL FATALITIES:	1

Median Opening Type

Signalized

Observations

Moderately Congested

- EB during AM peak
- Both directions during PM peak
- Heavy high school ped traffic AM, PM

- 1 fatal ped crash in E crosswalk against signal, dark lighted
- 1 injury ped crash in E crosswalk against signal, daylight
- 1 injury ped crash not in crosswalk, daylight

Recommendations

None

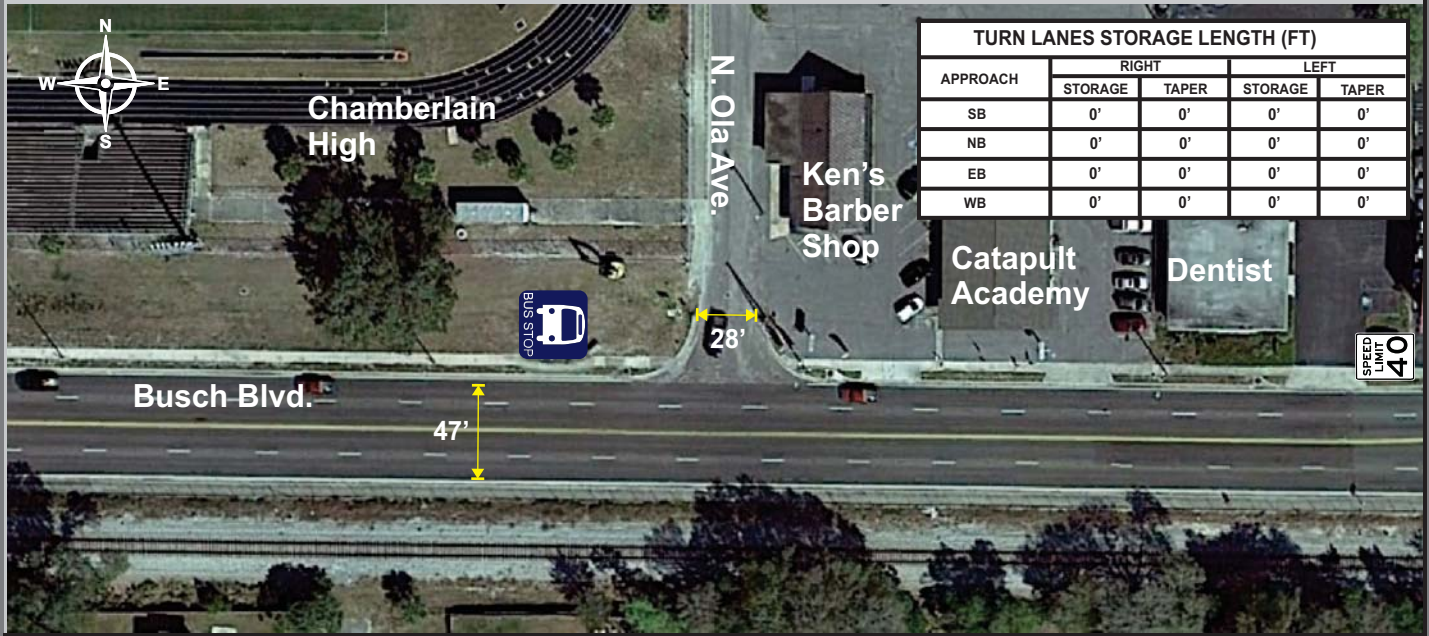
Busch Boulevard (SR 580) Access Management Safety Review Hillsborough County, Florida

LOCATION ID: Median Opening 9

MILEPOST: 2.565

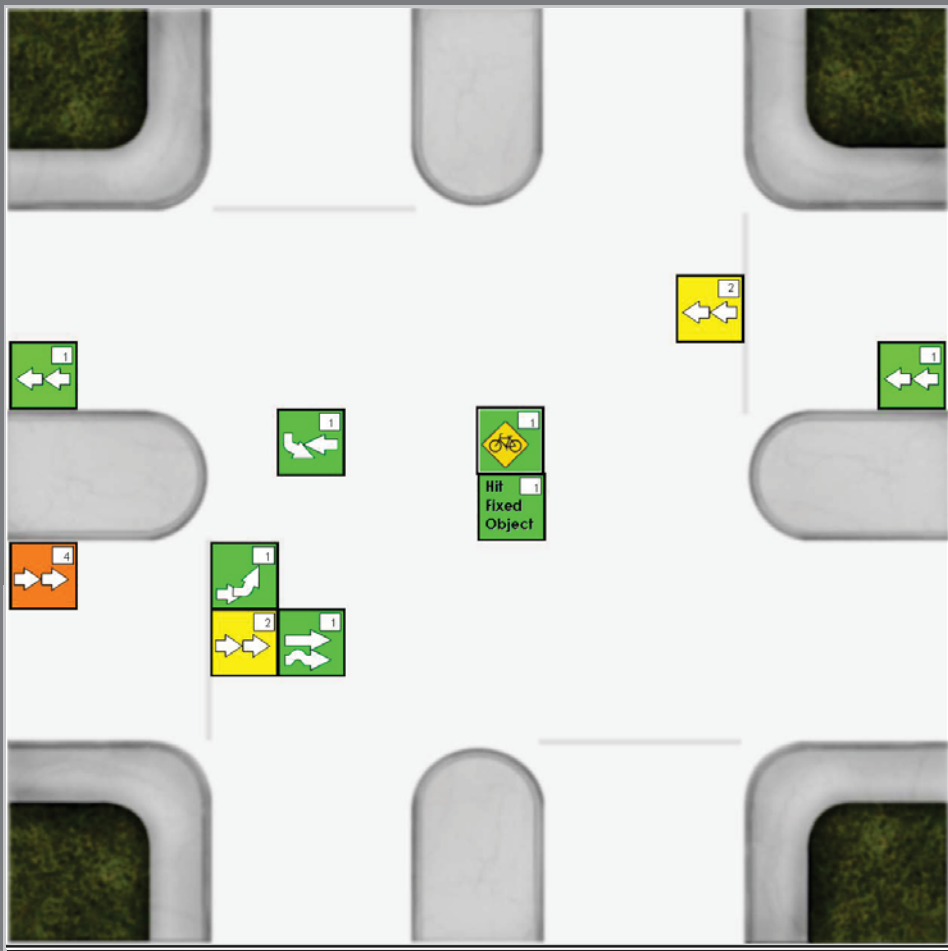
CROSS STREET: N. Ola Ave.

CONDITION DIAGRAM



APPROACH	TURN LANES STORAGE LENGTH (FT)			
	RIGHT		LEFT	
	STORAGE	TAPER	STORAGE	TAPER
SB	0'	0'	0'	0'
NB	0'	0'	0'	0'
EB	0'	0'	0'	0'
WB	0'	0'	0'	0'

COLLISION DIAGRAM / INTERSECTION ASSESSMENT



COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS:	15
TOTAL INJURIES:	12
TOTAL FATALITIES:	0

Median Opening Type

Cross-Street Stop

Observations

- Moderately Congested
- EB during AM peak
- Both directions during PM peak

1 injury bicycle crash in N crosswalk, daylight

Recommendations

Install crosswalk and STOP bar on north leg.

Construct EB left-turn lane when sufficient right-of-way is available.

**FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT SEVEN TRAFFIC OPERATIONS**

**BUSCH BLVD. @ ARMENIA AVE.
TAMPA, HILLSBOROUGH
WEATHER: P: CLOUDY
DATA TECH: VELEZ/SALVO**

File Name : untitled2
Site Code : 10310000
Start Date : 6/29/2010
Page No : 1

Groups Printed- Unshifted

Start Time	From North <i>UTURN</i>					From East <i>UTURN</i>					From South <i>UTURN</i>					From West <i>UTURN</i>					Int. Total
	Rig ht	Thru	Left	Red s	App. Total	Rig ht	Thru	Left	Red s	App. Total	Rig ht	Thru	Left	Red s	App. Total	Rig ht	Thru	Left	Red s	App. Total	
07:00 AM	28	45	6	0	79	4	222	21	0	247	18	21	20	0	59	27	350	10	1	388	773
07:15 AM	32	80	13	0	125	2	382	41	0	425	32	30	34	0	96	38	591	14	0	643	1289
07:30 AM	39	57	16	0	112	1	333	34	0	368	18	18	22	0	58	50	445	16	1	512	1050
07:45 AM	35	46	16	0	97	5	418	47	0	470	22	28	36	0	86	48	411	19	1	479	1132
Total	134	228	51	0	413	12	1355	143	0	1510	90	97	112	0	299	163	1797	59	3	2022	4244
08:00 AM	43	69	18	0	130	4	526	32	1	563	33	22	23	0	78	48	577	18	0	643	1414
08:15 AM	41	66	14	0	121	3	389	31	1	424	30	43	16	0	89	32	382	23	0	437	1071
08:30 AM	41	61	15	0	117	5	371	37	1	414	34	39	39	0	112	39	361	20	0	420	1063
08:45 AM	32	58	17	0	107	2	263	38	0	303	34	44	41	0	119	31	332	29	0	392	921
Total	157	254	64	0	475	14	1549	138	3	1704	131	148	119	0	398	150	1652	90	0	1892	4469
09:00 AM	36	58	13	0	107	10	347	49	0	406	16	50	26	0	92	45	362	17	0	424	1029
09:15 AM	34	40	7	0	81	6	344	29	1	380	44	27	28	0	99	30	403	20	0	453	1013
09:30 AM	40	60	9	0	109	3	222	41	0	266	39	50	40	0	129	34	228	22	0	284	788
09:45 AM	53	51	14	0	118	3	246	23	0	272	32	27	33	0	92	39	284	27	0	350	832
Total	163	209	43	0	415	22	1159	142	1	1324	131	154	127	0	412	148	1277	86	0	1511	3662
11:00 AM	35	46	12	0	93	15	250	35	1	301	33	47	33	0	113	42	292	12	1	347	854
11:15 AM	31	51	4	0	86	6	327	46	1	380	33	58	40	0	131	37	365	24	1	427	1024
11:30 AM	28	29	14	0	71	4	303	30	0	337	34	34	37	0	105	31	234	24	0	289	802
11:45 AM	44	50	16	0	110	6	256	40	0	302	39	40	28	0	107	29	218	25	0	272	791
Total	138	176	46	0	360	31	1136	151	2	1320	139	179	138	0	456	139	1109	85	2	1335	3471
12:00 PM	48	51	18	0	117	10	307	39	0	356	40	52	38	0	130	39	336	35	5	415	1018
12:15 PM	53	59	15	0	127	6	270	41	0	317	44	47	37	0	128	44	294	18	2	358	930
12:30 PM	25	45	19	0	89	5	255	49	1	310	44	54	30	0	128	40	223	31	0	294	821
12:45 PM	40	47	13	0	100	4	195	31	0	230	49	62	39	0	150	35	239	33	1	308	788
Total	166	202	65	0	433	25	1027	160	1	1213	177	215	144	0	536	158	1092	117	8	1375	3557
03:00 PM	39	49	7	0	95	9	289	52	2	352	41	54	48	0	143	38	219	38	0	295	885
03:15 PM	41	42	9	0	92	6	321	33	0	360	40	72	42	0	154	29	280	18	1	328	934
03:30 PM	30	46	8	0	84	8	420	53	1	482	42	72	34	0	148	31	284	29	0	344	1058
03:45 PM	36	52	5	0	93	7	366	43	1	417	24	88	31	0	143	38	361	29	0	428	1081
Total	146	189	29	0	364	30	1396	181	4	1611	147	286	155	0	588	136	1144	114	1	1395	3958
04:00 PM	40	51	12	0	103	17	384	38	0	439	30	55	35	0	120	39	283	24	2	348	1010
04:15 PM	34	42	4	0	80	9	343	58	1	411	38	59	35	0	132	35	302	46	0	383	1006
04:30 PM	63	48	13	0	124	6	420	28	0	454	41	63	54	1	159	28	353	38	0	419	1156
04:45 PM	40	59	14	0	113	8	484	44	0	536	29	67	74	0	170	42	462	55	0	559	1378
Total	177	200	43	0	420	40	1631	168	1	1840	138	244	198	1	581	144	1400	163	2	1709	4550
05:00 PM	36	51	12	0	99	6	414	53	0	473	38	74	72	0	184	30	345	49	0	424	1180
05:15 PM	64	74	7	0	145	16	419	42	1	478	44	72	54	0	170	33	403	49	2	487	1280
05:30 PM	66	61	7	0	134	11	495	39	0	545	54	98	65	0	217	41	468	57	0	566	1462
05:45 PM	62	65	18	4	149	7	396	51	1	455	41	99	59	0	199	33	384	75	0	492	1295
Total	228	251	44	4	527	40	1724	185	2	1951	177	343	250	0	770	137	1600	230	2	1969	5217
Grand Total	1309	1709	385	4	3407	214	10977	1268	14	12473	1130	1666	1243	1	4040	1175	11071	944	18	13208	33128

Responses to Recommendations – Access Management Safety Review and Safety Assessment Report

CH2M
 4350 West Cypress Street
 Suite 600
 Tampa, FL 33607

Response By: Chad Polk/CH2M
 Date of Response: 9/15/17
 FPID: 437530-1-52-01

COMMENT NO.	PAGE NO.	RECOMMENDATION	RESPONSE		DESIGNER WILL INCORPORATE?	
			YES	NO	YES	NO
Access Management Safety Review – 433390-1-32-01 (March, 2016)						
1.	5 of 15	Paint a crosswalk and stop bar on the north leg of the intersection of Busch Boulevard and Ola Avenue.			✓	
2.	10 of 15	Complete sidewalk on south side of Busch Boulevard.				✓
3.	10 of 15	1020 West Busch Boulevard - reduce driveway width and replace curbing/sidewalk.			✓	
4.	10 of 15	901 West Busch Boulevard - remove driveway - replace curbing and sidewalk.			✓	

COMMENT NO.	PAGE NO.	RECOMMENDATION	RESPONSE		DESIGNER WILL INCORPORATE?	
			YES	NO	YES	NO
5.	10 of 15	Install TURNING VEHICLE YIELD TO PEDS (R10-15) regulatory signs at all approaches to intersection of Busch Boulevard and Armenia Avenue.	Agree. The FDOT has a study underway with the Center for Urban Transportation Research (<i>Understanding Interactions between Drivers and Pedestrian Features at Signalized Intersections</i>) that is evaluating the compliance and effectiveness of 4 signs. The Phase 2 version of this report recommends use of RIGHT ON RED ARROW AFTER STOP jointly with TURNING VEHICLES YIELD TO PEDESTRIAN signs. We recommend the use of both signs jointly at all approaches to the SR 580 and North Armenia Avenue intersection. This location is outside of the limits of the RRR Design (437530-1) so the recommendation is made for the Corridor Design (435908-2).	✓		
6.	10 of 15	The crash pattern at intersection of Busch Boulevard and North Ola Avenue was identified as an access management/safety issue (15 total crashes during three-year period). This intersection is the only cross-street location where median left-turn lanes are not provided on Busch Boulevard. Stopping and slowing vehicles in the eastbound direction to turn left contribute to the rear-end crash pattern which occurs at this intersection. A lack of available right-of-way represents an apparent constraint to a potential improvement. Construction of a left-turn lane is recommended when sufficient right-of-way can be acquired.	Crash history - there were 26 crashes within 125' in either direction of the intersection of SR 580 with North Ola Avenue between 2011 and 2015. Zero of the 26 crashes were fatal or incapacitating. 12 of the 26 crashes (46%) were front to rear (rear end) crashes. 6 of these 12 front to rear crashes definitively involved eastbound travelers. 4 of the 26 (15%) were angle crashes. Right-of-way constraints prevent consideration of a dedicated left turn lane within the scope of the SR 580 RRR Design (437530-1). Consideration will be given to this recommendation during the development of alternatives in the SR 580 Corridor Study (435908-1).			✓
Road Safety Assessment Report – DW Traffic Safety Study and Minor Design (August, 2016)						
7.	5 of 8	Lack of Continuous Sidewalk - consider reviewing right-of-way limits to determine the ability to add sidewalk to portions or all of the missing segments on the south side of SR 580/W. Busch Boulevard.	CH2M submitted a Pedestrian and Bicycles Facilities Technical Memo to District Seven on 7/27/17. This memo documents the constraints on the corridor that make it challenging to close the sidewalk gaps within the scope of a RRR project and recommends not closing the gaps. District Seven agreed with the recommendation. Closing the gaps will be considered during the SR 580 Corridor Study (435908-1) that is on-going.			✓

COMMENT NO.	PAGE NO.	RECOMMENDATION	RESPONSE		DESIGNER WILL INCORPORATE?		
			YES	NO	YES	NO	
8.	6 of 8	<p><u>Continuous TWLTL from Armenia Avenue to North Boulevard</u> Consider pedestrian and vehicle counts within the TWLTL segment to determine key locations for pedestrian refuge islands and/or a raised median with turn lanes.</p>	<p>The description of the safety issues identified in the Safety Assessment Report that justify this recommendation are:</p> <ol style="list-style-type: none"> 1) the need for continuous bicycle lanes; and 2) the TWLTL being used improperly as a travel lane at times by motorists on the corridor. <p>Additional context – the City of Tampa conducted a mid-block pedestrian crosswalk study (413407-2-38-01) in June of 2013. Two locations were analyzed – 500 feet west of North and 2500 feet west of North. The study did not recommend installation of mid-block crossings at these locations.</p> <p>Bicycle Lanes (need for continuous bicycle lanes) - CH2M submitted a Pedestrian and Bicycles Facilities Technical Memo to District Seven on 7/27/17. This memo documents the constraints on the corridor that make it challenging to add bicycle lanes within the scope of a RRR project and recommends not adding them. District Seven agreed with the recommendation. Bicycle lanes will be considered during the Corridor Study (435908-1) that is on-going.</p> <p>Pedestrian and Vehicle Counts (TWLTL being used as travel lane) – the crash history for 2011-2015 was reviewed and the observation that the TWLTL is being used improperly as a travel lane is not strongly correlated to crashes within the TWLTL.</p> <p>The section of SR 580 between Armenia Avenue and North Boulevard is the only 5-lane segment in the corridor, consisting of 4 travel lanes and a TWLTL. This segment has the highest driveway density of any of the segments on the corridor. Despite the high driveway density, the 5-lane segment has a similar number of severe crashes on a per mile basis as the 4-lane sections before and after it (Himes to Armenia and North to Florida) but has roughly half of the number of non-severe crashes as the other two segments. The number of rear end and head on crashes, the crash types that occur most frequently as a result of an unsafe TWLTL, for the 5-lane segment are less than half of the number for the 4-lane segments before and after it.</p> <p>Vehicle count and pedestrian counts are not included in the scope of services for the RRR project (437530-1). They are included in the Corridor Study (435908-1), which also includes scope for traffic modeling and development of an Access Management and Safety Report. Ron Chin suggested that we review the pedestrian safety compared to statewide average crash rates for pedestrian on 4 to 5 lane urban arterials. If the pedestrian crashes are overrepresented, a pedestrian movement study may be justified. The study, if necessary, could help inform the benefits/tradeoffs to mid-block crossing considerations on the corridor.</p> <p>Refuge Islands/Raised Medians –The crash data shows that the 5-lane segment has less crashes despite a higher driveway density. This information will be taken into consideration during the development of alternatives in the SR 580 Corridor Study (435908-1).</p>				✓
9.	6 of 8	<p><u>Sand Accumulation on the Sidewalk</u> – consider reviewing drainage where sand is accumulating and clearing the sidewalks of all sand and debris.</p>	<p>Agree. Sidewalks with sand on them will be cleared and drainage will be analyzed in these areas to identify any potential issues.</p>				✓

COMMENT NO.	PAGE NO.	RECOMMENDATION	RESPONSE		DESIGNER WILL INCORPORATE?	
			YES	NO	YES	NO
10.	6 of 8	<u>Missing Segment of Sidewalk</u> – consider adding a sidewalk across this driveway (1020 W. Busch Boulevard) to connect the adjacent portions of sidewalk.	Agree. Recommend reducing driveway width and replacing roadside with new curb and sidewalk that is ADA compliant.	✓		
11.	7 of 8	<u>Driveway Apron and Curb Cut</u> (901 W. Busch Boulevard) – consider removing this driveway and replacing with an upright curb and new sidewalk.	Agree. Recommend removing the driveway and replacing roadside with new curb and sidewalk.	✓		
12.	7 of 8	<u>Signal Timings</u> – consider review of the signal timings and adjust if necessary.	The description of this safety issue in the Safety Assessment Report notes that the field team observed excess green time for north-south movements at North Boulevard. The scope of services for the SR 580 RRR Design (437530-1) includes review and update of existing traffic signal change intervals and clearance intervals for pedestrian signals and vehicular signals at North Boulevard.	✓		

Appendix B
Hillsborough County Vision Zero
Action Plan



SAFE STREETS NOW

VISIONZERO

HILLSBOROUGH

ACTION PLAN

DECEMBER 2017

SAFE STREETS NOW



ONE TRAFFIC DEATH IS TOO MANY



www.planhillsborough.org/vision-zero



www.facebook.com/VisionZeroHillsborough

Prepared for:

Hillsborough County Metropolitan Planning Organization for Transportation
601 E. Kennedy Boulevard, 18th Floor
Tampa, FL 33602
(813) 272-5940

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Hillsborough MPO
Metropolitan Planning
for Transportation

#VISIONZERO813

VISION ZERO RESOLUTIONS

The Hillsborough MPO and its partners commit to the continued support of the Vision Zero effort to reduce fatalities and serious injuries on our roadways.

RESOLUTION NO. R15-_____

RESOLUTION NO. 2015- 961

A RESOLUTION OF THE HILLSBOROUGH COUNTY BOARD OF COUNTY COMMISSIONERS EXPRESSING ITS SUPPORT OF PEDESTRIAN AND BICYCLE SAFETY EDUCATION MEASURES AND EFFORTS TO REDUCE PEDESTRIAN FATALITIES AND SERIOUS INJURIES IN HILLSBOROUGH COUNTY BY STUDYING THE VISION ZERO MODEL PROPOSED BY WALK BIKE TAMPA, THE CITY OF TAMPA, THE HILLSBOROUGH COUNTY SCHOOL DISTRICT, THE FLORIDA DEPARTMENT OF TRANSPORTATION AND THE METROPOLITAN PLANNING ORGANIZATION; PROVIDING AN EFFECTIVE DATE

A RESOLUTION SUPPORTING THE INITIATIVE CALLED VISION ZERO, WHICH IS THE SWEDISH APPROACH TO DEFINE ROAD SAFETY, SUMMARIZED IN ONE SENTENCE, "NO LOSS OF LIFE IS ACCEPTABLE"; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the life and health of Tampa's residents are our utmost priority; and

WHEREAS, the growth and vitality of the City of Tampa requires safe and reliable transportation systems; and

WHEREAS, the City of Tampa strives to protect the safety of thousands of citizens who live, work and play in the city, and to protect the safety of thousands of young students walking to school and bus stops; and

WHEREAS, the elderly, people of color and people in low-income communities face a disproportionate risk of traffic injuries and fatalities; and

RESOLUTION NO. 149-16

A RESOLUTION OF THE CITY OF TEMPLE TERRACE, FLORIDA, EXPRESSING ITS SUPPORT OF AN INITIATIVE CALLED VISION ZERO WHICH IS THE SWEDISH APPROACH TO REDUCING PEDESTRIAN FATALITIES AND SERIOUS INJURIES THROUGH PEDESTRIAN AND BICYCLE SAFETY EDUCATION MEASURES AND EFFORTS; PROVIDING AN EFFECTIVE DATE.

WHEREAS, the life and health of Temple Terrace's residents are our utmost priority; and

WHEREAS, Temple Terrace is concerned about the large number of traffic fatalities and recognizes that no one should die or be seriously injured while travelling on our roadways; and

Date of Resolution

- City of Tampa December 3, 2015
- Hillsborough County School District December 15, 2015
- Hillsborough County January 6, 2016
- Temple Terrace October 18, 2016
- Plant City March 13, 2017

RESOLUTION

WHEREAS, the health and safety of Hillsborough County students is the School Board's priority; and

WHEREAS, the School District of Hillsborough County strives to protect the safety of thousands of young students walking to school and to bus stops; and

WHEREAS, children face a disproportionate risk of traffic injuries and fatalities; and

WHEREAS, people walking and bicycling represent a disproportionate number of fatalities, and in 2014 nearly half of the people who died in crashes in Tampa were pedestrians; and

WHEREAS, Vision Zero is the concept that there is no acceptable number of traffic deaths and serious injuries on our streets; and

RESOLUTION NO. 40-2017

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF PLANT CITY, FLORIDA EXPRESSING ITS SUPPORT OF PEDESTRIAN AND BICYCLE SAFETY EDUCATION MEASURES AND EFFORTS TO REDUCE PEDESTRIAN FATALITIES AND SERIOUS INJURIES IN HILLSBOROUGH COUNTY BY STUDYING THE VISION ZERO INITIATIVE.

WHEREAS, the life and health of Plant City's residents are our utmost priority; and

WHEREAS the City of Plant City aims to protect the safety of the thousands of citizens who live, work and play within our city limits; and

WHEREAS, Plant City recognizes that no one should die or be seriously injured while travelling on our roadways; and

WHEREAS, Vision Zero aims to achieve zero fatalities and zero serious injuries in the roadway and has successfully reduced fatalities and serious injuries in cities where it

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THE DANGEROUS REALITY

We have a crisis in Hillsborough County.

Our streets are some of the deadliest in the country. Each day, Hillsborough County residents travel roads with the highest traffic fatality rate per capita among large counties in the United States.¹

From 2005 to 2015, nearly two thousand people died as a result of motor vehicle crashes on Hillsborough County roadways.² On average, 33 more people than the national average for counties with similar populations are killed on our roadways each year.

Biking or walking makes you especially vulnerable. The Tampa Bay area's pedestrian fatality rate is higher than almost any other metro area in the United States. On average, at least one person walking and one person biking are involved in a crash every day. A significant portion result in serious injury or death.

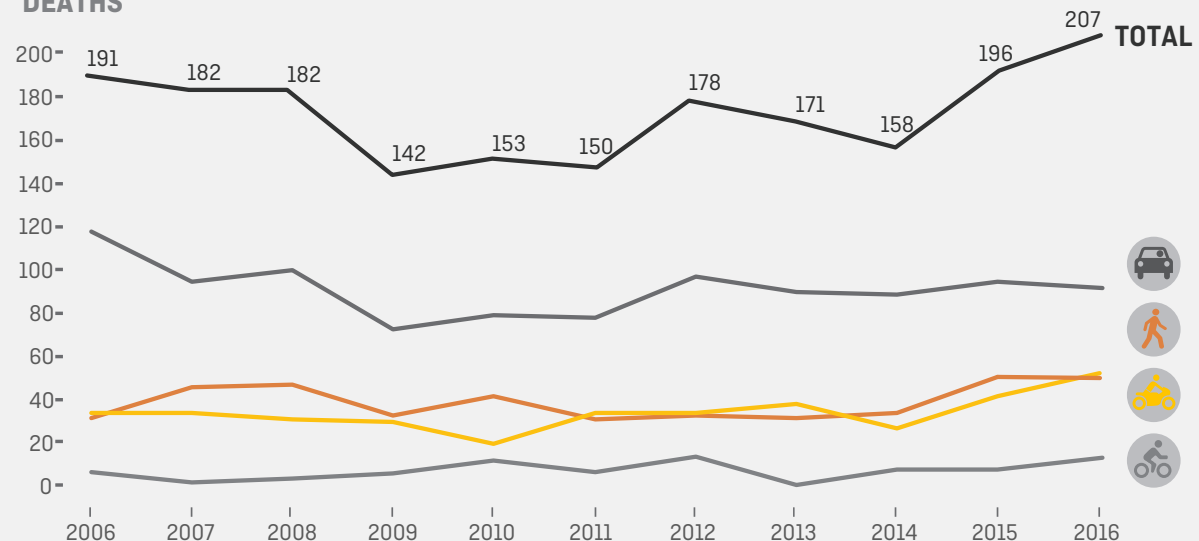
1 2015 FARS data and Census population estimates for 2015

2 Florida Department of Health <http://www.flhealthcharts.com/charts/default.aspx>

Hillsborough County has the highest traffic fatality rate per capita of all large counties in the country.

13%
OF ALL INJURY
CRASHES
in Hillsborough from
2012-2016 ended in
**SERIOUS INJURY
OR DEATH**

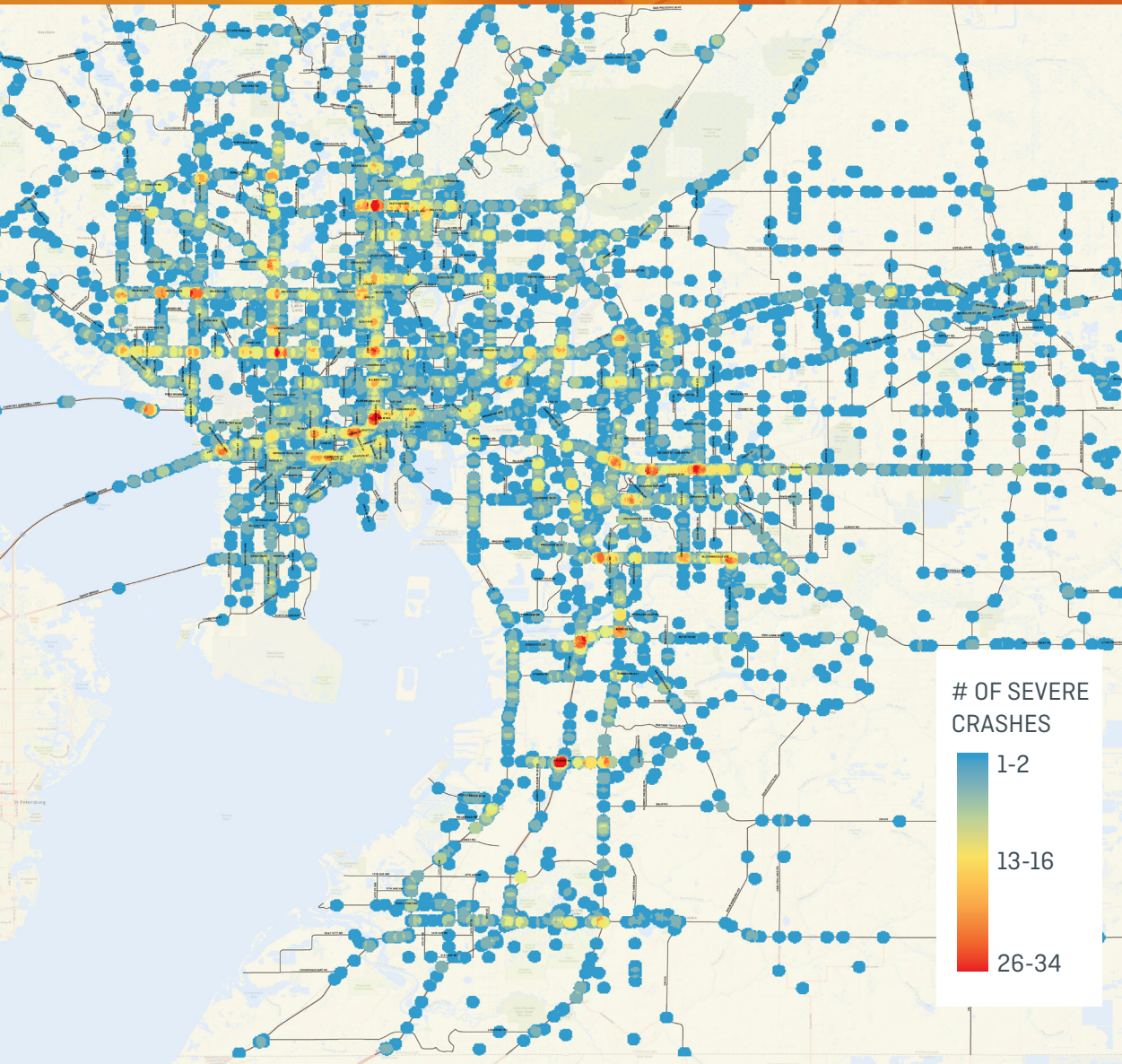
DEATHS



HILLSBOROUGH COUNTY TRAFFIC DEATHS 2006-2016

Source: Hillsborough County, Crash Data Management System.

FATAL AND INCAPACITATING INJURY CRASHES ALL MODES (2012-2016)



Source: Crash Data Management System, Florida Department of Transportation

The victims are children, parents and workers trying to make their way in an area consistently ranked as one of the most dangerous for walking in the U.S.³

The crisis has social and economic implications. Each death or injury results in untold pain and suffering for victims and their families. The Centers for Disease Control and Prevention estimates fatal crashes cost Floridians an annual \$32 million in medical costs and \$2.99 billion in work loss costs each year.⁴ The Florida Department of Transportation estimates that each cost to society for each fatal crash totals \$10.1 million.⁵

A simple fact compounds the toll of these deaths and injuries:

Each one is preventable.

3 "Dangerous by Design," Pg. 11. Smart Growth America. January 2017.

4 "Cost of Deaths from Motor Vehicle Crashes by State, Florida," Centers for Disease Control and Prevention. December 2015.

5 FDOT Roadway Design Bulletin. <http://www.fdot.gov/roadway/bulletin/rdb14-12.pdf>. June 4, 2014.

EFFECTING CHANGE

I t's time to change.

The Hillsborough County MPO, in a partnership with a coalition of community and agency stakeholders, is joining Vision Zero, an international movement to end road deaths and serious injuries.

The movement began in Sweden in 1997, where traffic deaths have been cut in half nationally since its inception.¹

Vision Zero has been embraced worldwide, including the United States, where it's been adopted by New York City, Chicago, San Francisco, and other cities.

¹ Vision Zero Sweden. <http://www.visionzeroinitiative.com>

WHAT MAKES VISION ZERO DIFFERENT?

Vision Zero refuses to accept dangerous roads as the status quo. By committing ourselves to this initiative, we're taking a fundamentally different view of road safety based.

All traffic deaths and severe injuries are preventable, not inevitable. We can no longer accept a high rate of serious injuries and traffic deaths.

Even one is too many. Therefore, the initiative sets a goal of eliminating – not merely reducing – deaths and serious injuries for all road users.

Whether it's by changing how people behave on our roads or redesigning roads for safer

travel, we can reach the goal of eliminating deaths and severe injuries.

Vision Zero takes a data-driven approach to identify areas of concern and the top factors in severe crashes. By sifting through years of crash data, we can find ways of applying limited resources to our most dangerous corridors and intersections.

The initiative focuses on a range of elements that shape our transportation system:

Engineering | Education | Enforcement | Equity | Evaluation |

We no longer accept the high number of traffic fatalities on our roads as the status quo. Our roads can provide mobility and safety at the same time for all users.

5 e's for safety

ENGINEERING

How can road design better account for human error, ensuring that crashes are less likely to cause death or serious injury?

EDUCATION

How can we better educate decision-makers, citizens, and visitors to encourage better road behavior, no matter the mode of travel?

ENFORCEMENT

How can we ensure fair and consistent enforcement of traffic laws?

EQUITY

How can we ensure that the roadway system is safe for everyone and all modes?

EVALUATION

How can we use data to better analyze and prioritize needed safety improvements to our transportation system?



VISION ZERO IN ACTION

Hillsborough County’s alarming crash record has brought a heightened awareness to the causes of, and contributing factors to, unsafe streets, as well as to opportunities for safer streets.

Engineers, planners, law enforcement officials, and educators have launched programs and projects across the county to provide safe, comfortable travel conditions for residents and visitors. This Action Plan builds on the many state and local agency safety programs, projects and initiatives underway already. Vision Zero Hillsborough provides an umbrella under which these efforts can be organized, connected, and promoted.

STATE AND LOCAL SAFETY PROGRAMS

The FDOT, Hillsborough County and local municipalities have initiated new or enhanced programs to comprehensively address transportation safety. The FDOT is guided by the *Strategic Highway Safety Plan*, a data-driven safety plan for all road users. It outlines a comprehensive approach to reducing fatalities and serious injuries centered around engineering, enforcement, education, and emergency response, each with its own supporting initiatives.

Statewide Intersection Lighting Initiative | This program identifies and prioritizes the retrofit or installation of LED lighting at signalized intersections with high levels of severe crashes under dark conditions. The installation is coordinated with Hillsborough County, local municipalities, and Tampa Electric Company, which performs the installation. \$15 million has been programmed for a lighting retrofit of nearly 400 traffic signals over the next five years.

Paint the Intersection | Tampa’s “Paint the Intersection” program aims to use eye-catching public art to improve traffic safety. Painting a mural on an intersection communicates to drivers the need to slow down and be aware of more vulnerable road users. Inspired by other cities where traffic-calming art has transformed intersections, Tampa created this program as a way for communities to install murals of their own. South Seminole Heights has been approved for a mural at N. River

Boulevard and W. Louisiana Avenue, and several other neighborhoods are pursuing approval.

Walk Wise | The WalkWise campaign provides innovative pedestrian safety education to citizens through a free interactive 30-minute presentation with time for discussion to anyone living or working in select Florida counties. Attendees are asked about their knowledge of traffic safety laws, safe behaviors, and perceptions of walking and bicycling in the Tampa Bay area. At the end of the presentation, attendees take the pledge to be safe and pass along their new knowledge to others. To date, WalkWise Tampa Bay has delivered over 1,200 presentations and more than 40,000 residents have taken the WalkWise Pledge to become ambassadors for walking, bicycling, and driving safely. WalkWise Tampa Bay is managed by the Center for Urban Transportation Research (CUTR) at USF and funded by the Florida Department of Transportation District 7.

Teen Driver Safety Education | This program provides “real world” training to students focusing on safety issues specific to teen drivers in Hillsborough County, such as distracted driving. Seventeen high schools and 8,835 students in Hillsborough County have participated in the program since 2010. Between 2010 and 2015, serious injuries and fatalities associated with drivers aged 15 through 19 have consistently declined.

School Safety Program | The FDOT, Hillsborough County, MPO, Hillsborough County School Board, and cities have collaborated to improve safe travel to schools. Under the program, more than 300 road safety audits have been conducted since 2011 to identify safety strategies on transportation corridors serving areas schools. Hillsborough County's *School Safety Circulation Access Program* provided \$7 million in enhancements for schools and the new Community Transportation Program includes \$16.7 million for school-related improvements. Also, the local governments continuously provide for safety within School Zones. Over \$1.7 million has been programmed for projects under the Safe Routes to Schools program.

Complete Streets Policy | The FDOT adopted a Complete Streets Policy in 2014 to promote safety, quality of life and economic development in Florida and to require the planning and implementation of a context-sensitive system of Complete Streets. FDOT developed a Complete Streets Implementation Plan in 2015, revising guidance, standards, manuals, and policies to integrate Complete Streets concepts. The FDOT released a draft of its Complete Streets Handbook this year describing how it will apply these concepts to projects. Hillsborough County and the Cities of Tampa, Temple Terrace, and Plant City have actively integrated Complete Streets concepts into transportation improvement projects.

ENFORCEMENT

Arrive Alive | This initiative brings together Florida's police agencies and other partners for education, engineering, and law enforcement interventions at locations identified through data analysis as areas of high fatal and serious bodily injury crashes.

Bicycle Squads | Bike patrols increase the visibility and accessibility of officers in the community. Officers traveling at a slower pace can observe more about the environment, such as obstacles and safety

issues for people walking and biking. Meanwhile, officers on bikes are more approachable to the public.

High Visibility Enforcement | Police dedicate more time to safety and education through this program. Officers focus on education first, then progress to warnings and citations. This program helped the Hillsborough County Sheriff's Office, the Temple Terrace Police Department, and the USF Police Department increase the number of warnings issued from 620 in 2015 to 3,017 in 2016.

Proactive Programs | Other programs help to proactively prevent severe crashes. Law enforcement works with drinking establishments to prevent DUI crashes. Officers give ride-alongs to educate the public about enforcement. FDOT Road Safety Audits bring together stakeholders to improve safety at specific locations.

ENGAGEMENT

We're coordinating with groups that have taken up the mission of making our streets safer:

Hillsborough Community Traffic Safety Team | This team has met since 1991 to develop local solutions to traffic crashes. Its efforts include spearheading numerous education and enforcement campaigns related to issues such as red-light running and intoxicated driving.

Bike Walk Tampa Bay | This regional coalition of organizations aims to make biking and walking a more preferred mode of travel in the Tampa Bay area. It has delivered more than 2,000 presentations and recruited more than 24,000 ambassadors to influence culture change toward more walkable and bikeable communities.

Walk Bike Tampa | This grassroots group has become a vocal advocate for walking and biking safety improvements by pushing for safer routes, better connectivity, and the increased availability of bike parking.



Fletcher Avenue Complete Street

ON THE GROUND

Several local projects have been implemented or are currently underway that match the mission of Vision Zero: Improving safety, saving lives, and encouraging people to walk, bike, and drive safely.

Fletcher Avenue | In 2015, Hillsborough County spent \$5 million to make Fletcher Avenue into a Complete Street between Nebraska Avenue and 50th Street, where fourteen hundred people walk across this street daily. The new features to improve roadway safety for people walking, biking, and driving include raised concrete medians and mid-block pedestrian crossings with high intensity flashing warning lights. Severe crashes along this corridor have been cut in half since completion of the project



Bullard Parkway Paint Saves Lives Event

Bullard Parkway | The Hillsborough MPO Vision Zero project sponsored a “Paint Saves Lives” event at which volunteers painted a green bike lane onto the westbound section of the Bullard Parkway bridge over the Hillsborough River. The parkway is in the process of undergoing a complete streets study to identify opportunities to enhance the safety of this corridor. The purpose of the Paint Saves Lives event was to demonstrate how a quick and low-cost improvement can improve the safety of the roadway and add a powerful visual cue to alert drivers to the presence of bicyclists on the bridge. The exercise was completed in less than an hour. The City of Temple Terrace provided police and traffic safety management during the event.



Collins Street Complete Street Concept

Collins Street | The City of Plant City is converting a section of Collins Street in the historic district from an auto-centric place to become a complete street catering to all users, including people walking, biking, and those with mobility limitations. The project includes high-visibility decorative crosswalks, shade trees and decorative street lights to encourage walking.

Cass Street Cycle Track | Tampa’s first ever on-street protected bicycle path opened in June of 2016, providing a safe bike link through downtown between Nebraska Avenue and the Tampa Riverwalk. The project converted Cass and Tyler Streets to two-way and installed separate signals for bicyclists and drivers . Future phases will extend the cycle track to Howard Avenue west of downtown and to Cuscaden Park north of Ybor City.

Platt Street and Cleveland Avenue | The City of Tampa has overhauled West Platt Street and Cleveland Ave to improve safety along the two one-way parallel roads in Hyde Park. Bicycle lanes, painted green in sections to alert drivers, separate cyclists from vehicles with a three-foot wide buffer. The City also eliminated a traffic lane on Platt Street and narrowed the remaining two lanes from 12 to 10 feet.



Tampa Riverwalk

Tampa Riverwalk | This beautiful 2.6-mile multimodal path on the Hillsborough River connects people to museums, parks, and the convention center downtown. The most recent segment of the Riverwalk opened last year, creating a link between Water Works Park to the north and Channelside to the south.

Palm Avenue | The City of Tampa transformed a one-mile segment of Palm Avenue into a much safer route between Tampa Heights and Ybor City. The project made room for bicycle lanes and pedestrian islands between North Boulevard and Nebraska Avenue by reducing the street from four to two lanes.



Palm Avenue Safety Enhancements

Cyclovia | Named for the Spanish word for cycle path, Cyclovia began in Bogota, Colombia, as a weekly event that closed the city's main streets to traffic, allowing safe travel for people walking and biking. Cyclovia has since become a worldwide phenomenon. Tampa began celebrating the event annually in 2014 by closing a portion of Kennedy Boulevard through downtown on a designated day. The event encourages people to use alternative modes of travel by reimagining a space usually reserved for vehicles as a place to bike, walk and play.



Cyclovia

While great strides have been made to create safe streets and change the culture around how we use our roads, there is still work to be done.

VISION ZERO HILLSBOROUGH

The origins of Vision Zero Hillsborough came out of the efforts of local roadway safety advocates, led by Walk Bike Tampa, who pushed for the adoption of Vision Zero resolutions in the wake of the death of a student hit by a car while walking to Chamberlain High School.

The Hillsborough Metropolitan Planning Organization (MPO) has taken the lead in creating the Vision Zero Action Plan in partnership with Hillsborough County, the Cities of Tampa, Temple Terrace, and Plant City, and the FDOT, as well as safety advocates, educators, law enforcement and emergency response agencies, and others with an interest and commitment to safer streets.

Together, these stakeholders form a coalition that helped to define and shape the actions and strategies needed to move toward zero deaths and severe injuries on our roads.

VISION ZERO COALITION

The MPO Policy Committee spearheaded the adoption of a Vision Zero resolution, and began this effort by holding a roundtable discussion in June of 2016. Spurring the motivation to develop the Vision Zero Action Plan, the coalition comprises an assortment of local elected officials, business owners, planners, engineers, and other leaders, shown in the graphic below, and is also open to the public.



ACTION TRACK WORKING GROUPS

Where do you begin the task of changing the status quo?

The Vision Zero Coalition began by organizing itself into four action tracks to focus its efforts. Coalition members collaborated to create goals and specific actions for each action track that together form a roadmap for the initiative. The action tracks include:

 **Paint Saves Lives | *Low cost retrofits and pop-up treatments***

Complete streets, cycle tracks and other projects improve safety, but often require a large investment and a long time to accomplish. To start saving lives in the short term with limited public dollars calls for creativity. This track set out to improve safety incrementally by using data to pinpoint locations for low-cost actions that can be taken in one to two years.

 **One Message, Many Voices | *Public education strategies***

Vision Zero's success depends on communicating its core messages in ways that will resonate. This action track focused on identifying key audiences for the initiative, choosing the most effective mediums to reach them and tailoring Vision Zero's messages in compelling ways for each audience.

 **Consistent and Fair | *Community-oriented law enforcement***

Safe road behavior is everyone's responsibility, whether you walk, bike or drive. Preventing dangerous behaviors isn't solely the responsibility of law enforcement. This action track focused on ways to reduce dangerous behaviors by all road users. It also considered methods beyond policing to inhibit dangerous behaviors to include engineering and education.

 **The Future Will Not Be Like the Past | *Facilitating culture change through policies and programs***

Reaching zero road deaths means changing the culture that contributes to the problem. That includes changing the way professionals in the private and public sectors approach driving, biking and walking. This track focuses on ways to avoid perpetuating the problems in our built environment as new roads and developments are built.

GETTING PEOPLE INVOLVED

Diverse public engagement activities were held during the creation of the action plan to solicit feedback from local leaders and the community on the major safety challenges on our streets and what can be done to overcome them.



WORKSHOPS

Four Vision Zero Coalition workshops were held over the course of a year. The public was invited to attend and share their thoughts about strategies and actions that could improve safety and affect change in Hillsborough County.

Workshop 1 The Vision Zero Coalition held its first workshop October 25, 2016, at the Ragan Park Community Center in East Tampa. The members organized into action track groups to begin their first discussions about the community's safety challenges and potential strategies.

Workshop 2 To get a better sense of the dangers we face when traveling by different modes, the coalition met January 31, 2017, to perform a safety audit of Hillsborough Avenue near the Town 'N Country Regional Public Library. The members completed a questionnaire to gauge how well the road provided access to drivers, bicyclists, walkers, and bus riders. The coalition convened in their action track groups to further refine strategies.

Workshop 3 The draft action strategies were presented at the April 25, 2017 workshop held in Temple Terrace for further discussion and refinement. Priority strategies, agency roles, and action steps were further developed. The coalition also participated in a pop-up paint exercise to add a high-visibility green bike lane on the Bullard Parkway bridge across the Hillsborough River .

Workshop 4 The final workshop held August 22, 2017 revealed the Vision Zero Action Plan and featured the stories of people whose lives have been touched by traffic violence.

CAPTURING PUBLIC SAFETY CONCERNS

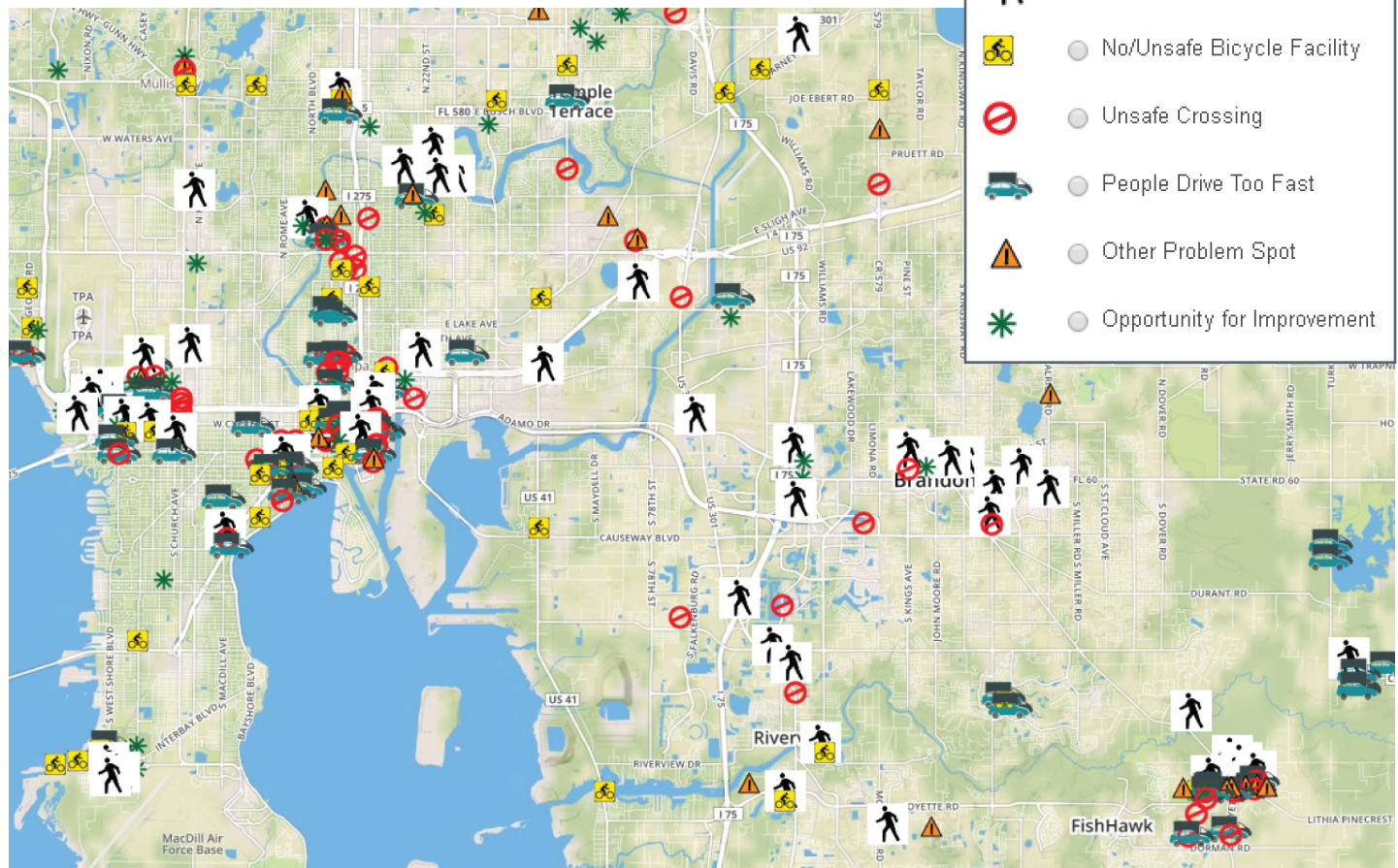
WIKIMAP

The MPO has employed a crowdsourcing mapping tool called wikimapping to allow people to pinpoint their safety concerns regarding our roads. As of August 16, 2017, over 400 individual comments had been documented on the map. These results help to identify areas of concern and places where low-cost treatments or retrofits could be implemented to improve safety.

The crowdsourced data provide an additional layer of context drawn from the everyday experiences of residents. The top three concerns noted by the public were 1) unsafe crossings, 2) missing sidewalks, and 3) speeding.

FACEBOOK

The MPO created a Facebook page for Vision Zero to further engage the public on the topic of road safety, inform the public about current events and news, and share information and updates on the Action Plan development. In it's infancy, the Facebook page had over 100 followers and will continue to be a source of information and updates as the Vision Zero Action Plan is implemented.



DEFINING THE PROBLEM

Creating change starts with understanding the problem.

To grasp the forces behind our dangerous roads, the MPO analyzed five years of data (2012-2016) from the Crash Database Management System, mapping data points—each one representing a life lost or injury suffered—across our corridors and intersections. The process pinpointed areas of high concern and brought into focus the factors underlying the numbers.



HERE'S THE PICTURE THAT EMERGED:

- For every fatal crash, there are eight incapacitating injury crashes for a total of about 1,500 every year. There were 7,378 severe crashes between 2012 and 2016: 791 fatal crashes and 6,587 with incapacitating injuries.
- Crashes happen everywhere, but there's a portion of the network that urgently needs attention. A third of our roads account for 3/4 of the county's severe crashes.
- Aggressive driving accounted for 33 percent of all fatal crashes on our roads. This figure includes driving, walking and bicycle crashes. The problem is even more pronounced when looking at just vehicle crashes, 42 percent of which were caused by aggressive driving.
- A lack of road lighting is deadly, especially for people walking and biking. Dark, unlit roads were a factor in 39 percent of fatal pedestrian crashes and 24 percent of fatal bicycle crashes.
- We must put down our devices while driving. Electronic distraction was reported in 19 percent of fatal and incapacitating injury vehicle crashes, but may be higher than show in law enforcement reports. Nationally, text messages and tweets have grown exponentially since 2009, and the pedestrian fatality trend turned upward at the same time.

***THE TOLL IS ECONOMIC AS WELL AS PHYSICAL,
IN THE FORM OF LOST WAGES, PRODUCTIVITY,
AND MEDICAL EXPENSES.***



FACTORS THAT CONTRIBUTE TO SEVERE CRASHES

Why are severe crashes occurring and what can be done to eliminate them?

Dangerous behaviors coupled with roadway designs that enable those behaviors are two of the main factors behind severe crashes.

UNSAFE BEHAVIORS

People make mistakes. Vision Zero acknowledges human error and makes a goal of discouraging dangerous behavior.

SPEED

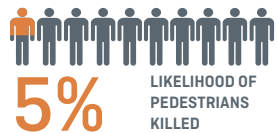
Vision Zero recognizes speed as a fundamental factor in severe crashes. The faster you drive, the narrower your cone of vision, the longer your braking distance, and the more severe your collision.

Driving at even moderate speeds drastically increases a person walking's fatality risk. A person walking struck at 30 miles per hour, for example, has an estimated 40 percent chance of dying. If the vehicle is traveling 40 miles per hour, the estimated risk jumps to 80 percent.

Vision Zero makes speed reduction a central strategy.

75% of fatal crashes in Hillsborough County occur on roads with posted speeds of 40+ mph.

SPEED INCREASES RISK OF DEATH



AGGRESSIVE DRIVING

We all have stories of dealing with aggressive drivers. Sometimes we're the aggressors, or we react aggressively to others' aggressive driving. The data reveal that it's a significant cause of fatal crashes in Hillsborough County.

Aggressive driving includes speeding, dangerous lane changes, failing to yield, and following too close.¹

DISTRACTED DRIVING, WALKING AND BIKING

Devices, such as smart phones, constantly draw our attention. When we decide to use them while driving, walking, and biking, it can turn deadly. Distraction may be behind a spike in pedestrian deaths in the U.S., with Florida having the second-highest pedestrian death rate in the country.²

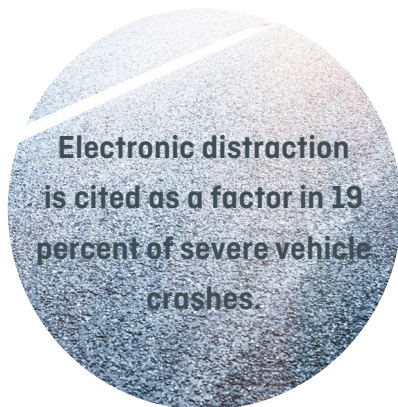
While it's difficult to determine the precise number of crashes caused by electronic distraction, data show it's cited as a factor in 19 percent of severe vehicle crashes in Hillsborough County.

1 "Speed and aggressive driving," FDOT

2 "Pedestrian Traffic Fatalities by State," Richard Retting. Pg. 9



Aggressive driving is a factor in one-third of all fatal crashes and 42% of fatal vehicle crashes in Hillsborough County.



Electronic distraction is cited as a factor in 19 percent of severe vehicle crashes.



Intoxication is a factor in 23% of all fatal crashes and is a factor in 19% of fatal pedestrian crashes.

IMPAIRED DRIVING

Intoxicated driving is the focus of constant enforcement and safety campaigns, yet it persists as one of the major contributing factors of fatal crashes in Hillsborough County.

Intoxication is not just a factor in vehicle crashes. The numbers show intoxication is cited in 19 percent of fatal pedestrian crashes and 22 percent of fatal bicycle crashes.

Intoxication is a serious problem, but less significant than nationwide (involved in 23 percent of traffic fatalities here versus 29 percent in the country as a whole). In other words, other factors play an important role here.

UNSAFE WALKING AND BICYCLING BEHAVIOR

As the most vulnerable users of our roads, people walking and biking must be vigilant in keeping themselves safe. But sometimes they put themselves in harm's way through dangerous behaviors. In many cases the person walking or biking is not aware that they are not obeying traffic laws. These behaviors include crossing midblock without a crosswalk, biking against the flow of traffic and biking at night without bicycle lights.

People must take responsibility for their actions and understand the potential impact of their behaviors on our roadways. But we can also design our roads to encourage safer behavior by all users.

SAFER DESIGN

The design of a road influences how people behave on the streets. Wide, one-way streets often lead to drivers traveling at faster speeds. Streets with long blocks and no midblock crossings lead to people crossing where it is most convenient for them, even if it means crossing where a safe crossing is not provided.

Several other factors can contribute to unsafe conditions:

- No street lighting
- No bicycle facilities
- Fast-moving traffic
- Wide roadway
- Unmarked and unsignalized crossings
- Long distances between traffic signals leading to speeding

Streets can be designed in ways that encourage safer behavior in drivers, people walking, and people biking. Some treatments to improve the safety of a street include:

- LED lighting
- High-visibility crosswalks
- Bicycle lanes
- Wider sidewalks
- ADA accessible ramps
- Reduced travel lanes
- Placemaking treatments such as street trees and pedestrian-scale lighting
- Raised and landscaped medians

In every situation the person might fail, the road system should be designed not to.



Fletcher Avenue before (top) and after (bottom) undergoing a Complete Street makeover featuring midblock pedestrian crossings, raised pedestrian islands, additional sidewalks, human-scale lighting, and bicycle lanes. Source: Google Streetview



SEVERE CRASH CORRIDORS

Crashes occur everywhere, but there are certain areas where they are most prevalent.

Vision Zero focuses on these corridors as opportunities to make the greatest strides toward eliminating fatalities and incapacitating injuries. Our analysis zeroed in on the county's top 20 corridors with the most severe crashes per mile.

In the past five years, 1,030 severe crashes occurred on these corridors. That's 19 percent of Hillsborough County's fatal and incapacitating injury crashes occurring on just 4 percent of major roads. These corridors comprise 12.3 percent of daily vehicle miles traveled (VMT) in the county.

Aggressive driving was a factor in 36 percent of the severe crashes on these corridors. Fifteen percent of the crashes on these corridors left people walking or biking with fatal or incapacitating injuries.

A profile of each of these 20 corridors, their crash rates, and the causal factors associated with those crashes is provided in the accompanying Vision Zero Severe Crash Corridor Profiles document.



19 percent of Hillsborough County's fatal and incapacitating injury crashes occur on 4 percent of major roads.

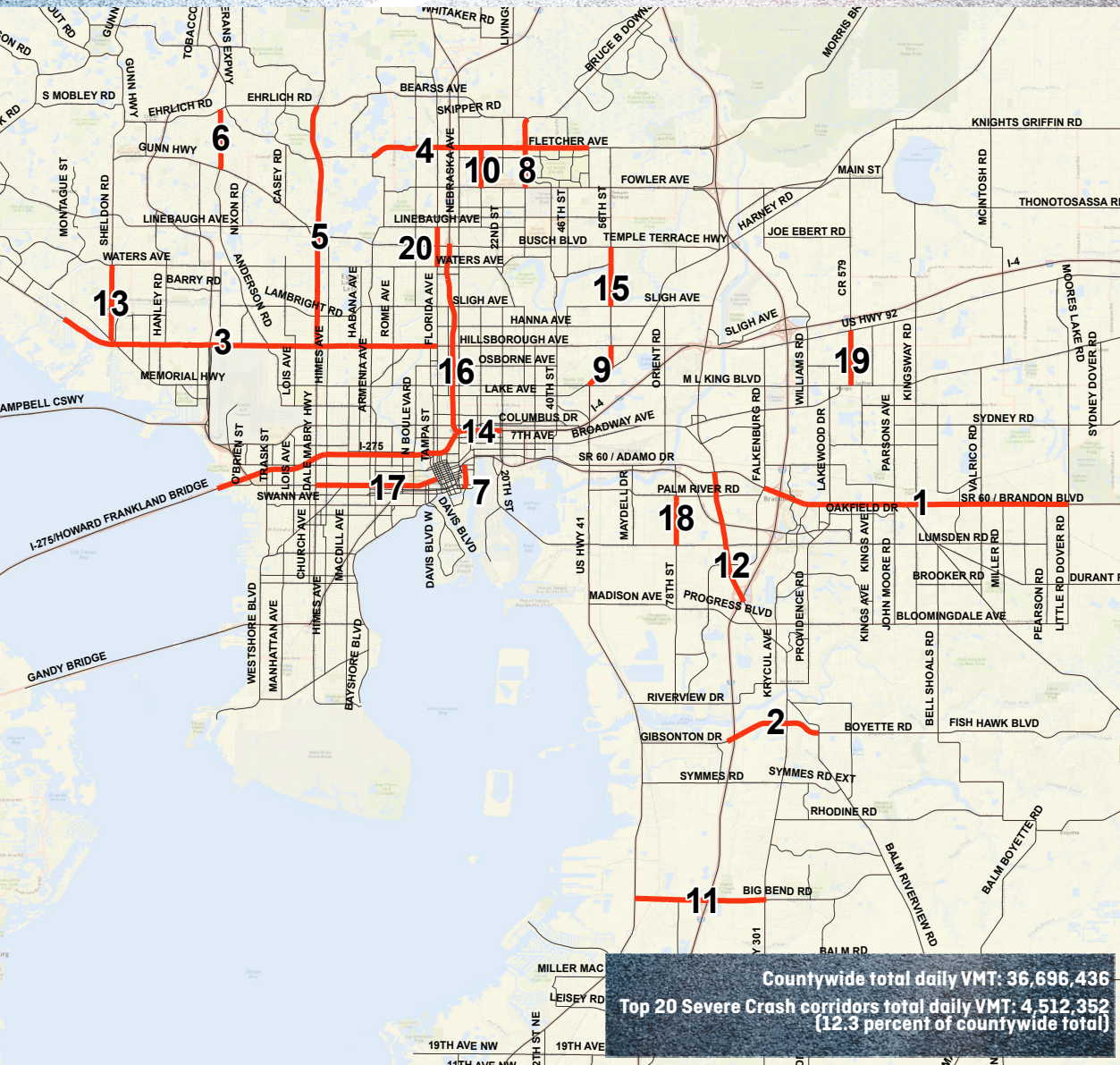
TOP 20 SEVERE CRASH CORRIDORS

- 1. Brandon Blvd from Falkenburg Rd to Dover Rd (7.18 miles)**
180 crashes (25 crashes per mile)
Daily Vehicle Miles Traveled (VMT): 463,965
- 2. Gibsonton Dr/Boyette Rd from I-75 to Balm Riverview Rd (2.33 miles)**
49 crashes (21 crashes per mile); Daily VMT: 79,720
- 3. Hillsborough Ave from Longboat Blvd to Florida Ave (8.87 miles)**
176 crashes (19.8 crashes per mile); Daily VMT: 528,719
- 4. Fletcher Ave from Armenia Ave to 50th St (5.09 miles)**
100 crashes (19.6 crashes per mile)*;
Daily VMT: 196,990
- 5. Dale Mabry from Hillsborough Ave to Bearss Ave (6.17 miles)**
116 crashes (18.8 crashes per mile); Daily VMT: 430,798
- 6. Lynn Turner from Gunn Hwy to Ehrlich Rd (1.51 miles)**
28 crashes (18.5 crashes per mile); Daily VMT: 29,445
- 7. Meridian Ave from Channelside Dr to Twiggs St (0.6 miles)**
11 crashes (18.3 crashes per mile); Daily VMT: 10,240
- 8. Bruce B. Downs from Fowler Ave to Bearss Ave (1.77 miles)**
32 crashes (18.1 crashes per mile); Daily VMT: 304,083
- 9. 50th St from MLK Blvd to Hillsborough Ave (1.24 miles)**
22 crashes (17.7 crashes per mile); Daily VMT: 30,380
- 10. 15th St from Fowler Ave to Fletcher Ave (1.02 miles)**
18 crashes (17.6 crashes per mile);
Daily VMT: 10,458

***Fletcher Ave Complete Street Project completed January 2015**
Severe Crash Reductions
2012-2013: 48 severe crashes
2015-2016: 25 severe crashes

TOP 20 SEVERE CRASH CORRIDORS : ALL MODES (2012-2016)

Severe Crash = A crash resulting in a fatality or incapacitating injury



Source: Crash Data Management System

- 11. Big Bend Rd from U.S. 41 to I-75 (3.07 miles)**
51 crashes (16.6 crashes per mile);
Daily VMT: 72,145
- 12. U.S. 301 from I-75 to Adamo Dr (3.39 miles)**
55 crashes (16.2 crashes per mile);
Daily VMT: 152,792
- 13. Sheldon Rd from Hillsborough Ave to Waters Ave (2.04 miles)**
33 crashes (16.2 crashes per mile);
Daily VMT: 67,488
- 14. I-4 from I-275 to 22nd St (1.08 miles)**
17 crashes (15.7 crashes per mile);
Daily VMT: 189,000
- 15. 56th St from Sligh Ave to Busch Blvd (1.51 miles)**
23 crashes (15.2 crashes per mile); Daily VMT: 64,930
- 16. I-275 from Howard Frankland Bridge to Busch Blvd (10.86 miles)**
164 crashes (15.1 crashes per mile);
Daily VMT: 1,709,092
- 17. Kennedy Blvd from Dale Mabry Hwy to Ashley Dr (2.85 miles)**
43 crashes (15.1 crashes per mile); Daily VMT: 103,312
- 18. 78th St from Causeway Blvd to Palm River Rd (1.26 miles)**
19 crashes (15.1 crashes per mile); Daily VMT: 27,945
- 19. CR 579 / Mango Rd from MLK Blvd to U.S. 92 (1.4 miles)**
21 crashes (15 crashes per mile); Daily VMT: 13,580
- 20. Florida Ave from Waters Ave to Linebaugh Ave (1.01 miles)**
15 crashes (14.9 crashes per mile); Daily VMT: 27,270

VULNERABLE USERS

Biking and walking in Hillsborough County requires caution.

The precaution Gregor Richkind takes for even a short bike ride speaks to the danger faced every day by Hillsborough's more than 1.3 million residents. He pedaled to a recent appointment at James A. Haley Veterans' Hospital, his yellow safety vest vibrant on a gray morning.

His bike had at least four lights. He wore two more on his helmet, just in case. "I will put on as much as I can to call attention to myself," said Richkind, 60, pausing on the shoulder of Bruce B. Downs Boulevard during morning rush hour. "I don't know why anyone wouldn't do that."



Gregor Richkind navigates the intersection of Bruce B. Downs Boulevard and Fletcher Avenue during morning traffic.

One in four injury crashes involving a person walking or biking in Hillsborough County end in serious injury or death.

Our area perennially ranks as one of the most dangerous places for people walking in the country. One out of four crashes involving people walking and biking in Hillsborough County ends in serious injury or death.

While Vision Zero Hillsborough focuses on the safety of all travelers, people walking and biking are particularly vulnerable because they don't have a steel frame protecting them in a collision.

The way many of our roads are designed forces these vulnerable users into the margins of busy corridors with little to no protection. They must rely on a severely fragmented network of sidewalks and bicycle lanes to reach their destination. For those who bike and walk as a primary mode of travel, it may mean risking your life each day.

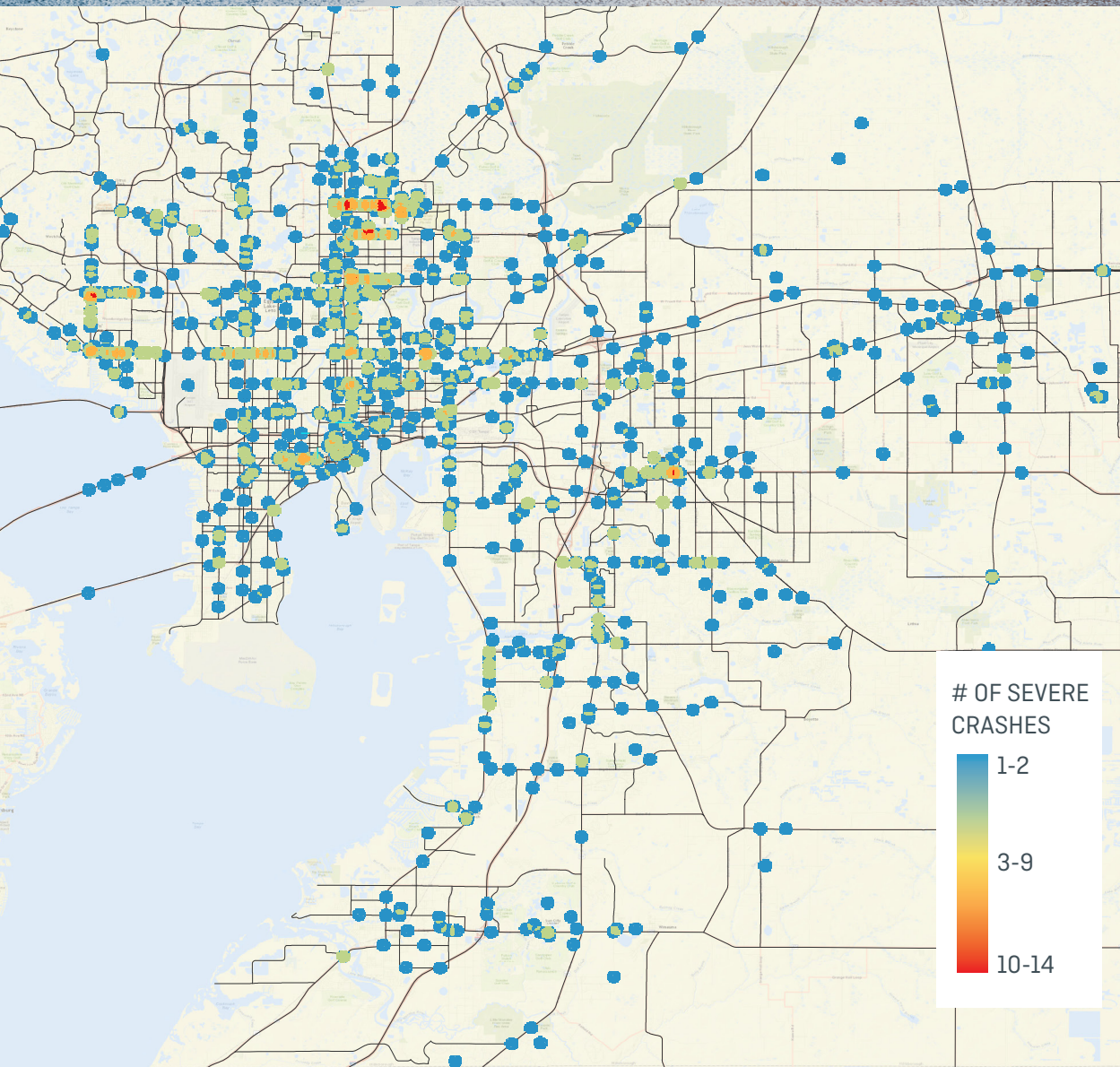
The data show that dark, unlit roads and intoxicated driving are among the biggest contributors to fatal crashes involving people walking or biking in our area.

The signs of change are easy to spot in downtown Tampa, where cyclists can ride the city's first protected bike lane and the Riverwalk safely routes people walking along the water, away from traffic.

As significant as these changes are, we need to do more.

Vision Zero envisions bringing safety improvements to our county's most dangerous corridors and intersections.

SEVERE CRASHES INVOLVING PEOPLE WALKING OR BIKING (2012-2016)



Source: Crash Data Management System



Between 2012 to 2016, there were a total of 2,760 pedestrian injury crashes in Hillsborough, 807 of which were severe. That means we average 1.5 pedestrian injury crashes per day, or 10.6 per week, 30 percent of which result in a fatality or incapacitating injury.



Between 2012 to 2016, there were a total of 1,798 bicycle injury crashes in Hillsborough, 356 of which were severe. That means we average 1 bicycle injury crashes every day, or almost 7 per week, 20 percent of which result in a fatality or incapacitating injury.

VULNERABLE USERS

SEVERE CRASH CORRIDORS

Identifying the most dangerous corridors for pedestrians and bicyclists can help to focus efforts on the corridors on which the highest number of severe bicycle and pedestrian crashes occur.

The map to the right highlights the top 20 corridors on which the greatest number of severe bicycle and pedestrian crashes occur per mile. Further study of these corridors could identify the potential countermeasures and design treatments that will create a safer travel environment for our roadways' most vulnerable users.

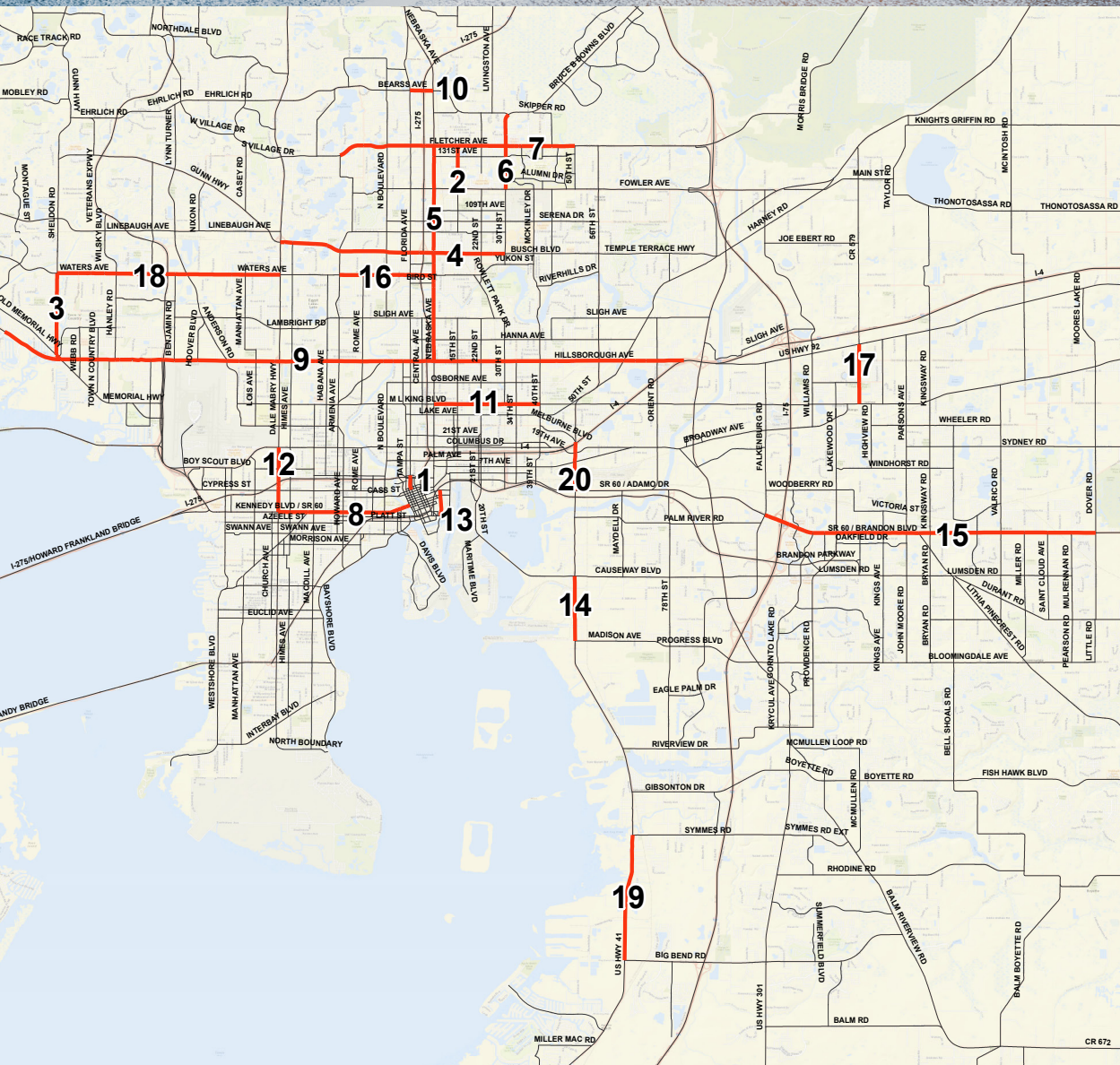


People walking across Hillsborough Avenue.

TOP 20 SEVERE CRASH CORRIDORS: SEVERE CRASHES INVOLVING PEOPLE WALKING OR BIKING

- 1. Florida Ave from Tyler St to Kay St - (0.33 miles)**
3 crashes (9.09 crashes per mile)
- 2. 15th St from Fowler Ave to Fletcher Ave - (1.02 miles)**
8 crashes (7.84 crashes per mile)
- 3. Sheldon Rd from Hillsborough Ave to Waters Ave - (2.04 miles)**
15 crashes (7.35 crashes per mile)
- 4. Busch Blvd from Dale Mabry Hwy to 30th St - (4.84 miles)**
23 crashes (4.75 crashes per mile)
- 5. Nebraska Ave from Hillsborough Ave to Fletcher Ave - (4.96 miles)**
23 crashes (4.64 crashes per mile)
- 6. Bruce B Downs Blvd from Fowler Ave to Bearss Ave - (1.77 miles)**
8 crashes (4.52 crashes per mile)
- 7. Fletcher Ave from Armenia Ave to 50th St - (5.09 miles)**
23 crashes (4.52 crashes per mile)
- 8. SR 60/Kennedy Blvd from Dale Mabry Hwy to Ashley Dr - (2.85 miles)**
12 crashes (4.21 crashes per mile)
- 9. Hillsborough Ave from Longboat Blvd to US 301 - (14.73 miles)**
61 crashes (4.14 crashes per mile)
- 10. Bearss Ave from Florida Ave to Nebraska Ave - (0.5 miles)**
2 crashes (4 crashes per mile)

TOP 20 SEVERE CRASH CORRIDORS: SEVERE CRASHES INVOLVING PEOPLE WALKING OR BIKING (2012-2016)



11. MLK Blvd from Nebraska Ave to 40th St - (2.27 miles)
9 crashes (3.96 crashes per mile)
12. Dale Mabry Hwy from Kennedy Blvd to Columbus Dr - (1.52 miles)
6 crashes (3.95 crashes per mile)
13. Meridian St from Channelside Dr to Twigg's St - (0.6 miles)
2 crashes (3.33 crashes per mile)
14. US 41 from Madison Ave to Causeway Blvd - (1.52 miles)
5 crashes (3.29 crashes per mile)
15. SR 60 from Falkenburg Rd to Dover Rd - (7.18 miles)
22 crashes (3.06 crashes per mile)
16. Waters Ave from Armenia Ave to Nebraska Ave - (2.02 miles)
6 crashes (2.97 crashes per mile)
17. CR 579 / Mango Rd from MLK Blvd to US 92 - (1.4 miles)
4 crashes (2.86 crashes per mile)
18. Waters Ave from Sheldon Rd to Dale Mabry Hwy - (4.77 miles)
13 crashes (2.73 crashes per mile)
19. US 41 from Big Bend Rd to Symmes Rd - (2.95 miles)
8 crashes (2.71 crashes per mile)
20. 50th St from Adamo Dr to Melburne Blvd - (1.13 miles)
3 crashes (2.65 crashes per mile)

Source: Crash Data Management System

AGGRESSIVE DRIVING

SEVERE CRASH CORRIDORS

Aggressive driving is one of the most common factors in severe crashes. Aggressive driving encompasses a range of driver behavior that includes:

- Failure to yield right-of-way
- Failure to keep in proper lane
- Followed too closely
- Ran red light
- Ran stop sign
- Improper passing
- Exceeded posted speed
- Disregarded other road markings
- Operated vehicle in erratic, reckless, or aggravated manner
- Disregarded other traffic sign

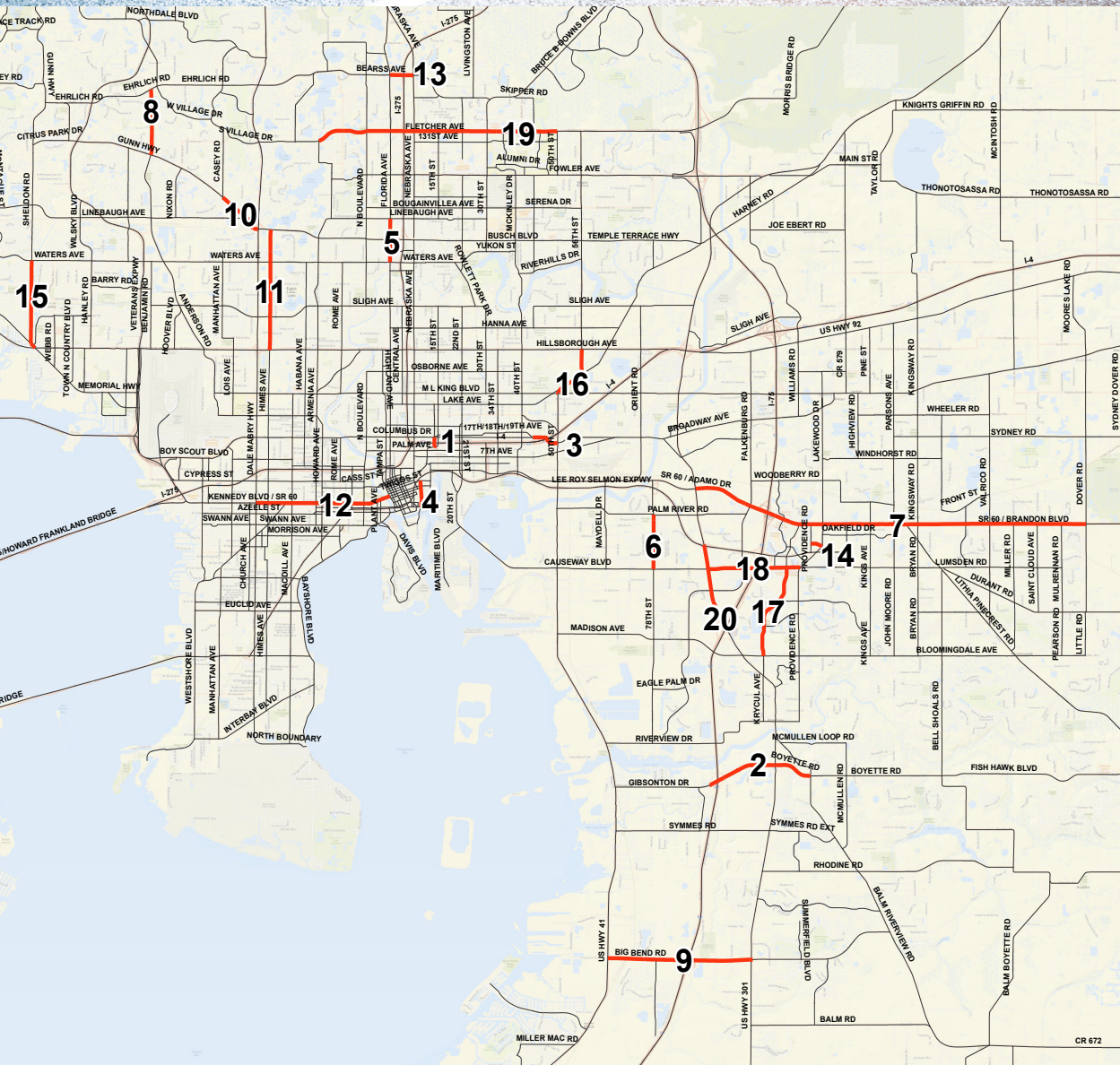
There are certain corridors in the county where these behaviors comprising aggressive driving are more pronounced. Law enforcement efforts focused on these corridors could help to reduce these dangerous driver behaviors.

The top 20 corridors that experienced the highest number of severe crashes per mile in which aggressive driving was a factor are shown in the map to the right.

TOP 20 SEVERE CRASH CORRIDORS: SEVERE CRASHES WITH AGGRESSIVE DRIVING AS A FACTOR

- 1. Avenida Republica De Cuba from Nuccio Parkway to Columbus Dr - (0.24 miles)**
3 crashes (12.5 crashes per mile)
- 2. Gibsonton Dr/Boyette Rd from I-75 to Balm Riverview - (2.33 miles)**
25 crashes (10.73 crashes per mile)
- 3. Columbus Dr from 19th Ave to 50th St - (0.59 miles)**
6 crashes (10.17 crashes per mile)
- 4. Meridian St from Channelside Dr to Twiggs St - (0.6 miles)**
6 crashes (10 crashes per mile)
- 5. Florida Ave from Waters Ave to Linebaugh Ave - (1.01 miles)**
10 crashes (9.9 crashes per mile)
- 6. 78th St from Causeway Blvd to Palm River Rd - (1.26 miles)**
12 crashes (9.52 crashes per mile)
- 7. SR 60 from US 301 to Dover Rd - (8.45 miles)**
75 crashes (8.88 crashes per mile)
- 8. Lynn Turner from Gunn Hwy to Ehrlich Rd - (1.51 miles)**
13 crashes (8.61 crashes per mile)
- 9. Big Bend Rd from US 41 to US 301 - (3.07 miles)**
26 crashes (8.47 crashes per mile)
- 10. Gunn Hwy from Casey Rd to Dale Mabry Overpass - (1.07 miles)**
9 crashes (8.41 crashes per mile)

**TOP 20 SEVERE CRASH CORRIDORS:
SEVERE CRASHES INVOLVING AGGRESSIVE DRIVING (2012-2016)
ALL MODES**



Source: Crash Data Management System

- 11. Himes Ave from Hillsborough Ave to Busch Blvd - (2.78 miles)**
23 crashes (8.27 crashes per mile)
- 12. SR 60/Kennedy Blvd from Dale Mabry Hwy to Ashley St - (2.85 miles)**
23 crashes (8.07 crashes per mile)
- 13. Bearss Ave from Florida Ave to Nebraska Ave - (0.5 miles)**
4 crashes (8 crashes per mile)
- 14. Brandon Main St from Providence Rd to Lakewood Rd - (0.25 miles)**
2 crashes (8 crashes per mile)
- 15. Sheldon Rd from Hillsborough Ave to Waters Ave - (2.04 miles)**
15 crashes (7.35 crashes per mile)
- 16. 50th St / 56th St from MLK Blvd to Hillsborough Ave - (1.24 miles)**
9 crashes (7.26 crashes per mile)
- 17. Gornto Lake Rd from Bloomingdale Ave to Causeway Blvd - (2.21 miles)**
16 crashes (7.24 crashes per mile)
- 18. Causeway Blvd from US 301 to Providence Rd - (1.95 miles)**
14 crashes (7.18 crashes per mile)
- 19. Fletcher Ave from Armenia Ave to 50th St - (5.09 miles)**
36 crashes (7.07 crashes per mile)
- 20. US 301 from I-75 to Adamo Dr - (3.39 miles)**
23 crashes (6.78 crashes per mile)

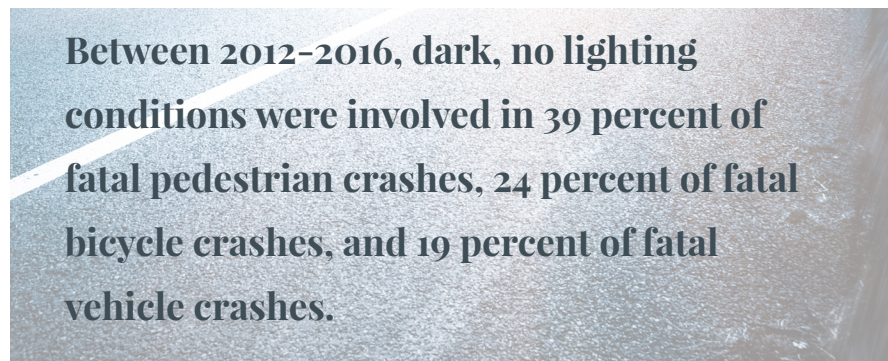
DARK, NO LIGHTING

SEVERE CRASH CORRIDORS

Drivers, pedestrians, and bicyclists die each year due to dark roadway conditions. Mapping the data across Hillsborough County reveals the corridors where dark lighting conditions have factored into the highest number of severe crashes per mile. Some corridors are relatively short. Others, such as a 14.73-mile portion of Hillsborough Avenue, cut a dangerous path across Tampa.

While intersection lighting improvements have already been planned for the county, this action plan makes a priority of addressing corridors in critical need of LED lighting.

The map to the right highlights the top 20 corridors in which dark, no lighting conditions were a factor in severe crashes, for all modes. Focusing lighting improvements along these corridors may help to reduce the rate of severe crashes.



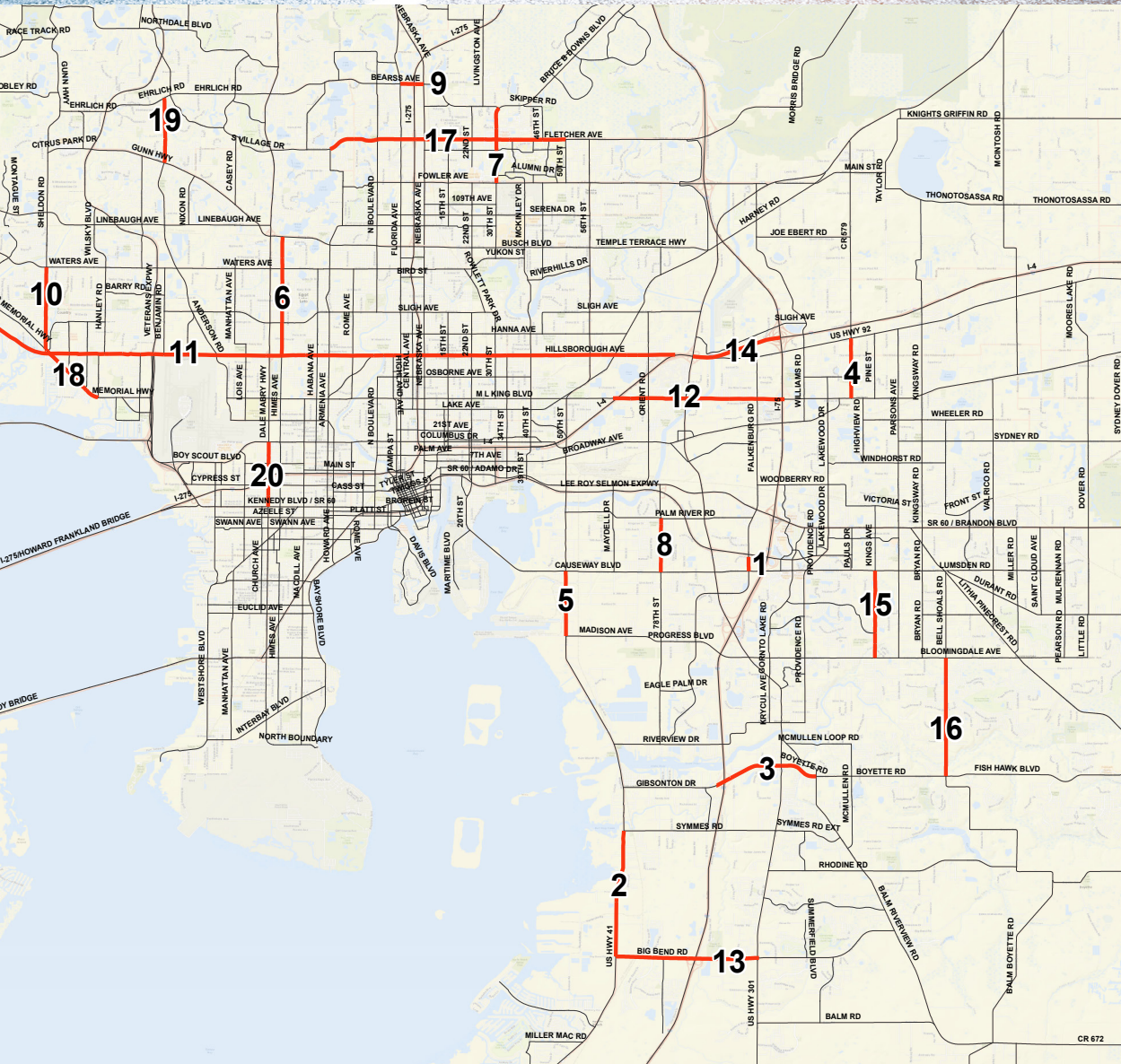
Between 2012–2016, dark, no lighting conditions were involved in 39 percent of fatal pedestrian crashes, 24 percent of fatal bicycle crashes, and 19 percent of fatal vehicle crashes.

TOP 20 SEVERE CRASH CORRIDORS: SEVERE CRASHES IN WHICH NO LIGHTING WAS A FACTOR

- 1. Falkenburg Rd. from Causeway Blvd. to Lee Roy Selmon Expressway – (0.33 miles)**
2 crashes (6.06 crashes per mile)
- 2. U.S. 41 from Big Bend Rd. to Symmes Rd. – (2.95 miles)**
13 crashes (4.41 crashes per mile)
- 3. Gibsonton Dr./Boyette Rd. from I-75 to Balm Riverview Rd. – (2.33 miles)**
9 crashes (3.86 crashes per mile)
- 4. C.R. 579/Mango Rd. from MLK Blvd. to U.S. 92 – (1.4 miles)**
5 crashes (3.57 crashes per mile)
- 5. U.S. 41 from Madison Ave. to Causeway Blvd. – (1.52 miles)**
5 crashes (3.29 crashes per mile)
- 6. Himes Ave. from Hillsborough Ave. to Busch Blvd – (2.78 miles)**
8 crashes (2.88 crashes per mile)
- 7. 30th St./Bruce B. Downs Blvd. from Fowler Ave. to Bearss Ave. – (1.77 miles)**
5 crashes (2.82 crashes per mile)
- 8. 78th St. from Causeway Blvd. to Palm River Rd. – (1.26 miles)**
3 crashes (2.38 crashes per mile)
- 9. Bearss Ave. from Florida Ave. to Nebraska Ave – (0.5 miles)**
1 crash (2 crashes per mile)

**TOP 20 SEVERE CRASH CORRIDORS:
SEVERE CRASHES IN WHICH NO LIGHTING WAS A FACTOR (2012-2016)**

ALL MODES



Source: Crash Data Management System

- 10. Sheldon Rd. from Hillsborough Ave. /Memorial Hwy. to Waters Ave. – (2.04 miles)**
4 crashes (1.96 crashes per mile)
- 11. Hillsborough Ave. from Longboat Blvd. to U.S. 301 – (14.73 miles)**
27 crashes (1.83 crashes per mile)
- 12. MLK Blvd. from I-4 to I-75 – (3.65 miles)**
6 crashes (1.64 crashes per mile)
- 13. Big Bend Rd. from U.S. 41 to U.S. 301 – (3.07 miles)**
5 crashes (1.63 crashes per mile)
- 14. I-4 from U.S. 301 to I-75 – (1.94 miles)**
3 crashes (1.55 crashes per mile)
- 15. Kings Ave. from Bloomingdale Ave. to Lumsden Rd. – (2.03 miles)**
3 crashes (1.48 crashes per mile)
- 16. Bell Shoals Rd. from Boyette Rd. to Bloomingdale Ave. – (2.76 miles)**
4 crashes (1.45 crashes per mile)
- 17. Fletcher Ave. from Armenia Ave. to 50th St. – (5.09 miles)**
7 crashes (1.38 crashes per mile)
- 18. Memorial Hwy from Hillsborough Ave. to Kelly Rd. – (1.47 miles)**
2 crashes (1.36 crashes per mile)
- 19. Lynn Turner from Gunn Hwy. to Ehrlich Rd. – (1.51 miles)**
2 crashes (1.32 crashes per mile)
- 20. Dale Mabry Hwy from Kennedy Blvd. to Columbus Dr. – (1.52 miles)**
1 crash (0.66 crashes per mile)

VISION ZERO ACTION PLAN

Reaching ZERO requires a plan.

The action plan was developed over the course of a year with the Vision Zero Coalition. These action strategies came about through workshop discussions, public outreach, wikimap responses, data-driven analyses, and collaboration with various city, county, and enforcement agencies. Priority Vision Zero action steps are identified for each Action Track, which were prioritized based on a voting activity of participants at the third Vision Zero Coalition workshop. The four Action Tracks cover short-term, low-cost treatments (Paint Saves Lives), equitable enforcement (Consistent and Fair), public education strategies (One Message, Many Voices), and policies and programs (The Future Will Not Be Like the Past).



COUNTDOWN TO VISION ZERO

The development of the Vision Zero Action Plan was just the beginning. It serves as the foundation for action, continued collaboration, and momentum towards a stronger culture of safety. The proactive implementation of the strategies, policies, and practices in the action plan will help to keep Vision Zero in the forefront of our community needs, measure progress towards safer streets, and keep the Vision Zero Coalition and the broader community engaged. The commitment of the Vision Zero stakeholders will be the true testament to our success.

MEASURING PROGRESS

Progress on the goal areas for each Action Track is measured to determine our community's accomplishments in reducing severe crashes. Crash statistics and other performance indicators will continue to be monitored to quantify our success and identify areas for improved or refined strategies.

ANNUAL PROGRESS REPORT

The performance of the effectiveness of the action plan strategies will be summarized and documented in an annual progress report to the Vision Zero Coalition. The data will provide the foundation for continued discussions and the development of ideas and innovations for improved safety on our streets.

ACTIVATING THE VISION ZERO AGENDA

Vision Zero Hillsborough will be integrated into regular meetings and discussions of the Hillsborough Community Traffic Safety Team. This will provide a means for integrating Vision Zero objectives into planning, design, and enforcement initiatives. By sharing success stories, new opportunities and innovations for improved safety will be identified and placed into action.

Each year, the Vision Zero Coalition will reconvene to share updates on implementation of the Action Plan and to build on accomplishments through new actions and initiatives.



PAINT SAVES LIVES

GOAL 1:

RAISE DRIVER AWARENESS OF PEOPLE WALKING AND BIKING BY USING HIGH-VISIBILITY MARKINGS ON THE TRANSPORTATION NETWORK

High visibility markings on transportation facilities provide visual cues to drivers that people walking and biking can be expected to be present in delineated zones on the transportation network. This awareness creates a safer travel environment for all users. Certain treatments are proven to be especially effective at slowing traffic, reducing crashes, and affecting driver behavior. These markings can include low-cost retrofits and temporary pop-up treatments, in compliance with the Federal Highway Administration's *Manual on Uniform Traffic Control Devices* (MUTCD). Pop-up treatments can be performed as student, civic or neighborhood group events, especially neighborhoods interested in implementing traffic calming strategies.

How We Measure Success...

1 Number of missing or poor condition crosswalks addressed

2 Number of high-visibility crosswalks installed

3 Number of student intersection mural painting events held

4 Number of locations where green bicycle lanes installed

5 Number of paint "bulb-outs" created at intersection corners

6 Number of bike lanes supplemented with No Right Turn on Red signage

7 Number of bike lanes supplemented with flex posts



GOAL 1: RAISE DRIVER AWARENESS OF PEOPLE WALKING AND BIKING BY USING HIGH-VISIBILITY MARKINGS ON THE TRANSPORTATION NETWORK

	TIMEFRAME	TAKING THE LEAD	PROVIDING SUPPORT	RESOURCES
PRIORITY VISION ZERO ACTION: Install intersection murals at high-crash intersections near schools, working with the schools to have students participate to learn about Vision Zero and be involved in an interactive project				
<ul style="list-style-type: none"> • Start with severe pedestrian crash intersections that are within 1/8 mile of a school and within a community of concern • Work with the school system to refine the locations • Work with those schools' principals to develop a program for the students to participate • Enlist the support of jurisdiction traffic control authorities, such as Traffic Operations and police/sheriff • Within Tampa city limits, refer to the City policy for painting intersections • Hold events where students safely paint intersection murals with temporary paint 	<p>Start: Immediately</p> <p>Completion: On-going</p>	<ul style="list-style-type: none"> • MPO • Hillsborough County School Board 	<ul style="list-style-type: none"> • FDOT • Hillsborough County • Local municipalities • Law enforcement agencies 	<p>Various federal, state, and local funding sources</p> <p>City of Tampa "Paint the Intersection" Program</p> <p>Bike Walk Tampa Bay</p>
MID-TERM ACTION: Install crosswalk markings where they are missing or in poor condition				
<ul style="list-style-type: none"> • Determine methodology and criteria for identifying which crossing locations need high-visibility crosswalks, starting with intersections that experience severe pedestrian crashes and do not have existing crosswalks • Identify priority crossing locations to be addressed based on criteria identified • Coordinate implementation of crosswalk markings with street resurfacing projects to identify opportunities to integrate safe crossing improvements, such as new crosswalk markings, crosswalks on side streets, high emphasis crosswalk markings, or pedestrian crossing signals • Include crosswalks on side streets when a road is being resurfaced 	<p>Start: Mid-2017</p> <p>Completion: Summer 2019</p>	<ul style="list-style-type: none"> • FDOT • Hillsborough County • Local municipalities 	<ul style="list-style-type: none"> • MPO 	<p>Various federal, state, and local funding</p> <p>Piggyback on routine resurfacing projects</p>

GOAL 1: RAISE DRIVER AWARENESS OF PEOPLE WALKING AND BIKING BY USING HIGH-VISIBILITY MARKINGS ON THE TRANSPORTATION NETWORK

	TIMEFRAME	TAKING THE LEAD	PROVIDING SUPPORT	RESOURCES
MID-TERM ACTION : Install green bike lane markings and additional safety countermeasures along high-crash corridors in communities of concern				
<ul style="list-style-type: none"> • Determine methodology and criteria for identifying and prioritizing corridors for painted bicycle lanes, starting with high severe bicycle crash corridors that already have bicycle lanes. Supplement some locations with No Right Turn on Red signage. Supplement some locations with flex posts to emphasize the bike lane separation • Perform a systematic Google Streetview inspection of corridors of interest. Record observations of conditions relevant to painted bicycle lanes • Determine maintenance responsibility for each corridor • Estimate the program cost to install painted bicycle lanes • Each agency determines which corridors to be addressed • Include priority projects in maintenance budgets 	<p>Start: Summer 2017</p> <p>Completion: Summer 2019</p>	<ul style="list-style-type: none"> • FDOT • Hillsborough County • Local municipalities 	<ul style="list-style-type: none"> • MPO 	<p>Various federal, state, and local funding sources</p>
MID-TERM ACTION : Hold a contest with high school students inviting them to design wraps for traffic control boxes				
<ul style="list-style-type: none"> • Use the MPO's School Transportation Working Group to hold the contest • Determine the structure of the contest: individualized or groups • FDOT can provide wraps for signal control boxes on state roads that can be used by students for a design contest 	<p>Start: Fall 2017</p> <p>Completion: Spring 2018</p>	<ul style="list-style-type: none"> • MPO School Transportation Working Group 	<ul style="list-style-type: none"> • FDOT • Hillsborough County School Board 	<p>FDOT provides wraps</p> <p>Various local funding sources for supplies</p>

PAINT SAVES LIVES

GOAL 2: IMPLEMENT LOW-COST TREATMENTS TO IMPROVE THE SAFETY OF THE ROADWAY, PARTICULARLY FOR VULNERABLE USERS

Some treatments to improve roadway safety can be accomplished at little or even essentially no cost, especially when incorporated into larger projects such as roadway reconstruction or resurfacing projects.

How We Measure Success...

1 Number of miles of buffered bicycle lanes added to roads

2 Number of miles of auditory vibration treatments added

3 Number of corridors with narrowed vehicle travel lanes

4 Number of miles of narrowed vehicle travel lanes



5 Number of signalized intersections with Leading Pedestrian Intervals added

6 Number of signalized intersections that have had all-walk phases added

7 Number of severe crashes, including vulnerable users, at high crash locations



GOAL 2: / IMPLEMENT LOW-COST TREATMENTS TO IMPROVE THE SAFETY OF THE ROADWAY, PARTICULARLY FOR VULNERABLE USERS

	TIMEFRAME	TAKING THE LEAD	PROVIDING SUPPORT	RESOURCES
<p>PRIORITY VISION ZERO ACTION: Integrate roadway safety improvements into resurfacing or reconstruction projects, such as bicycle lanes, buffered bicycle lanes, crosswalks on side streets of major roads, auditory vibration treatments (rumble strips), and roadway pavement safety edges</p>				
<ul style="list-style-type: none"> • Identify roadway construction or resurfacing projects that present opportunities to incorporate safety improvements • Adopt policies that require assessing the feasibility of integrating low cost treatments into resurfacing or reconstruction projects • Evaluate bike-friendly rumble strips between bike lanes and vehicle lanes, especially on curves and high-freight areas 	<p>Start: Fall 2017</p> <p>Completion: Summer 2019</p>	<ul style="list-style-type: none"> • FDOT • Hillsborough County • Local municipalities 	<ul style="list-style-type: none"> • MPO 	<p>Staff time; coordinate with resurfacing projects</p>
<p>UNDERWAY ACTION: Engage interested neighborhood organizations or civic groups to hold events around pop-up treatments for traffic calming</p>				
<ul style="list-style-type: none"> • Identify and approach groups who may be interested in participating in pop-up events • Provide planning and materials support to groups who commit • Involve agencies with jurisdiction, such as engineering, public works and public safety departments 	<p>Start: Summer 2017</p> <p>Completion: Summer 2019</p>	<ul style="list-style-type: none"> • FDOT • Hillsborough County • Local municipalities • Neighborhood & Civic groups 	<ul style="list-style-type: none"> • MPO 	<ul style="list-style-type: none"> • Sponsorship • Materials • Traffic and safety management at the event
<p>UNDERWAY ACTION: Add Leading Pedestrian Intervals (LPI) to signalized intersections. An LPI is a 3-7 second pedestrian-only phase that gives pedestrians a head start, with the effect that turning vehicles are more likely to see and yield to those pedestrians already in the crosswalk.</p>				
<ul style="list-style-type: none"> • Review signalized intersections on severe crash corridors to identify candidates for adding Leading Pedestrian Intervals and all-walk phases • Add LPIs and all-walk phases to the signal timing at suitable intersections • Add all-walk phases to signalized intersections near schools during intake and dismissal periods 	<p>Start: Summer 2017</p> <p>Completion: Summer 2019</p>	<ul style="list-style-type: none"> • FDOT • Hillsborough County • Local municipalities 	<ul style="list-style-type: none"> • MPO 	<p>Depending upon the specific capabilities of signal timing, it can be possible to add LPIs to many intersections with very little time and effort.</p>



GOAL 2: / IMPLEMENT LOW-COST TREATMENTS TO IMPROVE THE SAFETY OF THE ROADWAY, PARTICULARLY FOR VULNERABLE USERS

	TIMEFRAME	TAKING THE LEAD	PROVIDING SUPPORT	RESOURCES
▶ LONG-TERM ACTION : Consistent with FDOT’s Complete Streets policy, narrow vehicular travel lanes in high severe crash corridors and/or reduce the number of vehicular travel lanes if supported by traffic volumes				
<ul style="list-style-type: none"> • Identify corridors for implementation • Plan for implementation at the next good opportunity, such as the next scheduled roadway resurfacing or reconstruction project 	<p>Start: Summer 2017</p> <p>Completion: Summer 2019</p>	<ul style="list-style-type: none"> • FDOT • Hillsborough County • Local municipalities 	<ul style="list-style-type: none"> • MPO 	Other than minor design effort, there are essentially no additional resources required

ONE MESSAGE, MANY VOICES

GOAL 1:

INCREASE AWARENESS OF VISION ZERO TO INFLUENCE SAFER BEHAVIORS ON OUR ROADWAYS

The success of Vision Zero relies on the support and backing of a broad base of people, from the public up to elected officials. There are different methods of reaching different audiences. These different methods should be identified, along with the appropriate messages for each audience. Social media will be a useful tool in reaching a broad range of people, but in-person outreach also needs to occur across the county to develop Vision Zero champions throughout.

How We Measure Success...

1 Number of Facebook Followers

2 Number of Vision Zero Events Held

3 Continued Involvement of Vision Zero Coalition

4 Number of social media engagements - tweets, posts, news articles



Vision Zero Hillsborough
@VisionZeroHillsborough

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Working Towards Zero Traffic Deaths in Hillsborough County

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Share a photo or video | Advertise your business | Start a Live Video | Get phone calls

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Vision Zero Hillsborough
Published by Christine Du Chelas Acosta (P) · August 12 at 7:35pm ·

A major step in the right direction. "If you're not working on speed, you're not working on Vision Zero." Leah Shatum, Vision Zero Network

Search for posts on this Page

Visitor Posts

Mark O'Brien
April 23 at 10:53am ·

Please look at my video on a way to improve school bus safety

Beth Aiden
January 5 at 8:44am ·

Tune in next week for the latest update of the national "Dangerous By Design" report.



GOAL 1: INCREASE AWARENESS OF VISION ZERO TO INFLUENCE SAFER BEHAVIORS ON OUR ROADWAYS

	TIMEFRAME	TAKING THE LEAD	PROVIDING SUPPORT	RESOURCES
PRIORITY VISION ZERO ACTION: Develop a broad-based marketing strategy to influence behavior and create support for Vision Zero				
<ul style="list-style-type: none"> • Form an organizing committee to plan the summit • Identify venue and date for summit • Formalize purpose and desired outcomes of summit • Identify guest speakers, break out groups, and format of the summit • Identify sponsors 	<p>Start: Summer 2017</p> <p>Completion: On-going</p>	<ul style="list-style-type: none"> • MPO • FDOT 	<ul style="list-style-type: none"> • Cox Media • Walk Bike Tampa • Bike Walk Tampa Bay • Media partners (Tampa Bay Times, 83 Degrees Media, news media stations) • Hillsborough Area Regional Transit (HART) • AARP • AAA 	<p>Alert Today, Alive Tomorrow campaign by FDOT</p> <p>HART safety messages on buses</p>
UNDERWAY ACTION: Create and sustain a Facebook page to broaden the reach of the Vision Zero message				
<ul style="list-style-type: none"> • Continue providing updates and posting relevant information • Grow the number of followers and the number of shares and likes on posts • Identify data points that jump out and resonate with people and use them in infographics on Facebook posts • Develop a long-term plan for continuing to manage the Facebook page 	<p>Start: Underway</p> <p>Completion: on-going</p>	<ul style="list-style-type: none"> • MPO • Walk Bike Tampa 	<ul style="list-style-type: none"> • Vision Zero Coalition members to share page and spread the word 	<p>Staff time to keep the page updated</p>
UNDERWAY ACTION: Meet with community leaders to recruit their support				
<ul style="list-style-type: none"> • Develop list of community leaders to speak with about Vision Zero • Identify ways they can be involved and provide support • Identify speaking opportunities and develop appropriate talking points to their backgrounds 	<p>Start: Underway</p> <p>Completion: End of 2017</p>	<ul style="list-style-type: none"> • Walk Bike Tampa 	<ul style="list-style-type: none"> • MPO 	<p>Staff time to schedule and attend meetings</p>

GOAL 1: INCREASE AWARENESS OF VISION ZERO TO INFLUENCE SAFER BEHAVIORS ON OUR ROADWAYS

	TIMEFRAME	TAKING THE LEAD	PROVIDING SUPPORT	RESOURCES
▶ UNDERWAY ACTION: Hold a Tampa Bay Safe Streets Summit				
<ul style="list-style-type: none"> • Form an organizing committee to plan the summit • Identify venue and date for summit • Formalize purpose and desired outcomes of summit • Identify guest speakers, break out groups, and format of the summit • Identify sponsors 	<p>Start: Planning underway</p> <p>Completion: Summit held February 2018</p>	<ul style="list-style-type: none"> • MPO 	<ul style="list-style-type: none"> • Vision Zero Coalition • Walk Bike Tampa • Bike Walk Tampa Bay 	Staff resources
▶ UNDERWAY ACTION: Create an asset map of local traffic safety coalitions to share resources and consistent messaging				
<ul style="list-style-type: none"> • Begin documenting the various groups in Hillsborough County with efforts that fall in line with Vision Zero. Bike Walk Tampa Bay started a list of these partner groups that can be built from. • Identify points of contact for each of these organizations/agencies • Develop a strategy for rallying these organizations around the common theme of Vision Zero and methods for regularly communicating new programs/initiatives/events and sharing new resources, studies, reports 	<p>Start: Underway</p> <p>Completion: On-going</p>	<ul style="list-style-type: none"> • MPO 	<ul style="list-style-type: none"> • FDOT • Bike Walk Tampa Bay • Hillsborough County • City of Tampa • City of Temple Terrace • City of Plant City 	Staff time to develop asset map
▶ MID-TERM ACTION: Create a Speakers Bureau with a calendar of speaking engagements				
<ul style="list-style-type: none"> • Identify people willing to participate as a speaker, reflecting a broad range of stakeholders (high-profile business people, community leaders, teachers, government employees/officials) • Recruit Vision Zero Coalition members to join the Speakers Bureau • Provide training on how to frame the message • Develop a calendar of speakers and who they should be presenting to (elected boards, community groups, neighborhood groups, schools, etc.) and who will present at which 	<p>Start: Mid-2017</p> <p>Completion: Summer 2019</p>	<ul style="list-style-type: none"> • MPO • AARP 	<ul style="list-style-type: none"> • Walk Bike Tampa • Vision Zero Coalition members • University of South Florida, Center for Urban Transportation Research 	Staff time to schedule and attend engagements; coordinating speakers bureau

GOAL 1: / INCREASE AWARENESS OF VISION ZERO TO INFLUENCE SAFER BEHAVIORS ON OUR ROADWAYS

	TIMEFRAME	TAKING THE LEAD	PROVIDING SUPPORT	RESOURCES
▶ LONG-TERM ACTION : Incorporate Vision Zero into City Of Tampa Neighborhood University Curriculum				
<ul style="list-style-type: none"> • Coordinate with City of Tampa staff on incorporating Vision Zero into the curriculum • Train City staff in presenting the Vision Zero PowerPoint • Develop ways of engaging neighborhoods in Vision Zero and empowering neighborhood leaders around 	<p>Start: Discuss with City staff by Summer 2017</p> <p>Completion: Incorporate into curriculum by mid-2018</p>	<ul style="list-style-type: none"> • City of Tampa Neighborhoods Department 	<ul style="list-style-type: none"> • Walk Bike Tampa • MPO 	Staff resources
▶ LONG-TERM ACTION : Provide governmental staff an orientation on Vision Zero to integrate it into the lexicon and institutional knowledge of all government departments and agencies				
<ul style="list-style-type: none"> • Appoint a staff person to lead this effort to represent each of the associated governmental entities: MPO, Hillsborough County, Tampa, Temple Terrace, and Plant City • MPO staff provide an overview and orientation to the appointed staff persons • Government agencies schedule and conduct orientations for various departments 	<p>Start: Appoint government staff representative by end of 2017</p> <p>Completion: Provide Vision Zero Orientation to all government agency departments by Summer 2018</p>	<ul style="list-style-type: none"> • MPO 	<ul style="list-style-type: none"> • FDOT • Hillsborough County • Tampa-appointed staff person • Temple Terrace-appointed staff person • Plant City-appointed staff person 	Staff resources
▶ LONG-TERM ACTION : Incorporate Vision Zero into elementary, middle, and high school curriculum				
<ul style="list-style-type: none"> • Develop a school-based one or two-hour class that is provided to students at all levels • Identify the curriculum and messages to cover • Work with the School Board to determine a strategy for incorporating this short class into the school year • Determine method for providing the class, whether through teach trainings or large-scale auditorium arrangements 	<p>Start: Begin conversation with School Board by end of 2017</p> <p>Completion: Implement class strategy for 2018-2019 school year</p>	<ul style="list-style-type: none"> • Hillsborough County School Board 	<ul style="list-style-type: none"> • MPO 	Staff resources

GOAL 1: INCREASE AWARENESS OF VISION ZERO TO INFLUENCE SAFER BEHAVIORS ON OUR ROADWAYS

	TIMEFRAME	TAKING THE LEAD	PROVIDING SUPPORT	RESOURCES
▶ LONG-TERM ACTION : Develop a coordinated program to brand Vision Zero-consistent projects to heighten safety awareness				
<ul style="list-style-type: none"> • Brand Vision Zero consistent projects through temporary “pop-up” branding in Vision Zero corridors and paid advertising strategies such as bill boards, bus stop ads, safety educational stickers, etc. 	<p>Start: Spring 2018</p> <p>Completion: On-going</p>	<ul style="list-style-type: none"> • FDOT • Hillsborough County • Local municipalities 	<ul style="list-style-type: none"> • MPO • HART 	Staff resources, production of sign and other branding elements

ONE MESSAGE, MANY VOICES

GOAL 2: ENGAGE WITH VICTIMS OF TRAFFIC VIOLENCE AND THEIR FAMILIES TO PROVIDE THEM A SUPPORT SYSTEM AND A PLATFORM FOR THEIR VOICES TO BE HEARD

Families of victims need a support system; other cities have created groups that provide an outlet for families suffering from loss and the opportunity to connect with other families in similar situations. By bringing these people together, it strengthens their voice to share their stories and influence lawmakers and the public. The stories of loved ones lost to traffic violence should be shared to remind people that their actions on the roadways have real consequences. This is to change the culture to understand that the high number of traffic fatalities is no longer status quo and accepted.

How We Measure Success...

1 Number of events held honoring victims

2 Families for Safe Streets chapter is established

3 Walk or march is held and becomes annual event

4 Stories of victims are shared when a fatality occurs





GOAL 2: / ENGAGE WITH VICTIMS OF TRAFFIC VIOLENCE AND THEIR FAMILIES TO PROVIDE THEM A SUPPORT SYSTEM AND A PLATFORM FOR THEIR VOICES TO BE HEARD

	TIMEFRAME	TAKING THE LEAD	PROVIDING SUPPORT	RESOURCES
PRIORITY VISION ZERO ACTION: Create a Families for Safe Streets chapter				
<ul style="list-style-type: none"> • Identify or recruit someone to lead this effort and to recruit additional members • Review the organizational structure that other cities have formed in setting up their chapters • Work with hospitals to inform families of victims of traffic violence about this group 	<p>Start: Immediately</p> <p>Completion: Formed by end of 2017</p>	<ul style="list-style-type: none"> • Walk Bike Tampa 	<ul style="list-style-type: none"> • Mothers Against Drunk Driving (MADD) • Hospital trauma units • Fire Rescue and other first responders 	Staff time
UNDERWAY ACTION: Attend Tampa General Hospital’s Day of Remembrance for Trauma Victims in May 2017				
<ul style="list-style-type: none"> • Prepare materials to share • Provide methods for victims and their families to get engaged in this effort 	<p>Start: Underway</p> <p>Completion: May 2017</p>	<ul style="list-style-type: none"> • MPO 	<ul style="list-style-type: none"> • Walk Bike Tampa 	Staff time
MID-TERM ACTION: Hold a press conference on Vision Zero with families of victims of traffic violence				
<ul style="list-style-type: none"> • Identify the appropriate time, forum and purpose for the press conference • Invite family members of victims of traffic violence to the press conference • Invite various press from different mediums 	<p>Start: Begin planning Summer 2017</p> <p>Completion: August 22, 2017 , to coincide with final Vision Zero Coalition workshop</p>	<ul style="list-style-type: none"> • MPO • Walk Bike Tampa 	<ul style="list-style-type: none"> • Bike Walk Tampa Bay • Media partners (Tampa Bay Times, Cox Media, 83 Degrees Media, news media stations) 	Staff time



GOAL 2:

ENGAGE WITH VICTIMS OF TRAFFIC VIOLENCE AND THEIR FAMILIES TO PROVIDE THEM A SUPPORT SYSTEM AND A PLATFORM FOR THEIR VOICES TO BE HEARD

	TIMEFRAME	TAKING THE LEAD	PROVIDING SUPPORT	RESOURCES
▶ LONG-TERM ACTION : Hold a march or walk in remembrance of those who have lost their lives due to traffic violence (November 18 is the World Day of Remembrance for Road Traffic Victims)				
<ul style="list-style-type: none"> • Organize a planning committee • Identify route for march • Secure permission from City of Tampa/Hillsborough County • Coordinate with Families for Safe Streets chapter • Publicize the event in the media to encourage people to attend • Secure sponsorships 	<p>Start: Planning summer / early fall 2017</p> <p>Completion: March held on Nov 18, 2017 and occurs annually</p>	<ul style="list-style-type: none"> • MPO • Walk Bike Tampa 	<ul style="list-style-type: none"> • Families for Safe Streets (when organized) • City of Tampa • Hillsborough County 	Staff and volunteer resources
▶ LONG-TERM ACTION: Work with media and hospitals to identify methods for learning about the victims of crashes, their name, age, and who they were to personalize the stories and elevate the discussion of this issue locally				
<ul style="list-style-type: none"> • Review police crash reports • Create a formal letter to provide to hospitals for distribution to families of victims to make them aware of the Families for Safe Streets chapter 	<p>Start: Fall 2017</p> <p>Completion: Method identified and implemented by end of 2018</p>	<ul style="list-style-type: none"> • Walk Bike Tampa 	<ul style="list-style-type: none"> • Hospital trauma units • Media • Families for Safe Streets (when organized) 	Staff resources
▶ LONG-TERM ACTION: Create a website page or Facebook page remembering victims of traffic violence “Traffic violence doesn’t discriminate”				
<ul style="list-style-type: none"> • Gain permission from victims’ families to include them on website • Setup website • Update regularly • Share and present to elected officials to request their continuing support on Vision Zero and traffic safety 	<p>Start: Begin identifying victims and contacting families late 2017</p> <p>Completion: On-going</p>	<ul style="list-style-type: none"> • Walk Bike Tampa 	<ul style="list-style-type: none"> • Families for Safe Streets (when organized) • MADD 	Staff resources

CONSISTENT & FAIR

GOAL 1:

LEVERAGE THE CAPABILITIES AND EXISTING RESOURCES OF THE COMMUNITY TRAFFIC SAFETY TEAM AS A COMMUNITY LAW ENFORCEMENT PARTNERSHIP

Traffic enforcement is routinely conducted by numerous agencies within Hillsborough County, including the Hillsborough County Sheriff's Office, City of Tampa Police, City of Temple Terrace Police, City of Plant City Police, and Florida Highway Patrol. Despite these ongoing efforts, the need for traffic enforcement is greater than the availability of law enforcement resources. There may be opportunities to increase the impact of existing efforts by coordinating and publicizing traffic enforcement activities. This could be done through integration with an existing committee structure, such as the Community Traffic Safety Team.

How We Measure Success...

1 Media coverage of Task Force formation and periodic activities

2 Increases in positive public perception of increased traffic enforcement

3 Positive changes in road user behavior on targeted corridors



GOAL 1: LEVERAGE THE CAPABILITIES AND EXISTING RESOURCES OF THE COMMUNITY TRAFFIC SAFETY TEAM AS A COMMUNITY LAW ENFORCEMENT PARTNERSHIP

	TIMEFRAME	TAKING THE LEAD	PROVIDING SUPPORT	RESOURCES
PRIORITY VISION ZERO ACTION: Support legislation that strengthens consistent and fair enforcement of traffic laws				
<ul style="list-style-type: none"> • Support the use and development of technologies that seek to create safer vehicles and roadway conditions that foster improved safety for the traveling public • Review other states' legislation providing higher fines in safety-priority areas; see Virginia Highway Safety Corridors as an example • Review outcomes of red light running camera deployment in Florida • Review proposals for making electronic distraction a primary offense • Review outcomes of speed camera deployment in other states • Develop talking points • Consult with legislators • Engage stakeholders and interest groups 	<p>Start: Underway</p> <p>Completion: Spring 2020</p>	<ul style="list-style-type: none"> • MPO • Hillsborough County Sheriff's Office 	<ul style="list-style-type: none"> • Local government legislative affairs officers, • Law Enforcement Agencies 	Staff time
UNDERWAY ACTION: Engage law enforcement and the Community Traffic Safety Team (CTST) in Vision Zero initiative				
<ul style="list-style-type: none"> • Recruit and expand the involvement of area law enforcement agencies into Vision Zero • Convene CTST workshop on Vision Zero • Draft framework, including purpose and planned activities, to strengthen the data-driven and community-oriented approach to enforcement 	<p>Start/Complete: Fall 2017</p>	<ul style="list-style-type: none"> • MPO 	<ul style="list-style-type: none"> • FHP • HCSO • TPD • FDOT • Other Law Enforcement Agencies 	<ul style="list-style-type: none"> • Staff time, meeting space • "Arrive Alive" Campaign

GOAL 1: LEVERAGE THE CAPABILITIES AND EXISTING RESOURCES OF THE COMMUNITY TRAFFIC SAFETY TEAM AS A COMMUNITY LAW ENFORCEMENT PARTNERSHIP

	TIMEFRAME	TAKING THE LEAD	PROVIDING SUPPORT	RESOURCES
MID-TERM ACTION: Develop and implement Media Plan to announce CTST Vision Zero initiative and publicize its periodic enforcement activities				
<ul style="list-style-type: none"> • Convene periodic meetings of Public Information Officers (PIOs) from Law Enforcement Agencies (LEAs), MPO, and county/cities • Develop Media Plan and approach for community-oriented enforcement news events • Prepare sample media advisory 	<p>Start: Fall 2017</p> <p>Completion: Ongoing</p>	<ul style="list-style-type: none"> • Interested PIO • MPO 	<ul style="list-style-type: none"> • CTST members • Public Information Officers (PIOs) from Law Enforcement Agencies • County • Cities 	Staff time, meeting space
MID-TERM ACTION : Identify hazardous school crossings for the School Crossing Program				
<ul style="list-style-type: none"> • Identify roadway crossing locations near schools that are classified as having hazardous walking conditions, as defined by state statute 	<p>Start: Fall 2017</p> <p>Completion: Ongoing</p>	<ul style="list-style-type: none"> • Hillsborough County School District • HCSO 	<ul style="list-style-type: none"> • MPO • Other Law Enforcement Agencies 	School Crossing Program funds DDACS
MID-TERM ACTION : Expand the data-driven approach to support the Vision Zero efforts and address more topics in traffic law enforcement				
<ul style="list-style-type: none"> • Review the current deployment and potential unfunded needs for the School Crossing Guard program • Encourage law enforcement partners to incorporate the use of data-driven analytics and road safety assessments within each of their respective traffic safety programs • Provide training opportunities for all Vision Zero partners, both public and private, that encourage the use of data-driven analytics and road safety assessments • Assist smaller jurisdictions • Address other topics as they arise 	<p>Start: Fall 2017</p> <p>Completion: Spring 2018</p>	<ul style="list-style-type: none"> • MPO • HCSO 	<ul style="list-style-type: none"> • Hillsborough County School District • TPD Community Resource Meetings • TPD Citizens Review Board • Other area Law Enforcement Agencies 	DDACS

CONSISTENT & FAIR

GOAL 2: ESTABLISH A VISION ZERO “CONSISTENT & FAIR” CORRIDOR PROGRAM

Geospatial analysis of fatal and serious injury crash data identifies specific corridors in Hillsborough County with substantial numbers of fatal and serious injury crashes. Designating such locations as Vision Zero Corridors with conspicuous traffic signs can alert road users to safety concerns and raise awareness of targeted traffic enforcement.

How We Measure Success...

1 Media coverage of Vision Zero Corridor designations

2 Law enforcement officer deployments to Vision Zero corridors

3 Decreased number of severe crashes occurring on identified Vision Zero corridors

4 Long-term reductions in fatal and serious injury crashes on targeted corridors





GOAL 2: / ESTABLISH A VISION ZERO “CONSISTENT & FAIR” CORRIDOR PROGRAM

	TIMEFRAME	TAKING THE LEAD	PROVIDING SUPPORT	RESOURCES
PRIORITY VISION ZERO ACTION: Employ a data-driven approach including analysis of historical crash data to identify locations to designate as Vision Zero severe crash corridors to focus efforts and resources on				
<ul style="list-style-type: none"> • Encourage law enforcement partners to provide law enforcement resources of those locations most often affected by fatality and serious injury crashes • Prepare and review geospatial data for fatal and serious injury crashes • Identify a limited number of corridors with substantial numbers of fatal and serious injury crashes • Document in Vision Zero Action Plan 	Start: Underway Completion: Summer 2017	<ul style="list-style-type: none"> • MPO • Hillsborough County Sheriff’s Office 	<ul style="list-style-type: none"> • Vision Zero Coalition 	Staff time
MID-TERM ACTION: Ensure that Vision Zero corridors are perceived as fair & consistent, and sensitive to concerns among minority communities regarding policing practices				
<ul style="list-style-type: none"> • Form stakeholder committees to provide more focused attention and input into each of the designated Vision Zero corridors • Organize “Open Streets” events to encourage community members to rebuild pride-of-place in high-crash corridors. Incorporate art and play 	Start: Fall 2017 Completion: Ongoing	<ul style="list-style-type: none"> • MPO • Local government neighborhood relations officers • Walk-Bike Tampa • Bike/Walk Tampa Bay 	<ul style="list-style-type: none"> • Area law enforcement agencies • TPD Community Resource Meetings • TPD Citizens Review Board • Civic groups in affected areas 	Staff time
MID-TERM ACTION: Develop a signing strategy to be implemented on Vision Zero corridors, including messages that traffic laws are strictly enforced				
<ul style="list-style-type: none"> • Work with Community Traffic Safety Team to identify key themes and messages • Develop graphics either in-house or with consultant support • Test public response with Vision Zero Corridor stakeholder groups 	Start: Fall 2017 Completion: Winter 2018	<ul style="list-style-type: none"> • MPO • FDOT 	<ul style="list-style-type: none"> • Area law enforcement agencies 	<ul style="list-style-type: none"> • Staff time • Cost to fabricate and install signs



GOAL 2: / ESTABLISH A VISION ZERO “CONSISTENT & FAIR” CORRIDOR PROGRAM

	TIMEFRAME	TAKING THE LEAD	PROVIDING SUPPORT	RESOURCES
▶ LONG-TERM ACTION : Announce designation of Vision Zero corridors				
<ul style="list-style-type: none"> • Build on Media Plan drafted for Goal 1 • Prepare media advisory • Provide photos of corridor signs and map of locations for use by media • Conduct pre-deployment interviews • Inform/invite stakeholders 	<p>Start/complete: Winter 2018</p>	<ul style="list-style-type: none"> • MPO 	<ul style="list-style-type: none"> • Public Information Officers (PIOs) from law enforcement agencies • TPD Community Resource Meetings • TPD Citizens Review Board 	<ul style="list-style-type: none"> • Staff time
▶ LONG-TERM ACTION : Conduct targeted enforcement details				
<ul style="list-style-type: none"> • Refine geospatial data to target specific locations, times of day, and contributing factors in the designated Vision Zero Corridors • Develop a schedule of enforcement details in coordination with the “Open Streets” events • Conduct targeted enforcement details • Identify potential grant funding • Closely monitor outcomes for fairness and consistency. If needed, make adjustments without delay 	<p>Start: Winter 2018</p> <p>Completion: Ongoing</p>	<ul style="list-style-type: none"> • Hillsborough County Sheriff’s Office • Tampa Police Dept. 	<ul style="list-style-type: none"> • MPO • Civic groups in affected areas 	<ul style="list-style-type: none"> • Staff time • DDACS

THE FUTURE WILL NOT BE LIKE THE PAST

GOAL 1:

UPDATE POLICIES, STANDARDS AND PROCEDURES TO FOSTER A CULTURE OF SAFETY IN THE PLANNING AND DESIGN OF THE TRANSPORTATION SYSTEM

A culture of transportation safety is evolving in Hillsborough County. State and local policies and procedures are an important aspect of and foundation for this cultural shift. New and re-constructed roads will be built by state and local government, and in many cases, private developers. The actions and initiatives below provide strategies to provide safer travel conditions through enhanced policies, standards, programs and procedures.

How We Measure Success...

1

Transportation manuals and local government LDCs routinely reviewed and amended

2

FDOT Design Standard Index 600 Series updated to include bicycle considerations in MOT plans

3

Training program and curriculum developed and training sessions conducted

4

Establish context classifications for major roads



GOAL 1: UPDATE POLICIES, STANDARDS AND PROCEDURES TO FOSTER A CULTURE OF SAFETY IN THE PLANNING AND DESIGN OF THE TRANSPORTATION SYSTEM

	TIMEFRAME	TAKING THE LEAD	PROVIDING SUPPORT	RESOURCES
PRIORITY VISION ZERO ACTION: Enhance requirements in local Land Development Codes (LDC) related to safe and connected transportation facility design				
<ul style="list-style-type: none"> • Review current local LDCs through a Vision Zero lens to define opportunities to improve safety and multimodal connectivity • Recommend guidelines for the installation of mid-block crossings concurrent with higher-density developments along major roads • In collaboration with agency stakeholders and the development community, define one or two focus areas for enhanced LDC provisions related to safe, connected and accessible transportation facilities • Amend LDCs to include enhanced provisions 	<p>Start: Fall 2017</p> <p>Completion: Fall 2018</p>	<ul style="list-style-type: none"> • Hillsborough County • Local municipalities 	<ul style="list-style-type: none"> • Planning Commission • MPO • Developer representatives 	Staff time
MID-TERM ACTION: Enhance requirements in transportation technical manuals related to safe and connected transportation facility design				
<ul style="list-style-type: none"> • Within the ongoing review cycles of technical manuals, define opportunities to improve transportation safety and connectivity • Meet with development community and other Vision Zero stakeholders for input and perspectives • Define opportunities to enhance provisions in technical manuals related to safe, connected and accessible transportation facilities • Amend technical manuals to include enhanced provisions 	<p>Start: Fall 2017</p> <p>Completion: On-going</p>	<ul style="list-style-type: none"> • FDOT • Hillsborough County • Local municipalities 	<ul style="list-style-type: none"> • MPO • Developer representatives 	Staff time
MID-TERM ACTION: Revisit and update Maintenance of Traffic (MOT) Plan policies related to bicyclist and pedestrian mobility considerations				
<ul style="list-style-type: none"> • Convene periodic meetings of Public Information Officers (PIOs) from Law Enforcement Agencies (LEAs), MPO, and county/cities • Develop Media Plan and approach for community-oriented enforcement news events • Prepare sample media advisory 	<p>Start: Fall 2017</p> <p>Completion: Fall 2018</p>	<ul style="list-style-type: none"> • FDOT 	<ul style="list-style-type: none"> • Hillsborough County • Local municipalities 	Staff resources

GOAL 1: UPDATE POLICIES, STANDARDS AND PROCEDURES TO FOSTER A CULTURE OF SAFETY IN THE PLANNING AND DESIGN OF THE TRANSPORTATION SYSTEM

	TIMEFRAME	TAKING THE LEAD	PROVIDING SUPPORT	RESOURCES
MID-TERM ACTION : Provide professional training opportunities for safe, context supportive and flexible roadway design				
<ul style="list-style-type: none"> • Review training materials and reference manuals from state and national sources • Identify qualified instructors to deliver training • Identify target audience and develop training program • Define opportunities to integrate training program into existing FDOT and FHWA safety training programs • Schedule, market and conduct training sessions 	<p>Start: Fall 2017</p> <p>Completion: On-going</p>	<ul style="list-style-type: none"> • MPO 	<ul style="list-style-type: none"> • FDOT • Local chapters of professional engineering, planning and related organizations 	Staff resources and instructor fees
LONG-TERM ACTION : Develop context classifications and target speeds within identified Vision Zero corridors, consistent with FDOT Complete Street guidelines				
<ul style="list-style-type: none"> • Define land use context classifications for various place types/ transects in identified Vision Zero Corridors • Build on FDOT Complete Streets guidance to support designing roads and setting target speeds appropriate to the context • Implement context supportive roadway designs and adjust target speeds appropriate to the context 	<p>Start: Early 2018</p> <p>Completion: On-going</p>	<ul style="list-style-type: none"> • Hillsborough City-County Planning Commission • Local municipalities 	<ul style="list-style-type: none"> • MPO • FDOT • Hillsborough County 	Staff resources

THE FUTURE WILL NOT BE LIKE THE PAST

GOAL 2: CREATE A SAFE MULTIMODAL TRANSPORTATION SYSTEM THROUGH GOOD DESIGN, LIGHTING, AND CONNECTED FACILITIES

Poor lighting, facility design, and inadequate access are contributing factors to serious crashes involving all users of the transportation system. Over the past five years, nearly one-quarter of all fatal crashes and almost 40 percent of fatal crashes involving people walking in Hillsborough County occurred at night or in low-light situations. Moreover, many fatal crashes in the county occur on roadways with no or inadequate bicycle and pedestrian facilities. The lack of safe, accessible and connected facilities contributes to bad travel behavior that result in fatalities and serious injury.

How We Measure Success...

1

Number of lighting improvement projects in high crash corridors funded in state and local capital improvement plans

2

Number of transit stop accessibility improvement plans developed and funded in state and local capital improvement plans

3

Number of new bicycle and pedestrian facility projects identified and funded

4

Number of modern roundabouts funded in state and local capital improvement plans



5 Dedicated funding program for roundabouts established

6 Reduction in number of crashes at identified high-crash locations



GOAL 2:

CREATE A SAFE MULTIMODAL TRANSPORTATION SYSTEM THROUGH GOOD DESIGN, LIGHTING, AND CONNECTED FACILITIES

	TIMEFRAME	TAKING THE LEAD	PROVIDING SUPPORT	RESOURCES
► PRIORITY VISION ZERO ACTION: Install new LED lighting or retrofit existing lighting in corridors with high crash occurrences under dark or unlit conditions				
<ul style="list-style-type: none"> • Define and prioritize needed lighting improvements based on severe crash occurrences • Prepare cost estimates for five priority corridors and incorporate lighting improvements into agency budgets and improvement plans 	<p>Start: Summer 2017</p> <p>Completion: Summer 2019</p>	<ul style="list-style-type: none"> • FDOT • Hillsborough County • Local municipalities 	<ul style="list-style-type: none"> • TECO 	Highway Safety Improvement Program (HSIP) funds for lighting installation; local funding for lighting retrofit
► MID-TERM ACTION: Improve safe access to high activity bus stops with high numbers of severe crashes involving people walking and biking				
<ul style="list-style-type: none"> • Evaluate the causes of pedestrian fatalities and serious injuries at identified priority transit stops with high boardings/alightings and high numbers of pedestrian and bicycle crashes • Define safety and access improvement plan at each transit stop. Consider mid-block pedestrian actuated and signalized crossings and bus stop placement • Prepare cost estimates for five priority transit stop locations and incorporate improvements into agency budgets and improvement plans 	<p>Start: Winter 2017</p> <p>Completion: Summer 2019</p>	<ul style="list-style-type: none"> • Hillsborough Area Regional Transit Authority (HART) 	<ul style="list-style-type: none"> • MPO • FDOT • Hillsborough County • Local municipalities 	Various federal, state and local funding



GOAL 2:

CREATE A SAFE MULTIMODAL TRANSPORTATION SYSTEM THROUGH GOOD DESIGN, LIGHTING, AND CONNECTED FACILITIES

	TIMEFRAME	TAKING THE LEAD	PROVIDING SUPPORT	RESOURCES
▶ LONG-TERM ACTION: Construct new bicycle facilities in locations with high bicycle crash fatalities and no bicycle facilities and high pedestrian crash fatalities and no sidewalk or crosswalk facilities				
<ul style="list-style-type: none"> • Revisit local walk/bike safety plans in Hillsborough County, City of Tampa and City of Plant City to track progress towards implementing the recommendations for new bicycle and pedestrian facilities • Identify other needed bicycle and pedestrian facilities based on current crash data to address unsafe travel conditions • Prepare cost estimates for five priority bicycle facilities and five priority pedestrian facilities and incorporate improvements into agency budgets and improvement plans • Identify opportunities to integrate implementation of improvements into resurfacing or other capital improvement projects 	<p>Start: Winter 2017</p> <p>Completion: Summer 2020</p>	<ul style="list-style-type: none"> • Hillsborough County • Local municipalities • FDOT 	<ul style="list-style-type: none"> • MPO 	<p>Various federal, state and local funding sources</p>
▶ LONG-TERM ACTION : Evaluate implementation of modern roundabouts at intersections with high crash occurrences				
<ul style="list-style-type: none"> • Prioritize high severe crash locations for potential implementation of modern roundabouts • Use the screening criteria in Chapter 7 of the Florida Intersection Design Guide (2015) to evaluate the viability of potential intersection conversions to modern roundabouts • Prepare cost estimates for intersection conversions at five priority locations and incorporate improvements into agency budgets and improvement plans 	<p>Start: Winter 2017</p> <p>Completion: Summer 2020</p>	<ul style="list-style-type: none"> • FDOT • Hillsborough County • Local municipalities 	<ul style="list-style-type: none"> • MPO 	<p>Various federal, state and local funding sources</p>

SAFE STREETS NOW



VISIONZERO

ONE TRAFFIC DEATH IS TOO MANY



www.planhillsborough.org/vision-zero/



www.facebook.com/VisionZeroHillsborough

Appendix C
Existing AADT & Design Traffic
Characteristics

JULY, 2017

**SR 580/ West Busch Boulevard Project
Traffic Report
FPID 435908-1-22-01
Final Existing AADT & Design Traffic Characteristics
Development Memorandum**

PREPARED FOR
FDOT DISTRICT 7

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1 Existing Conditions

This memorandum provides the existing conditions traffic data and the design traffic characteristics information for the **SR 580/West Busch Boulevard from N Dale Mabry Highway to N Nebraska Avenue – Corridor Study (FPID: 435908-1)**, within Hillsborough County, Florida. **Figure 1** shows the study area.

1.1 Traffic Count Information

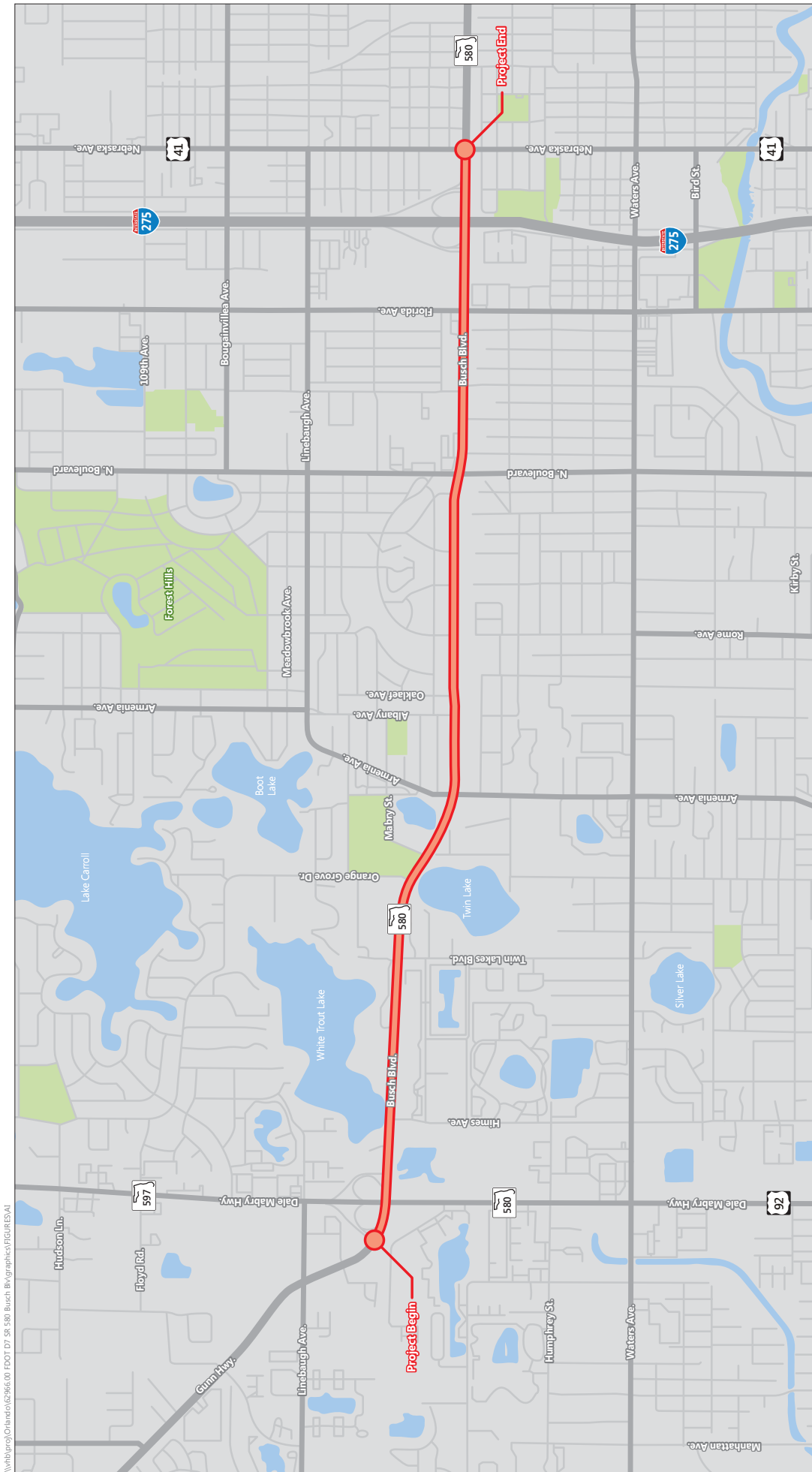
Figure 2 provides the location of traffic counts and types of traffic count data collected for the study. The data collected included:

- 72-hour bi-directional volume counts (28 locations)
- 72-hour classification count (1 location)
- 4-hour intersection turning movement counts for AM and PM peak hours (11 intersections)

The weekday turning movement counts were collected for the intersections between the peak hours of 7:00-9:00 AM and 4:00-6:00 PM. The traffic count data (72-Hour volume and 72-Hour classification) collected were adjusted utilizing the FDOT axle and seasonal adjustment factors for Hillsborough County to provide 2017 annual average conditions. Vehicle composition for the classification count was broken into three primary vehicle types:

- Passenger Vehicles – Motorcycles, Cars, Vans, and Pickups;
- Medium Truck – Buses and 2 axle Single Unit Trucks;
- Heavy Trucks – (3 or 4 axles) Single Unit Trucks, 2 axle Tractors (with 1 or 2 axle Trailer), 3 axle Tractors (with 2 or 3 axle Trailers), and (5, 6 and 7 axle) Multi-trailers.

Based on these categories, percentages for overall trucks (medium and heavy) were determined for peak and daily traffic conditions. Copies of all traffic count data are provided in **Appendix A**. Year 2016 FDOT axle and seasonal adjustment factors for Hillsborough County are provided in **Appendix B**.



\\nbj\proj\Orlando\02966.00 FDOT DT SR 580 Busch Blvd\graphics\FIGURES\A1

Figure 1
Project Location Map
 SR 580/West Busch Blvd.
 Project Traffic Report

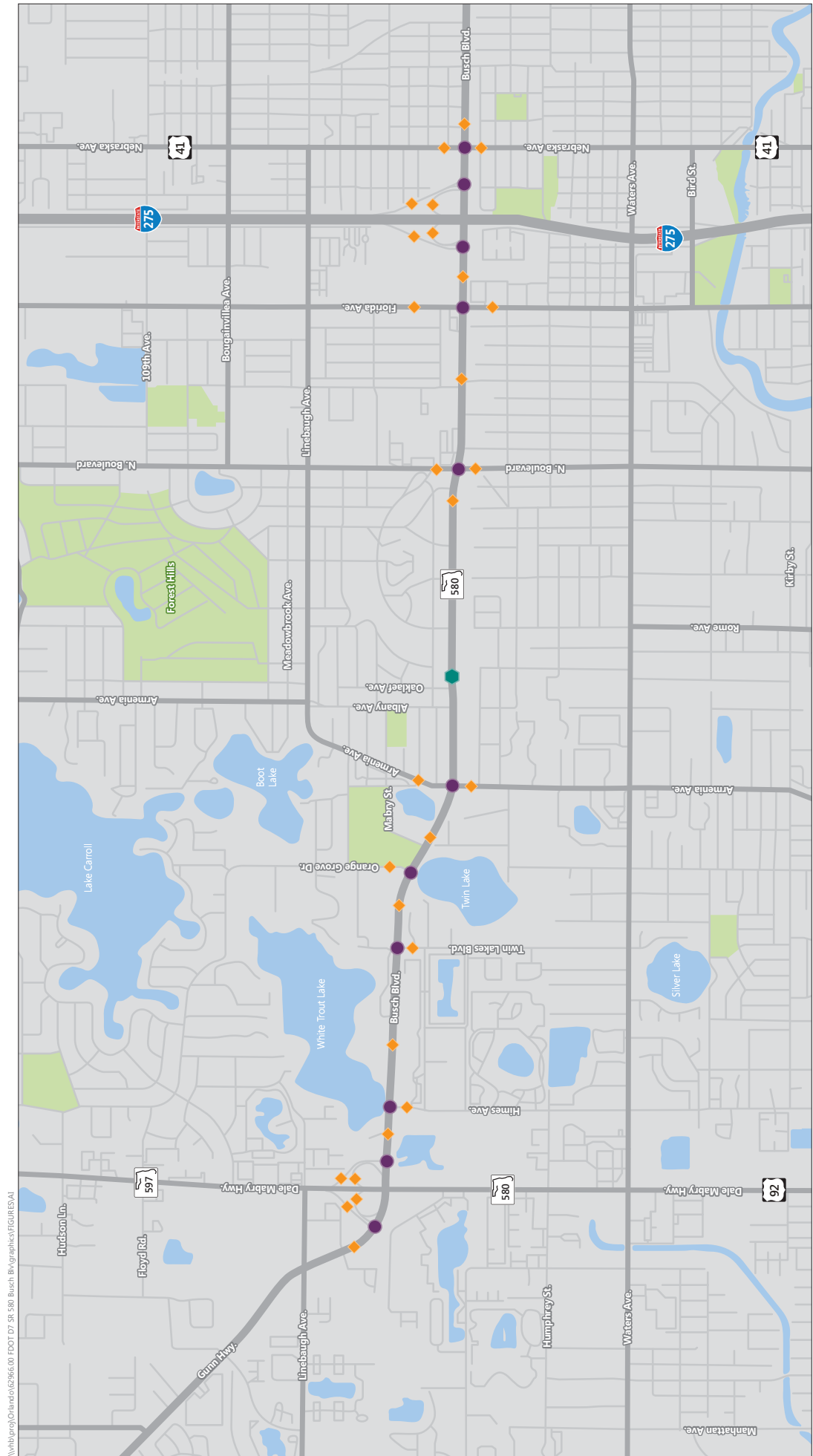


Figure 2
Traffic Count Locations By Type
 SR 580/West Busch Blvd.
 Project Traffic Report



- ◆ 72 Hour Class Count Location
- ◆ 72 Hour Volume Count Location
- ◆ 4 Hour Turning Movement Count Location



\\nbjproj\Orlando\02966.00\FDOT_DT_SR_580_Busch_Bldg\graphics\FIGURES\A1

1.2 Existing Geometry

Figure 3 provides the year 2017 intersection geometry for all the following 11 study signalized intersections. The year 2017 intersection geometry information was obtained and verified based on field visits and aerial photographs.

Roadway ID: 10000645 – CR 587/Gunn Highway

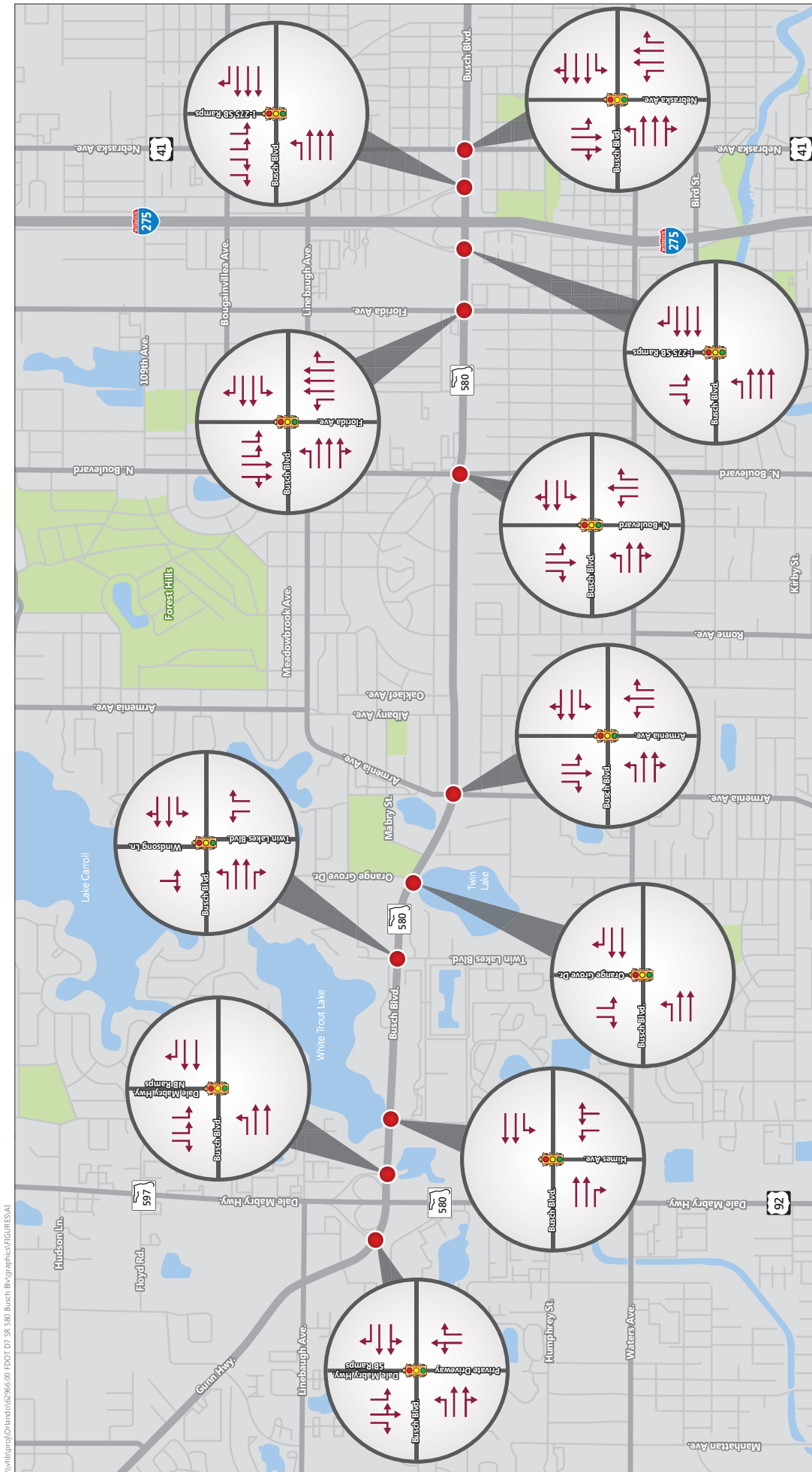
- N Dale Mabry Highway SB Ramps (MP 0.108)

Roadway ID: 10310000 – SR 580/ W Busch Boulevard

- N Dale Mabry Highway NB Ramps (MP 0.088)
- N Himes Avenue (MP 0.267)
- Twin Lakes Boulevard (MP 0.757)
- Orange Grove Drive (MP 1.012)
- N Armenia Avenue (MP 1.315)
- N Boulevard (MP 2.315)
- N Florida Avenue (MP 2.817)
- I-275 SB Ramps (MP 3.009)
- I-275 NB Ramps (MP 3.198)
- N Nebraska Avenue (MP 3.320)

1.3 Existing Traffic Volumes

Traffic count information as collected was used to develop existing traffic characteristics for the project corridor and the intersecting side streets. The truck factor for each movement for the peak condition will be used in the existing intersection analysis. Based on the 72-Hour volume counts and 72-Hour classification counts, peak hour traffic flow (K measured) and, directional split (D measured) for the roadways in the study area were derived. The adjusted Annual Average Daily Traffic (AADT) volumes for the individual roadway segments are provided in **Table 1**. **Figure 4** provides the existing AADT's for the project corridor and the side streets. Turning movement counts were obtained for the AM and PM peak hour conditions for the eleven (11) study intersections. The turning movement counts were checked for reasonableness. Raw data for the year 2017 AM and PM peak hour turning movement volumes collected at the study intersections are available in **Appendix C**. The year 2017 AM and PM peak hour turning movement volumes (raw) for the study corridor are shown in **Figure 5**.



\\mbj\proj\Orlando\03966.00\FDOT.DT.SR.580.Busch.Bldg\graphics\FIGURES\A1

-  Existing Lane Geometry
-  Signalized Intersection



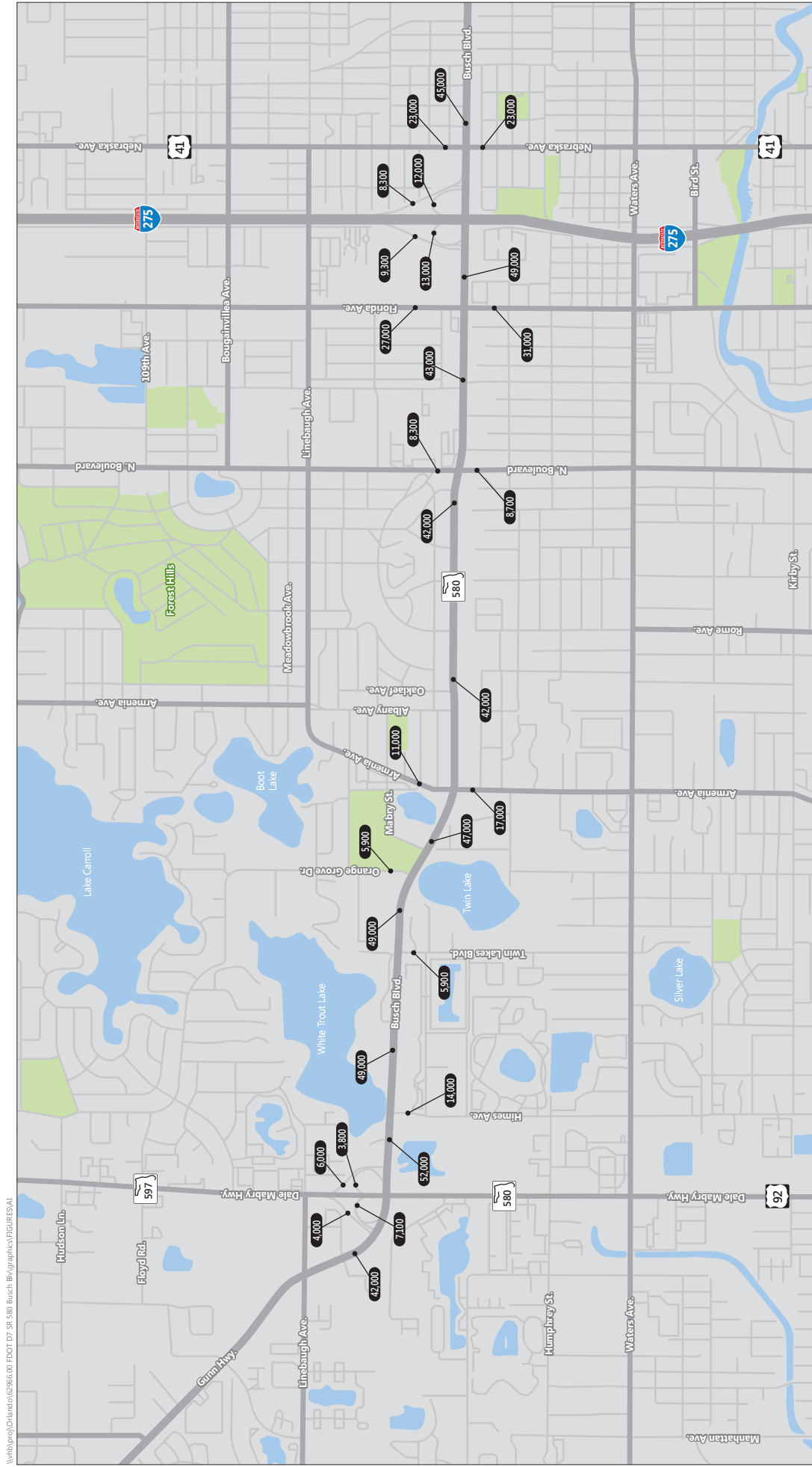
Figure 3
Existing Geometry
 SR 580/West Busch Blvd.
 Project Traffic Report



Table 1: Existing Year 2017 Traffic Volumes

Roadway / Segment	Date of Count	Source and Type	Measured Characteristics						Axle		Adjusted AADT ³		
			ADT	Peak Hr.	NB/EB	SB/WB	Peak Time	"K"	"D"	"T _{Daily} "		Adj. ²	Seasonal Adj. ¹
Mainline Characteristics (SR 580)													
West of N Dale Mabry Hwy	5/16/2017	72-hr Volume	42,141	3,522	1,606	1,916	4:45 - 5:45 PM	8.4%	54.4%	-	0.99	1.00	42,000
West of N Himes Ave	5/16/2017	72-hr Volume	52,239	4,179	1,798	2,381	4:30 - 5:30 PM	8.0%	57.0%	-	0.99	1.00	52,000
East of N Himes Ave	5/16/2017	72-hr Volume	49,131	3,755	1,704	2,051	4:15 - 5:15 PM	7.6%	54.6%	-	0.99	1.00	49,000
B/W Twin Lakes Blvd & Orange Grove Dr	5/2/2017	72-hr Volume	50,373	4,014	2,029	1,985	4:15 - 5:15 PM	8.0%	50.5%	-	0.99	0.99	49,000
B/W Orange Grove Dr & Armenia Ave	5/16/2017	72-hr Volume	47,810	3,576	1,721	1,855	5:15 - 6:15 PM	7.5%	51.9%	-	0.99	1.00	47,000
East of Armenia Ave	5/2/2017	72-hr Classification	42,549	3,326	1,641	1,685	7:30 - 8:30 AM	7.8%	50.7%	3.1%	1.00	0.99	42,000
West of N Boulevard	5/2/2017	72-hr Volume	42,489	3,255	1,692	1,563	4:15 - 5:15 PM	7.7%	52.0%	-	0.99	0.99	42,000
West of N Florida Ave	5/16/2017	72-hr Volume	43,373	3,160	1,524	1,636	5:15 - 6:15 PM	7.3%	51.8%	-	0.99	1.00	43,000
East of N Florida Ave	5/2/2017	72-hr Volume	49,937	3,848	1,952	1,896	4:15 - 5:15 PM	7.7%	50.7%	-	0.99	0.99	49,000
East of N Nebraska Ave	5/2/2017	72-hr Volume	46,037	3,491	1,918	1,573	4:30 - 5:30 PM	7.6%	54.9%	-	0.99	0.99	45,000
Sidestreet Characteristics													
N Dale Mabry Hwy													
Northbound Off Ramp	5/2/2017	72-hr Volume	3,915	319	319	0	4:15 - 5:15 PM	8.1%	100.0%	-	0.99	0.99	3,800
Northbound On Ramp	5/2/2017	72-hr Volume	6,141	574	574	0	5:00 - 6:00 PM	9.3%	100.0%	-	0.99	0.99	6,000
Southbound Off Ramp	5/2/2017	72-hr Volume	4,037	334	0	334	8:15 - 9:15 AM	8.3%	100.0%	-	0.99	0.99	4,000
Southbound On Ramp	5/2/2017	72-hr Volume	7,214	572	0	572	6:15 - 7:15 AM	7.9%	100.0%	-	0.99	0.99	7,100
N Himes Ave													
South of Busch Blvd	5/2/2017	72-hr Volume	14,292	1,188	679	509	5:00 - 6:00 PM	8.3%	57.2%	-	0.99	0.99	14,000
Twin Lakes Blvd													
South of Busch Blvd	5/2/2017	72-hr Volume	6,070	739	542	197	7:15 - 8:15 AM	12.2%	73.3%	-	0.99	0.99	5,900
Orange Grove Dr													
North of Busch Blvd	5/2/2017	72-hr Volume	5,972	595	326	269	5:15 - 6:15 PM	10.0%	54.8%	-	0.99	0.99	5,900
N Armenia Ave													
North of Busch Blvd	5/16/2017	72-hr Volume	10,869	976	504	472	5:00 - 6:00 PM	9.0%	51.6%	-	0.99	1.00	11,000
South of Busch Blvd	5/2/2017	72-hr Volume	17,122	1,349	833	516	7:00 - 8:00 AM	7.9%	61.7%	-	0.99	0.99	17,000
N Boulevard													
North of Busch Blvd	5/2/2017	72-hr Volume	8,482	1,061	563	498	6:45 - 7:45 AM	12.5%	53.1%	-	0.99	0.99	8,300
South of Busch Blvd	5/16/2017	72-hr Volume	8,743	956	661	295	7:00 - 8:00 AM	10.9%	69.1%	-	0.99	1.00	8,700
N Florida Ave													
North of Busch Blvd	5/2/2017	72-hr Volume	27,171	2,211	1,205	1,006	4:30 - 5:30 PM	8.1%	54.5%	-	0.99	0.99	27,000
South of Busch Blvd	5/2/2017	72-hr Volume	31,319	2,408	1,412	996	5:00 - 6:00 PM	7.7%	58.6%	-	0.99	0.99	31,000
N Nebraska Ave													
North of Busch Blvd	5/16/2017	72-hr Volume	23,543	1,683	899	784	5:00 - 6:00 PM	7.1%	53.4%	-	0.99	1.00	23,000
South of Busch Blvd	5/2/2017	72-hr Volume	23,769	1,699	899	800	5:00 - 6:00 PM	7.1%	52.9%	-	0.99	0.99	23,000
I-275													
Northbound Off Ramp	5/16/2017	72-hr Volume	11,761	773	773	0	8:00 - 9:00 AM	6.6%	100.0%	-	0.99	1.00	12,000
Northbound On Ramp	5/2/2017	72-hr Volume	8,444	816	816	0	4:45 - 5:45 PM	9.7%	100.0%	-	0.99	0.99	8,300
Southbound Off Ramp	5/2/2017	72-hr Volume	9,462	837	0	837	3:30 - 4:30 PM	8.8%	100.0%	-	0.99	0.99	9,300
Southbound On Ramp	5/2/2017	72-hr Volume	13,100	920	0	920	4:30 - 5:30 PM	7.0%	100.0%	-	0.99	0.99	13,000

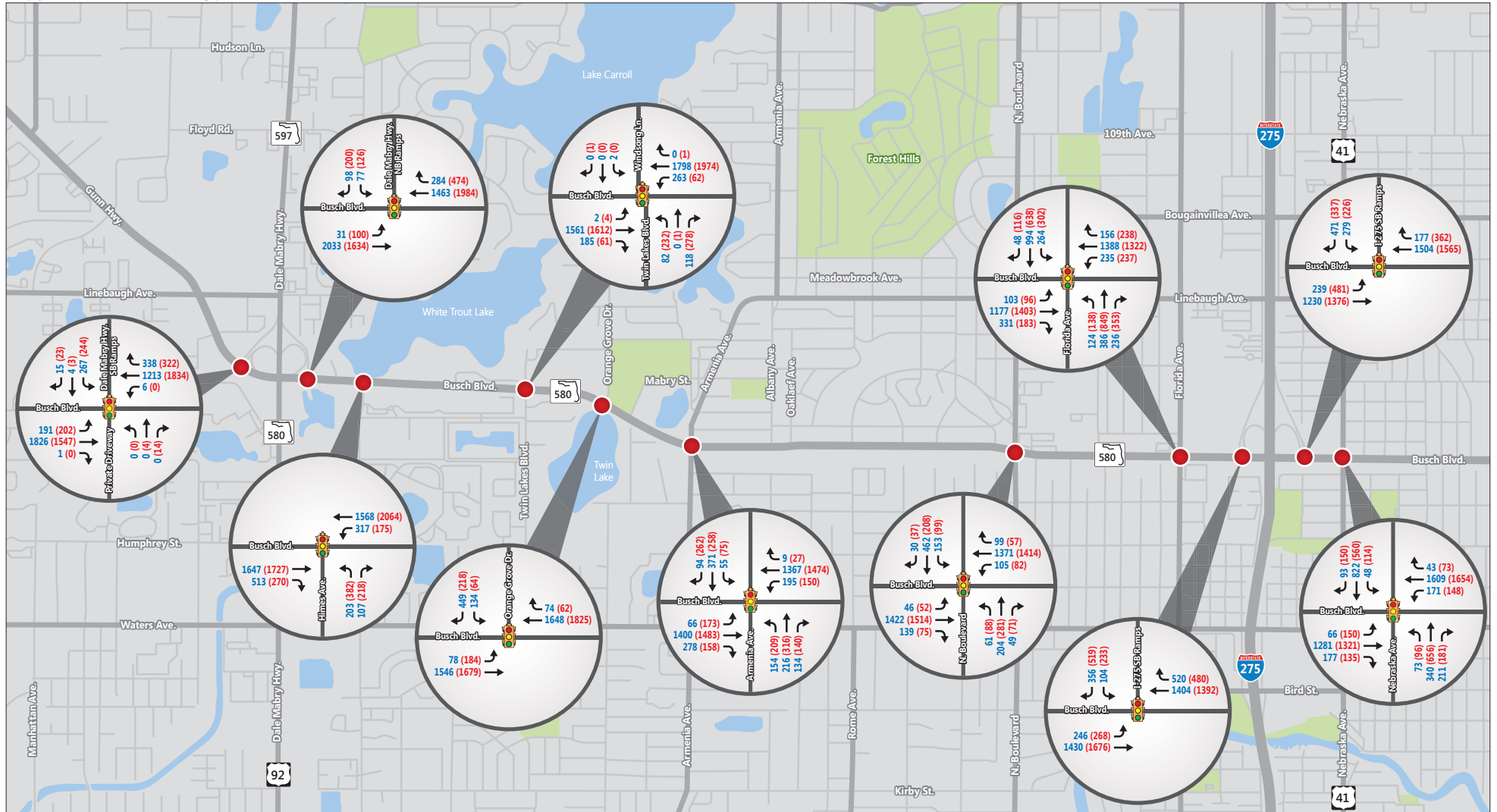
Notes:
 1. Most Recent Seasonal Adjustment factors were obtained from FDOT 2016 Traffic Count Information
 2. Most Recent Axle Adjustment factors were obtained from FDOT 2016 Traffic Count Information
 3. Adjusted AADT = Measured ADT * Axle Adjustment * Seasonal Adjustment







0000 Average Annual Daily Traffic (AADT)



Figure 4
2017 AADT
 SR 580/West Busch Blvd.
 Project Traffic Report




 Existing Turning Movement Volumes
 Signalized Intersection


Figure 5
 Existing AM & PM Raw
 Turning Movement Volumes
 SR 580/West Busch Blvd.
 Project Traffic Report

2 Development of Design Characteristics

The design traffic characteristics established in this section will be used in developing design hour volumes (DHF's) for the intersections and directional design hour volumes (DDHF's) for the roadway segments for the existing and future conditions. These characteristics are determined based on the procedures outlined in the FDOT's Project Traffic Forecasting Handbook, dated January 2014.

2.1 Standard K Factor

Based on direction from the FDOT District Office, a Standard K Factor of 9.0% (urban area) was used for all the major study corridors including SR 580/West Busch Boulevard and the intersecting study roadways.

2.2 D Factor

The directional distribution factor, D, is based on the median value of the directional factors for the highest 200 hours of volumes for each continuous count station. In determining this factor for SR 580/Busch Boulevard and side streets, statewide guidelines (Figure 2.9 from the 2014 PTF Handbook) for D factor were compared to D factors obtained from the field collected traffic counts and historical information contained in the Florida Transportation Information (FTI) DVD.

The measured D for the study area roadways are shown in **Table 1**. The average of the measured D factors for SR 580/West Busch Boulevard corridor within the study limits is 52.9%. The measured D factors for the side streets are well within the FDOT recommended range of D values except for the Twin Lakes Boulevard, south of SR 580/West Busch Boulevard with 73.3% and N Boulevard, south of SR 580/West Busch Boulevard with 69.1%. Therefore, for these two streets, a D value of 67.1% is recommended.

Table 2 illustrates the historical D factors from the five sites on SR 580/West Busch Boulevard: 105252, 105184, 105183, 105190 and 105191. The factors were obtained for seven years between 2010 and 2016. The average, minimum and maximum D factors over the seven years for SR 580/West Busch Boulevard corridor are 57.59%, 56.16% and 59.00% respectively.

Table 3 provides the current recommended range of D values from the FDOT Project Traffic Forecasting Handbook (2014) for an urban arterial.

Table 2: Historical FTI Data - D Values

Year	SR 580/West Busch Blvd					
	105252	105184	105183	105190	105191	
	E. of N Dale Mabry Hwy	E. of N Armenia Ave	E. of N Florida Ave	W. of N Nebraska Ave	E. of N Nebraska Ave	
2016	57.00%	57.00%	57.00%	57.00%	57.00%	
2015	56.80%	56.80%	56.80%	56.80%	56.80%	
2014	58.60%	58.60%	58.60%	58.60%	58.60%	
2013	58.20%	58.20%	58.20%	58.20%	58.20%	
2012	59.00%	59.00%	59.00%	59.00%	59.00%	
2011	57.20%	57.20%	57.20%	57.20%	57.20%	
2010	56.00%	56.00%		56.00%	56.00%	
Average	57.54%	57.54%	57.80%	57.54%	57.54%	57.59%
Minimum	56.00%	56.00%	56.80%	56.00%	56.00%	56.16%
Maximum	59.00%	59.00%	59.00%	59.00%	59.00%	59.00%

Table 3: Recommended Range of D Values

Area & Highway Type	Value	Source
		FDOT ¹
Urban Arterial	Low	50.8%
	Average	57.9%
	High	67.1%

Notes:

1) Source: FDOT Project Traffic Forecasting Handbook, January 2014, Figure 2.9

2.2.1 SR 580/West Busch Boulevard Corridor

The average measured D from the 2017 traffic counts is 52.9%, while the average of the historical D factors is 57.59%. Therefore, being conservative without overestimating future design traffic volumes, **a D factor of 55.2% (average of measured D and historical average D) is recommended for the SR 580/West Busch Boulevard corridor.**

2.2.2 Side Streets

For the purposes of this study, the measured D values from the 2017 traffic counts will be used for all the side streets as the recommended D factors except for the Twin Lakes Boulevard with 73.3% and N Boulevard, south of SR 580/West Busch Boulevard with 69.1%. Therefore, for these two streets, a D value of 67.1% is recommended.

2.3 T & DHT Factors

The daily truck factor, T represents the percentage composition of medium sized and heavy trucks occurring in the traffic stream for a 24-hour period. The design hour truck, DHT is the percentage of truck traffic during the peak hour and is recommended as one-half of the T factor in the Project Traffic Forecasting Handbook.

The year 2017 measured T factor for the study corridor is shown in **Table 1**. A T factor of 3.1% and DHT of 1.5% were measured for the SR 580/West Busch Boulevard corridor.

Table 4 contains the historical T factors from the FTI DVD for the seven years between 2010 and 2016. The average, minimum and maximum T factors over the seven years for SR 580/West Busch Boulevard corridor are shown in the table.

Table 4: Historical FTI Data - T_{daily} Values

Year	SR 580/West Busch Blvd					
	105252	105184	105183	105190	105191	
	E. of N Dale Mabry Hwy	E. of N Armenia Ave	E. of N Florida Ave	W. of N Nebraska Ave	E. of N Nebraska Ave	
2016	2.90%	3.00%	4.60%	2.70%	2.60%	
2015	4.00%	3.40%	4.60%	3.40%	3.40%	
2014	3.40%	5.70%	4.00%	5.70%	5.70%	
2013	3.40%	3.10%	4.00%	2.30%	2.50%	
2012	3.30%	3.20%	3.90%	2.30%	2.50%	
2011	3.80%	3.00%	4.00%	2.30%	2.50%	
2010	5.20%	4.40%		4.40%	4.40%	
Average	3.71%	3.69%	4.18%	3.30%	3.37%	3.65%
Minimum	2.90%	3.00%	3.90%	2.30%	2.50%	2.92%
Maximum	5.20%	5.70%	4.60%	5.70%	5.70%	5.38%

2.3.1 SR 580/West Busch Boulevard Corridor

A T (DHT) factor of **4.0%** (**2.0%**) is recommended for the SR 580/West Busch Boulevard corridor, based on the comparison of existing count information, historical information and previous studies (ESAL memo dated December 14, 2015 for FPN # 437530-1-52-01, provided in **Appendix D**).

2.3.2 Side Streets

Daily truck factors were not counted for the side streets. **Table 5** contains the historical T factors from the FTI DVD for the seven years between 2010 and 2016 for side streets, N Armenia Avenue, N Florida Avenue, N Nebraska Avenue and I-275 ramps. The average, minimum and maximum T factors over the seven years

for side streets, N Armenia Avenue, N Florida Avenue, N Nebraska Avenue and I-275 ramps are shown in the table. For the remaining side streets, for future intersection analyses, the existing peak hour truck percentages from the turning movement counts will be used.

Table 5: Historical FTI Data - T_{daily} Values

Year	N Armenia Ave		N Florida Ave		N Nebraska Ave		I-275 Ramps
	109062 & 109166		105279	105063	105086	106013	102612 - 102615
	N. & S. of Busch Blvd		N. of Busch Blvd	S. of Busch Blvd	N. of Busch Blvd	S. of Busch Blvd	
2016	6.80%	3.10%	3.40%	4.40%	3.40%	4.30%	
2015	6.90%	4.30%	3.50%	4.30%	4.60%	4.10%	
2014	9.10%	4.30%	3.50%	5.70%	4.50%	5.00%	
2013	7.20%	4.30%	3.50%	4.40%	4.50%	5.00%	
2012	6.60%	2.70%	2.90%	3.90%	4.40%	5.00%	
2011	5.60%	2.60%	2.90%	3.90%	3.40%	4.60%	
2010	-	2.70%	3.00%	3.50%	3.60%	4.60%	
Average	7.03%	3.43%	3.24%	4.30%	4.06%	4.66%	
Minimum	5.60%	2.60%	2.90%	3.50%	3.40%	4.10%	
Maximum	9.10%	4.30%	3.50%	5.70%	4.60%	5.00%	

2.4 Recommended Design Traffic Characteristics

Based on the afore-mentioned discussion, the following **Table 6** provides a summary of the recommended design traffic characteristics for this study.

Table 6: Recommended Design Traffic Characteristics

Roadway / Segment	Recommended Design Characteristics			
	K	D	T	DHT
	Factor	Factor	Factor	Factor
Mainline Characteristics				
SR 580/West Busch Boulevard	9.00%	55.20%	4.00%	2.00%
Side Street Characteristics				
N Dale Mabry Highway Ramps	9.00%	-	-	Existing
N Armenia Avenue	9.00%	Existing	7.00%	3.50%
N Florida Avenue	9.00%	Existing	3.30%	1.65%
N Nebraska Avenue	9.00%	Existing	4.18%	2.10%
I-275 Ramps	9.00%	-	4.60%	2.30%
Remaining side streets*	9.00%	Existing	-	Existing

Note: Truck factors obtained from Year 2017 TMCs will be used for future conditions for the side streets. A D value of 67.1% is recommended for Twin Lakes Boulevard, south of SR 580/West Busch Boulevard and N Boulevard, south of SR 580/West Busch Boulevard.

Appendix A

2017 Traffic Counts

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017 Start Time 00:00
 Stop Date : May 19, 2017 Stop Time 24:00
 County : Hillsborough
 Location : SR 580 Busch Blvd at 300 ft South of Premier Dr

VHB Project #: 62966

18-May-17 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	52	19	20	25	27	72	219	523	509	339	270	262
30	44	27	20	18	35	108	283	541	493	384	274	282
45	36	21	49	19	55	124	403	541	455	362	246	271
00	25	17	21	31	73	166	490	482	442	303	262	308
Hr Total	157	84	110	93	190	470	1,395	2,087	1,899	1,388	1,052	1,123

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	277	260	256	295	440	407	357	244	206	172	154	86
30	280	254	270	331	390	370	335	225	192	151	150	69
45	272	295	317	372	443	389	300	205	215	185	97	66
00	262	250	319	386	413	387	273	194	152	154	103	66
Hr Total	1,091	1,059	1,162	1,384	1,686	1,553	1,265	868	765	662	504	287

24 Hour Total : 22,334
 AM Peak Hour begins : 6:45 AM Peak Volume : 2,095 AM Peak Hour Factor : 0.97
 PM Peak Hour begins : 16:00 PM Peak Volume : 1,686 PM Peak Hour Factor : 0.95

18-May-17 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	20	23	15	29	35	117	252	283	264	212	206
30	46	31	19	19	17	54	162	299	327	247	210	226
45	30	23	20	12	38	86	216	308	299	254	200	228
00	38	18	20	22	41	98	266	324	247	235	203	269
Hr Total	161	92	82	68	125	273	761	1,183	1,156	1,000	825	929

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	219	267	291	328	395	419	432	271	257	177	155	83
30	263	255	271	385	410	491	432	280	220	173	118	85
45	260	279	294	429	436	495	412	256	212	176	120	68
00	259	267	323	411	441	450	334	239	218	141	92	63
Hr Total	1,001	1,068	1,179	1,553	1,682	1,855	1,610	1,046	907	667	485	299

24 Hour Total : 20,007
 AM Peak Hour begins : 7:30 AM Peak Volume : 1,242 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 17:15 PM Peak Volume : 1,868 PM Peak Hour Factor : 0.94

18-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	99	39	43	40	56	107	336	775	792	603	482	468
30	90	58	39	37	52	162	445	840	820	631	484	508
45	66	44	69	31	93	210	619	849	754	616	446	499
00	63	35	41	53	114	264	756	806	689	538	465	577
Hr Total	318	176	192	161	315	743	2,156	3,270	3,055	2,388	1,877	2,052

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	496	527	547	623	835	826	789	515	463	349	309	169
30	543	509	541	716	800	861	767	505	412	324	268	154
45	532	574	611	801	879	884	712	461	427	361	217	134
00	521	517	642	797	854	837	607	433	370	295	195	129
Hr Total	2,092	2,127	2,341	2,937	3,368	3,408	2,875	1,914	1,672	1,329	989	586

24 Hour Total : 42,341
 AM Peak Hour begins : 7:15 AM Peak Volume : 3,287 AM Peak Hour Factor : 0.97
 PM Peak Hour begins : 16:45 PM Peak Volume : 3,425 PM Peak Hour Factor : 0.97

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017 Start Time 00:00
 Stop Date : May 19, 2017 Stop Time 24:00
 County : Hillsborough
 Location : SR 580 Busch Blvd at 300 ft South of Premier Dr

VHB Project #: 62966

AVERAGE	Eastbound Volume for Lane 1											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	19	20	24	30	67	221	525	481	365	269	270
30	39	27	17	17	36	96	279	547	506	385	276	261
45	32	16	46	19	57	133	403	535	448	331	274	271
00	26	17	20	29	62	161	485	499	455	297	250	291
Hr Total	142	79	103	89	185	457	1,388	2,106	1,890	1,378	1,069	1,093

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	272	267	270	301	422	437	357	253	194	168	134	74
30	272	258	282	318	404	385	331	233	185	160	140	72
45	275	294	305	374	423	377	309	214	194	176	83	62
00	269	266	316	382	407	374	274	188	152	136	96	65
Hr Total	1,088	1,085	1,173	1,375	1,656	1,573	1,271	888	725	640	453	273

24 Hour Total : 22,179
 AM Peak Hour begins : 7:00 AM Peak Volume : 2,106 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 16:15 PM Peak Volume : 1,671 PM Peak Hour Factor : 0.96

AVERAGE	Westbound Volume for Lane 2											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	27	20	14	23	34	118	249	278	258	206	219
30	44	28	17	19	22	54	164	294	302	251	209	229
45	30	21	18	13	38	80	210	326	319	241	214	222
00	35	15	15	19	38	97	266	330	261	225	221	267
Hr Total	150	91	70	65	121	265	758	1,199	1,160	975	850	937

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	238	259	286	323	404	454	439	274	228	171	138	70
30	260	264	291	363	424	508	429	258	205	176	135	77
45	243	294	276	411	443	491	376	258	221	178	107	67
00	259	266	330	414	463	465	337	235	218	140	98	57
Hr Total	1,000	1,083	1,183	1,511	1,734	1,918	1,581	1,025	872	665	478	271

24 Hour Total : 19,962
 AM Peak Hour begins : 7:30 AM Peak Volume : 1,236 AM Peak Hour Factor : 0.94
 PM Peak Hour begins : 17:00 PM Peak Volume : 1,918 PM Peak Hour Factor : 0.94

AVERAGE	Total Volume for All Lanes											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	86	46	40	38	53	101	339	774	759	623	475	489
30	83	55	34	36	58	150	443	841	808	636	485	490
45	62	37	64	32	95	213	613	861	767	572	488	493
00	61	32	35	48	100	258	751	829	716	522	471	558
Hr Total	292	170	173	154	306	722	2,146	3,305	3,050	2,353	1,919	2,030

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	510	526	556	624	826	891	796	527	422	339	272	144
30	532	522	573	681	828	893	760	491	390	336	275	149
45	518	588	581	785	866	868	685	472	415	354	190	129
00	528	532	646	796	870	839	611	423	370	276	194	122
Hr Total	2,088	2,168	2,356	2,886	3,390	3,491	2,852	1,913	1,597	1,305	931	544

24 Hour Total : 42,141
 AM Peak Hour begins : 7:00 AM Peak Volume : 3,305 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 16:45 PM Peak Volume : 3,522 PM Peak Hour Factor : 0.99

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017
 Stop Date : May 19, 2017
 County : Hillsborough
 Location : SR 580 Busch Blvd at Marelyn Ln

Start Time : 00:00
 Stop Time : 24:00

VHB Project #: 62966

16-May-17

Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	54	25	32	24	27	63	221	546	517	432	316	307
30	42	32	18	24	35	94	252	580	524	429	286	281
45	37	12	41	17	50	130	414	561	535	318	310	274
00	37	31	19	29	52	157	511	536	499	304	271	325
Hr Total	170	100	110	94	164	444	1,398	2,223	2,075	1,483	1,183	1,187

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	294	319	326	329	468	477	359	299	241	216	162	88
30	305	342	351	339	419	423	370	263	235	215	147	81
45	334	312	336	416	470	393	343	318	220	198	116	66
00	317	312	361	449	420	389	302	248	183	168	95	78
Hr Total	1,250	1,285	1,374	1,533	1,777	1,682	1,374	1,128	879	797	520	313

24 Hour Total : 24,543
 AM Peak Hour begins : 7:00 AM Peak Volume : 2,223 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 15:45 PM Peak Volume : 1,806 PM Peak Hour Factor : 0.96

16-May-17

Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	46	33	28	21	35	43	190	357	392	351	315	342
30	60	43	16	33	42	86	265	382	418	354	319	339
45	38	37	26	30	57	133	348	474	455	328	345	307
00	50	21	15	30	62	165	387	447	416	337	363	417
Hr Total	194	134	85	114	196	427	1,190	1,660	1,681	1,370	1,342	1,405

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	351	347	391	470	532	624	580	351	302	207	167	85
30	369	412	404	482	558	641	576	354	288	256	136	81
45	321	401	400	495	568	642	483	331	274	199	117	74
00	361	353	433	551	595	623	452	308	283	183	125	58
Hr Total	1,402	1,513	1,628	1,998	2,253	2,530	2,091	1,344	1,147	845	545	298

24 Hour Total : 27,392
 AM Peak Hour begins : 7:30 AM Peak Volume : 1,731 AM Peak Hour Factor : 0.91
 PM Peak Hour begins : 17:00 PM Peak Volume : 2,530 PM Peak Hour Factor : 0.99

16-May-17

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	100	58	60	45	62	106	411	903	909	783	631	649
30	102	75	34	57	77	180	517	962	942	783	605	620
45	75	49	67	47	107	263	762	1,035	990	646	655	581
00	87	52	34	59	114	322	898	983	915	641	634	742
Hr Total	364	234	195	208	360	871	2,588	3,883	3,756	2,853	2,525	2,592

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	645	666	717	799	1,000	1,101	939	650	543	423	329	173
30	674	754	755	821	977	1,064	946	617	523	471	283	162
45	655	713	736	911	1,038	1,035	826	649	494	397	233	140
00	678	665	794	1,000	1,015	1,012	754	556	466	351	220	136
Hr Total	2,652	2,798	3,002	3,531	4,030	4,212	3,465	2,472	2,026	1,642	1,065	611

24 Hour Total : 51,935
 AM Peak Hour begins : 7:15 AM Peak Volume : 3,889 AM Peak Hour Factor : 0.94
 PM Peak Hour begins : 16:30 PM Peak Volume : 4,218 PM Peak Hour Factor : 0.96

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017
 Stop Date : May 19, 2017
 County : Hillsborough
 Location : SR 580 Busch Blvd at Marelyn Ln

Start Time : 00:00
 Stop Time : 24:00

VHB Project #: 62966

17-May-17

Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	28	18	27	38	67	190	581	505	455	306	293
30	50	33	20	21	42	81	276	563	551	365	318	299
45	33	23	40	24	48	141	352	559	499	372	324	326
00	37	13	24	32	64	175	475	493	497	338	271	280
Hr Total	161	97	102	104	192	464	1,293	2,196	2,052	1,530	1,219	1,198

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	337	312	296	377	436	465	413	309	212	195	172	86
30	310	320	346	359	494	408	366	317	233	221	178	93
45	300	340	359	368	458	409	398	240	221	216	99	89
00	319	336	371	423	461	394	293	217	205	168	108	72
Hr Total	1,266	1,308	1,372	1,527	1,849	1,676	1,470	1,083	871	800	557	340

24 Hour Total : 24,727
 AM Peak Hour begins : 7:00 AM Peak Volume : 2,196 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 16:15 PM Peak Volume : 1,878 PM Peak Hour Factor : 0.95

17-May-17

Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	39	14	22	38	63	187	368	424	385	274	326
30	56	17	25	26	42	78	239	378	452	370	310	326
45	46	25	28	34	43	115	349	469	424	341	321	333
00	31	19	21	35	62	148	357	435	353	343	358	357
Hr Total	189	100	88	117	185	404	1,132	1,650	1,653	1,439	1,263	1,342

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	368	359	403	431	514	632	601	376	302	224	146	82
30	390	375	388	467	583	653	527	386	263	231	185	94
45	353	410	455	528	579	618	468	350	272	196	142	86
00	394	378	403	534	595	600	481	324	280	195	129	82
Hr Total	1,505	1,522	1,649	1,960	2,271	2,503	2,077	1,436	1,117	846	602	344

24 Hour Total : 27,394
 AM Peak Hour begins : 7:30 AM Peak Volume : 1,780 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 17:00 PM Peak Volume : 2,503 PM Peak Hour Factor : 0.96

17-May-17

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	97	67	32	49	76	130	377	949	929	840	580	619
30	106	50	45	47	84	159	515	941	1,003	735	628	625
45	79	48	68	58	91	256	701	1,028	923	713	645	659
00	68	32	45	67	126	323	832	928	850	681	629	637
Hr Total	350	197	190	221	377	868	2,425	3,846	3,705	2,969	2,482	2,540

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	705	671	699	808	950	1,097	1,014	685	514	419	318	168
30	700	695	734	826	1,077	1,061	893	703	496	452	363	187
45	653	750	814	896	1,037	1,027	866	590	493	412	241	175
00	713	714	774	957	1,056	994	774	541	485	363	237	154
Hr Total	2,771	2,830	3,021	3,487	4,120	4,179	3,547	2,519	1,988	1,646	1,159	684

24 Hour Total : 52,121
 AM Peak Hour begins : 7:30 AM Peak Volume : 3,888 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 16:15 PM Peak Volume : 4,267 PM Peak Hour Factor : 0.97

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017
 Stop Date : May 19, 2017
 County : Hillsborough
 Location : SR 580 Busch Blvd at Marelyn Ln

Start Time : 00:00
 Stop Time : 24:00

VHB Project #: 62966

18-May-17 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	54	26	23	24	34	65	230	566	530	407	281	293
30	55	37	22	25	38	106	263	545	520	367	311	326
45	43	22	34	24	52	118	379	571	531	391	277	306
00	37	28	25	31	69	160	516	499	499	337	288	331
Hr Total	189	113	104	104	193	449	1,388	2,181	2,080	1,502	1,157	1,256

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	305	311	299	362	489	425	415	287	248	211	195	107
30	317	320	318	397	427	432	362	289	241	188	185	90
45	318	327	386	375	507	384	355	247	265	248	134	68
00	339	303	356	437	448	416	308	244	203	192	114	79
Hr Total	1,279	1,261	1,359	1,571	1,871	1,657	1,440	1,067	957	839	628	344

24 Hour Total : 24,989
 AM Peak Hour begins : 6:45 AM Peak Volume : 2,198 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 16:00 PM Peak Volume : 1,871 PM Peak Hour Factor : 0.92

18-May-17 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	63	21	25	21	34	61	181	357	432	373	283	321
30	62	43	36	29	38	84	247	391	431	359	308	321
45	42	38	24	35	60	132	347	451	441	363	315	332
00	52	27	30	39	66	158	373	455	348	349	332	390
Hr Total	219	129	115	124	198	435	1,148	1,654	1,652	1,444	1,238	1,364

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	348	343	403	456	532	520	588	395	333	235	179	105
30	371	383	375	496	559	618	575	406	323	217	153	105
45	348	370	460	549	531	654	544	329	297	231	163	83
00	401	373	416	560	588	562	465	325	301	184	122	78
Hr Total	1,468	1,469	1,654	2,061	2,210	2,354	2,172	1,455	1,254	867	617	371

24 Hour Total : 27,672
 AM Peak Hour begins : 7:30 AM Peak Volume : 1,769 AM Peak Hour Factor : 0.97
 PM Peak Hour begins : 17:15 PM Peak Volume : 2,422 PM Peak Hour Factor : 0.93

18-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	117	47	48	45	68	126	411	923	962	780	564	614
30	117	80	58	54	76	190	510	936	951	726	619	647
45	85	60	58	59	112	250	726	1,022	972	754	592	638
00	89	55	55	70	135	318	889	954	847	686	620	721
Hr Total	408	242	219	228	391	884	2,536	3,835	3,732	2,946	2,395	2,620

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	653	654	702	818	1,021	945	1,003	682	581	446	374	212
30	688	703	693	893	986	1,050	937	695	564	405	338	195
45	666	697	846	924	1,038	1,038	899	576	562	479	297	151
00	740	676	772	997	1,036	978	773	569	504	376	236	157
Hr Total	2,747	2,730	3,013	3,632	4,081	4,011	3,612	2,522	2,211	1,706	1,245	715

24 Hour Total : 52,661
 AM Peak Hour begins : 7:30 AM Peak Volume : 3,889 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 16:00 PM Peak Volume : 4,081 PM Peak Hour Factor : 0.98

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017
 Stop Date : May 19, 2017
 County : Hillsborough
 Location : SR 580 Busch Blvd at Marelyn Ln

Start Time : 00:00
 Stop Time : 24:00

VHB Project #: 62966

AVERAGE		Eastbound Volume for Lane 1										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	26	24	25	33	65	214	564	517	431	301	298
30	49	34	20	23	38	94	264	563	532	387	305	302
45	38	19	38	22	50	130	382	564	522	360	304	302
00	37	24	23	31	62	164	501	509	498	326	277	312
Hr Total	174	103	105	101	183	453	1,361	2,200	2,069	1,504	1,187	1,214

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	312	314	307	356	464	456	396	298	234	207	176	94
30	311	327	338	365	447	421	366	290	236	208	170	88
45	317	326	360	386	478	395	365	268	235	221	116	74
00	325	317	363	436	443	400	301	236	197	176	106	76
Hr Total	1,265	1,284	1,368	1,543	1,832	1,672	1,428	1,092	902	812	568	332

24 Hour Total : 24,752
 AM Peak Hour begins : 7:00 AM Peak Volume : 2,200 AM Peak Hour Factor : 0.98
 PM Peak Hour begins : 16:00 PM Peak Volume : 1,832 PM Peak Hour Factor : 0.96

AVERAGE		Westbound Volume for Lane 2										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	31	22	21	36	56	186	361	416	370	291	330
30	59	34	26	29	41	83	250	384	434	361	312	329
45	42	33	26	33	53	127	348	465	440	344	327	324
00	44	22	22	35	63	157	372	446	372	343	351	388
Hr Total	200	120	96	118	193	423	1,156	1,656	1,662	1,418	1,281	1,371

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	356	350	399	452	526	592	590	374	312	222	164	91
30	377	390	389	482	567	637	559	382	291	235	158	93
45	341	394	438	524	559	638	498	337	281	209	141	81
00	385	368	417	548	593	595	466	319	288	187	125	73
Hr Total	1,459	1,502	1,643	2,006	2,245	2,462	2,113	1,412	1,172	853	588	338

24 Hour Total : 27,487
 AM Peak Hour begins : 7:30 AM Peak Volume : 1,761 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 17:00 PM Peak Volume : 2,462 PM Peak Hour Factor : 0.97

AVERAGE		Total Volume for All Lanes										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	105	57	46	46	69	121	400	925	933	801	592	628
30	108	68	46	52	79	177	514	947	966	748	617	631
45	80	52	64	55	103	257	730	1,029	962	704	631	626
00	81	46	45	66	125	321	873	955	870	669	628	700
Hr Total	374	223	201	219	376	876	2,517	3,856	3,731	2,922	2,468	2,585

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	668	664	706	808	990	1,048	986	672	546	429	340	185
30	688	717	727	847	1,014	1,058	925	672	527	443	328	181
45	658	720	798	910	1,037	1,033	863	605	516	430	257	155
00	710	685	780	984	1,036	995	767	555	485	363	231	149
Hr Total	2,724	2,786	3,011	3,549	4,077	4,134	3,541	2,504	2,074	1,665	1,156	670

24 Hour Total : 52,239
 AM Peak Hour begins : 7:30 AM Peak Volume : 3,883 AM Peak Hour Factor : 0.94
 PM Peak Hour begins : 16:30 PM Peak Volume : 4,179 PM Peak Hour Factor : 0.99

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017
 Stop Date : May 19, 2017
 County : Hillsborough
 Location : SR 580 Busch Blvd at High St

Start Time : 00:00
 Stop Time : 24:00

VHB Project #: 62966

16-May-17 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	60	28	34	19	25	66	223	472	423	378	300	312
30	42	27	18	25	32	92	224	493	452	386	286	276
45	34	13	33	19	58	130	411	449	429	304	310	261
00	35	27	20	30	52	153	445	421	418	289	275	306
Hr Total	171	95	105	93	167	441	1,303	1,835	1,722	1,357	1,171	1,155

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	269	301	302	299	442	388	339	272	228	194	145	97
30	275	317	348	325	415	381	354	249	216	191	141	89
45	292	287	289	389	449	376	325	283	225	195	121	70
00	259	311	343	435	420	374	293	251	187	144	92	86
Hr Total	1,095	1,216	1,282	1,448	1,726	1,519	1,311	1,055	856	724	499	342

24 Hour Total : 22,688
 AM Peak Hour begins : 6:45 AM Peak Volume : 1,859 AM Peak Hour Factor : 0.94
 PM Peak Hour begins : 15:45 PM Peak Volume : 1,741 PM Peak Hour Factor : 0.97

16-May-17 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	37	28	23	32	48	194	378	445	389	306	325
30	69	46	23	32	46	94	282	405	440	341	316	338
45	46	38	24	35	57	128	365	474	482	319	339	316
00	51	22	20	34	65	172	415	489	440	331	352	342
Hr Total	217	143	95	124	200	442	1,256	1,746	1,807	1,380	1,313	1,321

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	353	328	341	458	465	534	507	337	262	206	139	90
30	321	405	387	433	508	554	519	314	269	245	135	77
45	323	348	380	449	518	532	447	324	274	188	125	79
00	313	356	400	476	523	549	394	304	271	164	121	46
Hr Total	1,310	1,437	1,508	1,816	2,014	2,169	1,867	1,279	1,076	803	520	292

24 Hour Total : 26,135
 AM Peak Hour begins : 7:45 AM Peak Volume : 1,856 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 17:00 PM Peak Volume : 2,169 PM Peak Hour Factor : 0.98

16-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	111	65	62	42	57	114	417	850	868	767	606	637
30	111	73	41	57	78	186	506	898	892	727	602	614
45	80	51	57	54	115	258	776	923	911	623	649	577
00	86	49	40	64	117	325	860	910	858	620	627	648
Hr Total	388	238	200	217	367	883	2,559	3,581	3,529	2,737	2,484	2,476

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	622	629	643	757	907	922	846	609	490	400	284	187
30	596	722	735	758	923	935	873	563	485	436	276	166
45	615	635	669	838	967	908	772	607	499	383	246	149
00	572	667	743	911	943	923	687	555	458	308	213	132
Hr Total	2,405	2,653	2,790	3,264	3,740	3,688	3,178	2,334	1,932	1,527	1,019	634

24 Hour Total : 48,823
 AM Peak Hour begins : 7:15 AM Peak Volume : 3,599 AM Peak Hour Factor : 0.98
 PM Peak Hour begins : 16:30 PM Peak Volume : 3,767 PM Peak Hour Factor : 0.97

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017
 Stop Date : May 19, 2017
 County : Hillsborough
 Location : SR 580 Busch Blvd at High St

Start Time : 00:00
 Stop Time : 24:00

VHB Project #: 62966

17-May-17 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	33	18	24	35	71	190	516	406	389	292	304
30	47	30	19	24	45	80	263	480	449	332	291	242
45	31	22	36	30	47	145	338	436	397	334	309	323
00	35	15	26	32	67	174	424	396	387	319	259	262
Hr Total	154	100	99	110	194	470	1,215	1,828	1,639	1,374	1,151	1,131

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	306	322	269	357	419	397	383	275	197	198	178	91
30	295	274	331	348	471	337	361	278	233	212	175	86
45	291	331	326	343	449	398	360	231	207	201	103	84
00	273	304	363	421	414	367	277	216	210	165	100	72
Hr Total	1,165	1,231	1,289	1,469	1,753	1,499	1,381	1,000	847	776	556	333

24 Hour Total : 22,764
 AM Peak Hour begins : 6:45 AM Peak Volume : 1,856 AM Peak Hour Factor : 0.90
 PM Peak Hour begins : 15:45 PM Peak Volume : 1,760 PM Peak Hour Factor : 0.93

17-May-17 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	59	41	14	23	36	68	182	393	487	397	268	314
30	59	11	23	30	48	76	273	399	480	354	321	296
45	50	23	28	34	45	115	387	497	460	350	299	329
00	35	22	25	41	58	171	382	448	371	311	358	321
Hr Total	203	97	90	128	187	430	1,224	1,737	1,798	1,412	1,246	1,260

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	384	336	346	416	494	576	519	353	285	214	144	86
30	322	351	396	423	507	572	471	340	252	235	185	102
45	358	372	437	461	515	570	449	315	248	181	135	85
00	348	365	376	458	519	513	431	292	257	187	140	86
Hr Total	1,412	1,424	1,555	1,758	2,035	2,231	1,870	1,300	1,042	817	604	359

24 Hour Total : 26,219
 AM Peak Hour begins : 7:30 AM Peak Volume : 1,912 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 16:45 PM Peak Volume : 2,237 PM Peak Hour Factor : 0.97

17-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	100	74	32	47	71	139	372	909	893	786	560	618
30	106	41	42	54	93	156	536	879	929	686	612	538
45	81	45	64	64	92	260	725	933	857	684	608	652
00	70	37	51	73	125	345	806	844	758	630	617	583
Hr Total	357	197	189	238	381	900	2,439	3,565	3,437	2,786	2,397	2,391

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	690	658	615	773	913	973	902	628	482	412	322	177
30	617	625	727	771	978	909	832	618	485	447	360	188
45	649	703	763	804	964	968	809	546	455	382	238	169
00	621	669	739	879	933	880	708	508	467	352	240	158
Hr Total	2,577	2,655	2,844	3,227	3,788	3,730	3,251	2,300	1,889	1,593	1,160	692

24 Hour Total : 48,983
 AM Peak Hour begins : 7:30 AM Peak Volume : 3,599 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 16:15 PM Peak Volume : 3,848 PM Peak Hour Factor : 0.98

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017
 Stop Date : May 19, 2017
 County : Hillsborough
 Location : SR 580 Busch Blvd at High St

Start Time : 00:00
 Stop Time : 24:00

VHB Project #: 62966

18-May-17 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	60	27	25	18	36	69	213	471	453	333	254	274
30	55	38	23	29	36	110	248	481	447	350	305	298
45	43	26	29	25	61	118	369	441	431	340	256	326
00	42	27	22	33	68	159	468	399	399	309	277	303
Hr Total	200	118	99	105	201	456	1,298	1,792	1,730	1,332	1,092	1,201

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	282	315	271	327	455	390	389	273	237	213	184	105
30	276	290	327	367	415	386	351	272	222	196	174	92
45	283	301	352	358	463	362	350	253	241	233	133	74
00	280	295	341	415	439	400	291	234	202	195	116	83
Hr Total	1,121	1,201	1,291	1,467	1,772	1,538	1,381	1,032	902	837	607	354

24 Hour Total : 23,127
 AM Peak Hour begins : 6:45 AM Peak Volume : 1,861 AM Peak Hour Factor : 0.97
 PM Peak Hour begins : 16:00 PM Peak Volume : 1,772 PM Peak Hour Factor : 0.96

18-May-17 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	62	24	25	23	39	64	193	366	486	396	280	307
30	69	38	37	29	42	88	274	427	458	336	309	309
45	48	35	32	35	61	141	369	481	476	325	301	324
00	53	33	30	40	71	171	398	478	344	362	329	338
Hr Total	232	130	124	127	213	464	1,234	1,752	1,764	1,419	1,219	1,278

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	360	308	334	483	434	435	524	389	328	226	159	110
30	325	365	369	439	508	532	508	352	284	224	146	112
45	358	328	429	487	508	566	500	311	292	193	154	87
00	371	370	389	516	499	514	408	315	269	187	114	74
Hr Total	1,414	1,371	1,521	1,925	1,949	2,047	1,940	1,367	1,173	830	573	383

24 Hour Total : 26,449
 AM Peak Hour begins : 7:30 AM Peak Volume : 1,903 AM Peak Hour Factor : 0.98
 PM Peak Hour begins : 17:15 PM Peak Volume : 2,136 PM Peak Hour Factor : 0.94

18-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	122	51	50	41	75	133	406	837	939	729	534	581
30	124	76	60	58	78	198	522	908	905	686	614	607
45	91	61	61	60	122	259	738	922	907	665	557	650
00	95	60	52	73	139	330	866	877	743	671	606	641
Hr Total	432	248	223	232	414	920	2,532	3,544	3,494	2,751	2,311	2,479

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	642	623	605	810	889	825	913	662	565	439	343	215
30	601	655	696	806	923	918	859	624	506	420	320	204
45	641	629	781	845	971	928	850	564	533	426	287	161
00	651	665	730	931	938	914	699	549	471	382	230	157
Hr Total	2,535	2,572	2,812	3,392	3,721	3,585	3,321	2,399	2,075	1,667	1,180	737

24 Hour Total : 49,576
 AM Peak Hour begins : 7:15 AM Peak Volume : 3,646 AM Peak Hour Factor : 0.97
 PM Peak Hour begins : 16:00 PM Peak Volume : 3,721 PM Peak Hour Factor : 0.96

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017
 Stop Date : May 19, 2017
 County : Hillsborough
 Location : SR 580 Busch Blvd at High St

Start Time : 00:00
 Stop Time : 24:00

VHB Project #: 62966

AVERAGE		Eastbound Volume for Lane 1										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	54	29	26	20	32	69	209	486	427	367	282	297
30	48	32	20	26	38	94	245	485	449	356	294	272
45	36	20	33	25	55	131	373	442	419	326	292	303
00	37	23	23	32	62	162	446	405	401	306	270	290
Hr Total	175	104	102	103	187	456	1,273	1,818	1,696	1,355	1,138	1,162

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	286	313	281	328	439	392	370	273	221	202	169	98
30	282	294	335	347	434	368	355	266	224	200	163	89
45	289	306	322	363	454	379	345	256	224	210	119	76
00	271	303	349	424	424	380	287	234	200	168	103	80
Hr Total	1,128	1,216	1,287	1,462	1,751	1,519	1,357	1,029	869	780	554	343

24 Hour Total : 22,864
 AM Peak Hour begins : 6:45 AM Peak Volume : 1,859 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 15:45 PM Peak Volume : 1,751 PM Peak Hour Factor : 0.96

AVERAGE		Westbound Volume for Lane 2										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	57	34	22	23	36	60	190	379	473	394	285	315
30	66	32	28	30	45	86	276	410	459	344	315	314
45	48	32	28	35	54	128	374	484	473	331	313	323
00	46	26	25	38	65	171	398	472	385	335	346	334
Hr Total	217	124	103	126	200	445	1,238	1,745	1,790	1,404	1,259	1,286

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	366	324	340	452	464	515	517	360	292	215	147	95
30	323	374	384	432	508	553	499	335	268	235	155	97
45	346	349	415	466	514	556	465	317	271	187	138	84
00	344	364	388	483	514	525	411	304	266	179	125	69
Hr Total	1,379	1,411	1,527	1,833	2,000	2,149	1,892	1,316	1,097	816	565	345

24 Hour Total : 26,267
 AM Peak Hour begins : 7:30 AM Peak Volume : 1,888 AM Peak Hour Factor : 0.98
 PM Peak Hour begins : 17:15 PM Peak Volume : 2,151 PM Peak Hour Factor : 0.97

AVERAGE		Total Volume for All Lanes										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	111	63	48	43	68	129	399	865	900	761	567	612
30	114	64	48	56	83	180	521	895	908	700	609	586
45	84	52	61	60	109	259	747	926	892	657	605	626
00	83	49	48	70	127	333	844	877	786	641	616	624
Hr Total	392	228	205	229	387	901	2,511	3,563	3,486	2,759	2,397	2,448

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	652	637	621	780	903	907	887	633	513	417	316	193
30	605	668	719	779	942	921	854	601	492	435	318	186
45	635	655	737	829	968	935	810	573	495	397	257	160
00	615	667	737	907	938	905	698	538	466	347	228	149
Hr Total	2,507	2,627	2,814	3,295	3,751	3,668	3,249	2,345	1,966	1,596	1,119	688

24 Hour Total : 49,131
 AM Peak Hour begins : 7:30 AM Peak Volume : 3,611 AM Peak Hour Factor : 0.98
 PM Peak Hour begins : 16:15 PM Peak Volume : 3,755 PM Peak Hour Factor : 0.97

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : SR 580 at 700 ft East of Twin Lakes Blvd

VHB Project #: 62966

3-May-17 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	28	17	28	35	64	193	436	446	360	297	270
30	43	20	27	23	42	110	292	420	422	332	312	251
45	49	24	39	22	55	143	370	386	403	307	276	301
00	45	18	24	31	68	167	460	356	417	313	302	282
Hr Total	179	90	107	104	200	484	1,315	1,598	1,688	1,312	1,187	1,104

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	338	282	300	349	425	474	478	293	209	220	152	91
30	308	302	375	324	505	398	461	301	240	219	155	99
45	331	312	367	448	488	444	420	276	227	200	141	75
00	302	319	368	479	521	483	328	248	218	184	98	62
Hr Total	1,279	1,215	1,410	1,600	1,939	1,799	1,687	1,118	894	823	546	327

24 Hour Total : 24,005
 AM Peak Hour begins : 6:45 AM Peak Volume : 1,702 AM Peak Hour Factor : 0.93
 PM Peak Hour begins : 16:15 PM Peak Volume : 1,988 PM Peak Hour Factor : 0.95

3-May-17 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	34	21	20	34	51	177	423	492	401	319	337
30	39	42	30	38	41	87	302	476	519	373	311	344
45	62	36	38	42	57	149	382	513	513	374	334	317
00	39	21	25	40	67	155	418	516	464	350	295	334
Hr Total	210	133	114	140	199	442	1,279	1,928	1,988	1,498	1,259	1,332

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	336	347	382	419	416	482	482	329	299	250	169	111
30	368	355	391	454	509	405	488	352	246	226	131	104
45	361	392	403	469	511	489	456	313	289	187	133	66
00	343	331	424	494	505	472	428	299	250	199	112	84
Hr Total	1,408	1,425	1,600	1,836	1,941	1,848	1,854	1,293	1,084	862	545	365

24 Hour Total : 26,583
 AM Peak Hour begins : 7:30 AM Peak Volume : 2,040 AM Peak Hour Factor : 0.98
 PM Peak Hour begins : 16:15 PM Peak Volume : 2,007 PM Peak Hour Factor : 0.98

3-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	112	62	38	48	69	115	370	859	938	761	616	607
30	82	62	57	61	83	197	594	896	941	705	623	595
45	111	60	77	64	112	292	752	899	916	681	610	618
00	84	39	49	71	135	322	878	872	881	663	597	616
Hr Total	389	223	221	244	399	926	2,594	3,526	3,676	2,810	2,446	2,436

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	674	629	682	768	841	956	960	622	508	470	321	202
30	676	657	766	778	1,014	803	949	653	486	445	286	203
45	692	704	770	917	999	933	876	589	516	387	274	141
00	645	650	792	973	1,026	955	756	547	468	383	210	146
Hr Total	2,687	2,640	3,010	3,436	3,880	3,647	3,541	2,411	1,978	1,685	1,091	692

24 Hour Total : 50,588
 AM Peak Hour begins : 8:00 AM Peak Volume : 3,676 AM Peak Hour Factor : 0.98
 PM Peak Hour begins : 16:15 PM Peak Volume : 3,995 PM Peak Hour Factor : 0.97

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : SR 580 at 700 ft East of Twin Lakes Blvd

VHB Project #: 62966

4-May-17												
Eastbound Volume for Lane 1												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	41	24	15	44	68	225	460	394	345	296	263
30	59	28	22	22	43	110	267	414	401	364	303	270
45	40	32	34	39	51	132	378	390	429	290	294	289
00	43	23	25	35	66	153	483	399	370	315	289	296
Hr Total	191	124	105	111	204	463	1,353	1,663	1,594	1,314	1,182	1,118

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	314	299	284	334	472	475	422	306	206	241	169	114
30	296	330	330	370	469	466	434	269	204	231	152	104
45	323	326	325	444	481	464	356	261	217	197	148	105
00	273	331	354	497	492	454	348	226	212	162	131	76
Hr Total	1,206	1,286	1,293	1,645	1,914	1,859	1,560	1,062	839	831	600	399

24 Hour Total : 23,916
 AM Peak Hour begins : 6:45 AM Peak Volume : 1,747 AM Peak Hour Factor : 0.90
 PM Peak Hour begins : 15:45 PM Peak Volume : 1,919 PM Peak Hour Factor : 0.97

4-May-17												
Westbound Volume for Lane 2												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	68	38	20	29	40	79	198	437	518	407	325	324
30	66	26	30	40	50	88	291	445	457	339	283	339
45	41	47	24	49	52	129	380	514	498	331	326	378
00	52	35	38	42	59	164	422	551	453	326	355	360
Hr Total	227	146	112	160	201	460	1,291	1,947	1,926	1,403	1,289	1,401

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	333	378	364	452	467	541	479	346	288	198	161	108
30	315	360	349	418	524	540	485	333	226	189	166	98
45	331	383	409	433	546	509	447	315	290	216	160	76
00	345	381	416	491	498	510	396	299	231	150	135	87
Hr Total	1,324	1,502	1,538	1,794	2,035	2,100	1,807	1,293	1,035	753	622	369

24 Hour Total : 26,735
 AM Peak Hour begins : 7:30 AM Peak Volume : 2,040 AM Peak Hour Factor : 0.93
 PM Peak Hour begins : 16:30 PM Peak Volume : 2,125 PM Peak Hour Factor : 0.97

4-May-17												
Total Volume for All Lanes												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	117	79	44	44	84	147	423	897	912	752	621	587
30	125	54	52	62	93	198	558	859	858	703	586	609
45	81	79	58	88	103	261	758	904	927	621	620	667
00	95	58	63	77	125	317	905	950	823	641	644	656
Hr Total	418	270	217	271	405	923	2,644	3,610	3,520	2,717	2,471	2,519

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	647	677	648	786	939	1,016	901	652	494	439	330	222
30	611	690	679	788	993	1,006	919	602	430	420	318	202
45	654	709	734	877	1,027	973	803	576	507	413	308	181
00	618	712	770	988	990	964	744	525	443	312	266	163
Hr Total	2,530	2,788	2,831	3,439	3,949	3,959	3,367	2,355	1,874	1,584	1,222	768

24 Hour Total : 50,651
 AM Peak Hour begins : 7:45 AM Peak Volume : 3,647 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 16:30 PM Peak Volume : 4,039 PM Peak Hour Factor : 0.98

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : SR 580 at 700 ft East of Twin Lakes Blvd

VHB Project #: 62966

AVERAGE	Eastbound Volume for Lane 1											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	35	19	20	36	66	208	454	420	357	287	266
30	50	24	24	24	43	108	279	427	412	344	305	257
45	41	25	36	29	52	139	380	387	419	313	289	293
00	46	19	26	31	64	158	458	369	391	300	288	272
Hr Total	184	103	105	104	195	471	1,325	1,637	1,642	1,314	1,169	1,088

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	324	288	288	346	445	494	444	307	213	220	156	99
30	299	310	343	343	488	452	440	279	222	219	149	101
45	320	304	339	429	495	484	401	267	220	190	133	93
00	288	317	356	491	508	486	342	244	210	173	107	67
Hr Total	1,231	1,219	1,326	1,609	1,936	1,916	1,627	1,097	865	802	545	360

24 Hour Total : 23,870
 AM Peak Hour begins : 6:45 AM Peak Volume : 1,726 AM Peak Hour Factor : 0.94
 PM Peak Hour begins : 16:15 PM Peak Volume : 1,985 PM Peak Hour Factor : 0.98

AVERAGE	Westbound Volume for Lane 2											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	67	35	24	29	37	68	186	436	515	409	311	325
30	55	38	28	37	49	85	295	467	486	357	298	334
45	49	39	28	40	59	134	371	524	497	357	335	337
00	45	27	33	38	62	167	413	529	467	332	321	361
Hr Total	216	139	113	144	207	454	1,265	1,956	1,965	1,455	1,265	1,357

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	314	356	367	425	455	509	478	351	297	217	164	106
30	324	355	371	441	508	487	478	355	255	208	150	94
45	340	380	412	434	518	502	447	305	280	204	131	72
00	331	358	416	478	494	479	406	299	240	173	125	78
Hr Total	1,309	1,449	1,566	1,778	1,975	1,977	1,809	1,310	1,072	802	570	350

24 Hour Total : 26,503
 AM Peak Hour begins : 7:30 AM Peak Volume : 2,054 AM Peak Hour Factor : 0.97
 PM Peak Hour begins : 16:15 PM Peak Volume : 2,029 PM Peak Hour Factor : 0.98

AVERAGE	Total Volume for All Lanes											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	114	70	43	49	73	134	394	890	935	766	598	591
30	105	62	52	61	92	193	574	894	898	701	603	591
45	90	64	64	69	111	273	751	911	916	670	624	630
00	91	46	59	69	126	325	871	898	858	632	609	633
Hr Total	400	242	218	248	402	925	2,590	3,593	3,607	2,769	2,434	2,445

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	638	644	655	771	900	1,003	922	658	510	437	320	205
30	623	665	714	784	996	939	918	634	477	427	299	195
45	660	684	751	863	1,013	986	848	572	500	394	264	165
00	619	675	772	969	1,002	965	748	543	450	346	232	145
Hr Total	2,540	2,668	2,892	3,387	3,911	3,893	3,436	2,407	1,937	1,604	1,115	710

24 Hour Total : 50,373
 AM Peak Hour begins : 7:45 AM Peak Volume : 3,647 AM Peak Hour Factor : 0.98
 PM Peak Hour begins : 16:15 PM Peak Volume : 4,014 PM Peak Hour Factor : 0.99

TRAFFIC COUNT DATA

VHB PROJECT NO: 62966
 LOCATION CODE: 1 - SR 580 Busch Blvd just east of N Oakleaf Ave
 COUNT LOCATION: 1
 EQUIPMENT ID: p211

TYPE OF COUNT: 72 Hour Classification Count

TIME OF COUNT:
 Start Date: 5/16/2017 Start Time: Midnight
 End Date: 5/18/2017 End Time: Midnight

VOLUMES:

Average Daily: 42,549 Daily Truck Avg: 1,337	Peak Hour Time: 7:30 AM Average Peak Hour: 3,326 Max Hour Truck Avg: 148 Peak Hour Truck Avg: 77
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TRAVEL CHARACTERISTICS:

K MEASURED	D MEASURED
K= 7.8%	D= 50.6%
T Max Hour 4.5%	T daily 3.1%
T med (max) 1.7%	T med Daily 1.5%
T heavy (max) 2.8%	T heavy Daily 1.7%
T Peak Hour 2.3%	
T med Peak Hour 1.1%	Axle Factor 0.99
T heavy Peak Hour 1.2%	

ANNUAL VEHICLE CLASSIFICATION REPORT

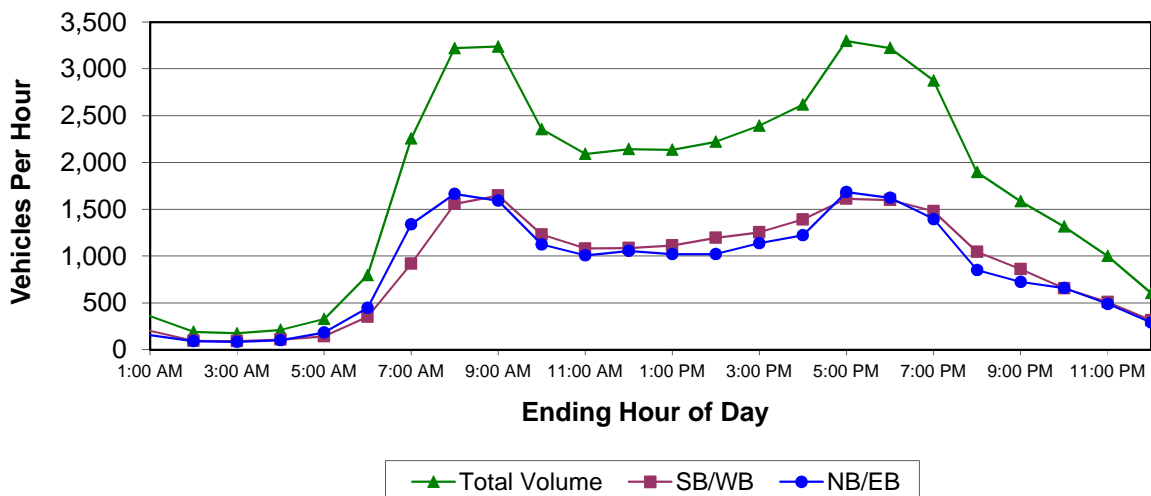
VHB PROJECT NO: 62966
 LOCATION CODE: 1 - SR 580 Busch Blvd just east of N Oakleaf Ave
 COUNT LOCATION: 1
 EQUIPMENT ID: p211

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	90	0.21%
Class 2	Cars	36,219	85.12%
Class 3	Pick-Ups & Vans	4,903	11.52%
Class 4	Buses	315	0.74%
Class 5	2 Axle, Single Unit Trucks	312	0.73%
Class 6	3 Axle, Single Unit Trucks	240	0.56%
Class 7	4 Axle, Single Unit Trucks	35	0.08%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	241	0.57%
Class 9	3 Axle Tractor with 2 Axle Trailer	39	0.09%
Class 10	3 Axle Tractor with 3 Axle Trailer	6	0.01%
Class 11	5 Axle Multi Trailer	87	0.20%
Class 12	6 Axle Multi Trailer	26	0.06%
Class 13	7 or more Axles	37	0.09%
Class 14	Not Used	0	0.00%
Class 15	Other	0	0.00%
TOTALS		42,550	100.00%

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

VHB PROJECT NO: 62966
 LOCATION CODE: 1 - SR 580 Busch Blvd just east of N Oakleaf Ave
 COUNT LOCATION: 1
 EQUIPMENT ID: p211

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	158	200	358	0.75%	0.93%	0.84%
2:00 AM	93	97	191	0.44%	0.45%	0.45%
3:00 AM	85	91	176	0.40%	0.42%	0.41%
4:00 AM	102	110	212	0.48%	0.51%	0.50%
5:00 AM	186	142	328	0.89%	0.66%	0.77%
6:00 AM	447	351	798	2.13%	1.63%	1.88%
7:00 AM	1,339	918	2,258	6.38%	4.26%	5.31%
8:00 AM	1,664	1,558	3,222	7.93%	7.23%	7.57%
9:00 AM	1,592	1,647	3,239	7.59%	7.64%	7.61%
10:00 AM	1,124	1,230	2,355	5.36%	5.71%	5.53%
11:00 AM	1,010	1,082	2,092	4.81%	5.02%	4.92%
12:00 PM	1,055	1,087	2,142	5.03%	5.04%	5.03%
1:00 PM	1,021	1,116	2,137	4.86%	5.17%	5.02%
2:00 PM	1,023	1,198	2,221	4.88%	5.55%	5.22%
3:00 PM	1,138	1,256	2,394	5.42%	5.83%	5.63%
4:00 PM	1,225	1,393	2,618	5.84%	6.46%	6.15%
5:00 PM	1,685	1,613	3,298	8.03%	7.48%	7.75%
6:00 PM	1,625	1,599	3,224	7.74%	7.42%	7.58%
7:00 PM	1,397	1,480	2,877	6.65%	6.86%	6.76%
8:00 PM	850	1,047	1,898	4.05%	4.86%	4.46%
9:00 PM	725	862	1,587	3.45%	4.00%	3.73%
10:00 PM	661	656	1,317	3.15%	3.04%	3.10%
11:00 PM	491	510	1,001	2.34%	2.37%	2.35%
12:00 AM	291	316	607	1.38%	1.47%	1.43%
TOTALS	20,988	21,561	42,549	100.0%	100.0%	100.0%



Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017 Start Time 00:00
Stop Date : May 19, 2017 Stop Time 24:00
County : Hillsborough
Location : SR 580 Busch Blvd at just south of N Arrawana Ave

VHB Project #: 62966

16-May-17 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	30	36	22	27	71	213	465	443	358	290	348
30	44	25	18	23	33	91	272	409	451	381	314	261
45	32	14	35	24	59	137	374	452	405	347	326	270
00	35	27	19	30	59	158	459	461	452	280	260	314
Hr Total	166	96	108	99	178	457	1,318	1,787	1,751	1,366	1,190	1,193

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	286	254	352	320	444	414	432	270	232	187	149	84
30	308	342	340	335	447	447	387	247	227	197	139	92
45	281	278	341	419	451	424	323	260	225	192	126	61
00	295	296	343	448	424	435	293	271	186	147	104	78
Hr Total	1,170	1,170	1,376	1,522	1,766	1,720	1,435	1,048	870	723	518	315

24 Hour Total : 23,342
AM Peak Hour begins : 7:30 AM Peak Volume : 1,807 AM Peak Hour Factor : 0.98
PM Peak Hour begins : 15:45 PM Peak Volume : 1,790 PM Peak Hour Factor : 0.99

16-May-17 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	35	28	24	31	46	195	325	424	369	322	317
30	62	51	23	34	53	86	285	331	400	346	297	318
45	38	41	26	34	57	130	314	374	427	348	375	302
00	35	20	20	35	62	154	377	397	435	304	307	329
Hr Total	191	147	97	127	203	416	1,171	1,427	1,686	1,367	1,301	1,266

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	317	343	368	392	431	456	460	305	262	214	144	88
30	326	352	348	440	447	459	466	334	254	225	127	82
45	288	390	362	403	446	486	395	280	256	189	126	82
00	326	329	400	436	466	471	394	293	224	156	119	46
Hr Total	1,257	1,414	1,478	1,671	1,790	1,872	1,715	1,212	996	784	516	298

24 Hour Total : 24,402
AM Peak Hour begins : 8:00 AM Peak Volume : 1,686 AM Peak Hour Factor : 0.97
PM Peak Hour begins : 17:30 PM Peak Volume : 1,883 PM Peak Hour Factor : 0.97

16-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	111	65	64	46	58	117	408	790	867	727	612	665
30	106	76	41	57	86	177	557	740	851	727	611	579
45	70	55	61	58	116	267	688	826	832	695	701	572
00	70	47	39	65	121	312	836	858	887	584	567	643
Hr Total	357	243	205	226	381	873	2,489	3,214	3,437	2,733	2,491	2,459

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	603	597	720	712	875	870	892	575	494	401	293	172
30	634	694	688	775	894	906	853	581	481	422	266	174
45	569	668	703	822	897	910	718	540	481	381	252	143
00	621	625	743	884	890	906	687	564	410	303	223	124
Hr Total	2,427	2,584	2,854	3,193	3,556	3,592	3,150	2,260	1,866	1,507	1,034	613

24 Hour Total : 47,744
AM Peak Hour begins : 8:00 AM Peak Volume : 3,437 AM Peak Hour Factor : 0.97
PM Peak Hour begins : 17:15 PM Peak Volume : 3,614 PM Peak Hour Factor : 0.99

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017 Start Time 00:00
 Stop Date : May 19, 2017 Stop Time 24:00
 County : Hillsborough
 Location : SR 580 Busch Blvd at just south of N Arrawana Ave

VHB Project #: 62966

17-May-17 **Eastbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	32	20	27	38	73	191	485	436	391	277	298
30	47	32	17	27	44	75	264	430	417	319	326	263
45	34	24	33	28	45	142	340	454	390	341	323	335
00	34	13	22	37	68	172	406	469	410	321	255	292
Hr Total	157	101	92	119	195	462	1,201	1,838	1,653	1,372	1,181	1,188

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	312	280	290	355	450	422	456	260	195	204	161	97
30	311	298	319	354	442	422	402	277	224	206	188	84
45	296	307	349	400	446	443	336	224	196	214	101	79
00	292	282	368	403	431	425	325	231	204	170	87	63
Hr Total	1,211	1,167	1,326	1,512	1,769	1,712	1,519	992	819	794	537	323

24 Hour Total : 23,240
 AM Peak Hour begins : 7:00 AM Peak Volume : 1,838 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 16:00 PM Peak Volume : 1,769 PM Peak Hour Factor : 0.98

17-May-17 **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	62	32	9	25	34	59	184	322	446	370	283	309
30	65	14	26	31	42	81	274	362	442	348	291	299
45	54	23	28	40	49	119	357	384	385	376	309	339
00	34	16	24	47	59	159	344	404	393	286	343	329
Hr Total	215	85	87	143	184	418	1,159	1,472	1,666	1,380	1,226	1,276

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	344	321	361	370	419	487	447	308	247	192	140	92
30	335	321	360	402	473	481	429	343	258	202	185	99
45	338	382	416	430	456	466	429	281	229	194	136	87
00	340	335	357	451	450	441	419	278	231	161	135	82
Hr Total	1,357	1,359	1,494	1,653	1,798	1,875	1,724	1,210	965	749	596	360

24 Hour Total : 24,451
 AM Peak Hour begins : 7:45 AM Peak Volume : 1,677 AM Peak Hour Factor : 0.94
 PM Peak Hour begins : 16:45 PM Peak Volume : 1,884 PM Peak Hour Factor : 0.97

17-May-17 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	104	64	29	52	72	132	375	807	882	761	560	607
30	112	46	43	58	86	156	538	792	859	667	617	562
45	88	47	61	68	94	261	697	838	775	717	632	674
00	68	29	46	84	127	331	750	873	803	607	598	621
Hr Total	372	186	179	262	379	880	2,360	3,310	3,319	2,752	2,407	2,464

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	656	601	651	725	869	909	903	568	442	396	301	189
30	646	619	679	756	915	903	831	620	482	408	373	183
45	634	689	765	830	902	909	765	505	425	408	237	166
00	632	617	725	854	881	866	744	509	435	331	222	145
Hr Total	2,568	2,526	2,820	3,165	3,567	3,587	3,243	2,202	1,784	1,543	1,133	683

24 Hour Total : 47,691
 AM Peak Hour begins : 7:30 AM Peak Volume : 3,452 AM Peak Hour Factor : 0.98
 PM Peak Hour begins : 16:15 PM Peak Volume : 3,607 PM Peak Hour Factor : 0.99

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017 Start Time 00:00
 Stop Date : May 19, 2017 Stop Time 24:00
 County : Hillsborough
 Location : SR 580 Busch Blvd at just south of N Arrawana Ave

VHB Project #: 62966

18-May-17 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	58	27	25	18	37	70	211	481	446	351	285	268
30	58	36	20	28	38	99	272	407	424	361	272	308
45	46	24	28	22	64	124	347	437	412	366	280	329
00	42	30	25	35	67	152	451	464	363	301	264	305
Hr Total	204	117	98	103	206	445	1,281	1,789	1,645	1,379	1,101	1,210

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	291	280	306	353	429	420	419	278	236	206	179	96
30	259	301	283	374	456	424	443	276	224	181	167	93
45	277	312	355	381	430	410	370	242	242	227	140	75
00	289	264	355	402	441	424	290	239	186	196	125	85
Hr Total	1,116	1,157	1,299	1,510	1,756	1,678	1,522	1,035	888	810	611	349

24 Hour Total : 23,309
 AM Peak Hour begins : 7:00 AM Peak Volume : 1,789 AM Peak Hour Factor : 0.93
 PM Peak Hour begins : 16:00 PM Peak Volume : 1,756 PM Peak Hour Factor : 0.96

18-May-17 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	60	28	23	27	37	59	200	310	438	336	291	323
30	61	37	41	28	40	89	282	383	426	355	293	299
45	52	38	32	38	60	134	343	386	402	350	330	311
00	46	33	25	40	64	162	346	427	373	324	305	342
Hr Total	219	136	121	133	201	444	1,171	1,506	1,639	1,365	1,219	1,275

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	321	318	340	415	380	377	474	343	298	240	165	115
30	350	322	354	420	444	484	442	324	281	195	142	114
45	323	345	390	438	450	459	469	284	278	213	156	90
00	358	339	364	470	391	438	394	332	252	172	118	76
Hr Total	1,352	1,324	1,448	1,743	1,665	1,758	1,779	1,283	1,109	820	581	395

24 Hour Total : 24,686
 AM Peak Hour begins : 7:45 AM Peak Volume : 1,693 AM Peak Hour Factor : 0.97
 PM Peak Hour begins : 17:15 PM Peak Volume : 1,855 PM Peak Hour Factor : 0.96

18-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	118	55	48	45	74	129	411	791	884	687	576	591
30	119	73	61	56	78	188	554	790	850	716	565	607
45	98	62	60	60	124	258	690	823	814	716	610	640
00	88	63	50	75	131	314	797	891	736	625	569	647
Hr Total	423	253	219	236	407	889	2,452	3,295	3,284	2,744	2,320	2,485

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	612	598	646	768	809	797	893	621	534	446	344	211
30	609	623	637	794	900	908	885	600	505	376	309	207
45	600	657	745	819	880	869	839	526	520	440	296	165
00	647	603	719	872	832	862	684	571	438	368	243	161
Hr Total	2,468	2,481	2,747	3,253	3,421	3,436	3,301	2,318	1,997	1,630	1,192	744

24 Hour Total : 47,995
 AM Peak Hour begins : 7:30 AM Peak Volume : 3,448 AM Peak Hour Factor : 0.97
 PM Peak Hour begins : 17:15 PM Peak Volume : 3,532 PM Peak Hour Factor : 0.97

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017 Start Time 00:00
 Stop Date : May 19, 2017 Stop Time 24:00
 County : Hillsborough
 Location : SR 580 Busch Blvd at just south of N Arrawana Ave

VHB Project #: 62966

AVERAGE	Eastbound Volume for Lane 1											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	52	30	27	22	34	71	205	477	442	367	284	305
30	50	31	18	26	38	88	269	415	431	354	304	277
45	37	21	32	25	56	134	354	448	402	351	310	311
00	37	23	22	34	65	161	439	465	408	301	260	304
Hr Total	176	105	99	107	193	454	1,267	1,805	1,683	1,373	1,158	1,197

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	296	271	316	343	441	419	436	269	221	199	163	92
30	293	314	314	354	448	431	411	267	225	195	165	90
45	285	299	348	400	442	426	343	242	221	211	122	72
00	292	281	355	418	432	428	303	247	192	171	105	75
Hr Total	1,166	1,165	1,333	1,515	1,763	1,704	1,493	1,025	859	776	555	329

24 Hour Total : 23,300
 AM Peak Hour begins : 7:00 AM Peak Volume : 1,805 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 16:00 PM Peak Volume : 1,763 PM Peak Hour Factor : 0.98

AVERAGE	Westbound Volume for Lane 2											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	59	32	20	25	34	55	193	319	436	358	299	316
30	63	34	30	31	45	85	280	359	423	350	294	305
45	48	34	29	37	55	128	338	381	405	358	338	317
00	38	23	23	41	62	158	356	409	400	305	318	333
Hr Total	208	123	102	134	196	426	1,167	1,468	1,664	1,371	1,249	1,271

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	327	327	356	392	410	440	460	319	269	215	150	98
30	337	332	354	421	455	475	446	334	264	207	151	98
45	316	372	389	424	451	470	431	282	254	199	139	86
00	341	334	374	452	436	450	402	301	236	163	124	68
Hr Total	1,321	1,365	1,473	1,689	1,752	1,835	1,739	1,236	1,023	784	564	350

24 Hour Total : 24,510
 AM Peak Hour begins : 7:45 AM Peak Volume : 1,673 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 17:15 PM Peak Volume : 1,855 PM Peak Hour Factor : 0.98

AVERAGE	Total Volume for All Lanes											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	111	62	47	47	68	126	398	796	878	725	583	621
30	113	65	48	57	83	173	549	774	854	704	598	582
45	85	55	61	62	111	262	692	829	807	709	648	628
00	75	46	45	75	127	319	795	874	808	606	578	637
Hr Total	384	228	201	241	389	880	2,434	3,273	3,347	2,744	2,407	2,468

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	623	598	672	735	851	859	896	588	490	414	313	190
30	630	646	668	775	903	906	857	601	489	402	316	188
45	601	671	737	824	893	896	774	524	475	410	261	158
00	633	615	729	870	868	878	705	548	428	334	229	143
Hr Total	2,487	2,530	2,806	3,204	3,515	3,539	3,232	2,261	1,882	1,560	1,119	679

24 Hour Total : 47,810
 AM Peak Hour begins : 7:30 AM Peak Volume : 3,435 AM Peak Hour Factor : 0.98
 PM Peak Hour begins : 17:15 PM Peak Volume : 3,576 PM Peak Hour Factor : 0.99

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : SR 580 at 300 ft West of N Edison Ave

VHB Project #: 62966

3-May-17 **Eastbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	30	16	18	30	72	207	393	356	339	247	250
30	35	22	26	25	46	111	267	384	405	272	286	247
45	38	24	27	24	51	149	348	380	391	287	245	270
00	40	17	22	28	64	142	394	377	352	320	296	277
Hr Total	151	93	91	95	191	474	1,216	1,534	1,504	1,218	1,074	1,044

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	282	228	251	291	396	361	352	248	181	163	132	86
30	298	281	272	298	377	304	340	240	202	207	135	90
45	269	251	330	311	369	329	377	224	212	158	119	56
00	295	319	296	393	379	340	311	202	154	155	98	60
Hr Total	1,144	1,079	1,149	1,293	1,521	1,334	1,380	914	749	683	484	292

24 Hour Total : 20,707
 AM Peak Hour begins : 6:45 AM Peak Volume : 1,551 AM Peak Hour Factor : 0.98
 PM Peak Hour begins : 15:45 PM Peak Volume : 1,535 PM Peak Hour Factor : 0.97

3-May-17 **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	38	20	19	26	43	141	264	299	351	298	312
30	46	36	25	41	40	76	259	313	399	303	285	293
45	65	31	30	30	44	116	296	379	383	320	293	273
00	39	26	25	41	45	134	307	337	347	338	251	298
Hr Total	220	131	100	131	155	369	1,003	1,293	1,428	1,312	1,127	1,176

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	298	304	327	353	331	401	388	289	252	208	166	99
30	312	344	352	403	423	355	363	297	224	212	123	104
45	310	315	306	372	444	392	355	242	225	189	115	72
00	301	322	325	393	402	343	313	247	202	167	90	86
Hr Total	1,221	1,285	1,310	1,521	1,600	1,491	1,419	1,075	903	776	494	361

24 Hour Total : 21,901
 AM Peak Hour begins : 8:15 AM Peak Volume : 1,480 AM Peak Hour Factor : 0.93
 PM Peak Hour begins : 16:15 PM Peak Volume : 1,670 PM Peak Hour Factor : 0.94

3-May-17 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	108	68	36	37	56	115	348	657	655	690	545	562
30	81	58	51	66	86	187	526	697	804	575	571	540
45	103	55	57	54	95	265	644	759	774	607	538	543
00	79	43	47	69	109	276	701	714	699	658	547	575
Hr Total	371	224	191	226	346	843	2,219	2,827	2,932	2,530	2,201	2,220

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	580	532	578	644	727	762	740	537	433	371	298	185
30	610	625	624	701	800	659	703	537	426	419	258	194
45	579	566	636	683	813	721	732	466	437	347	234	128
00	596	641	621	786	781	683	624	449	356	322	188	146
Hr Total	2,365	2,364	2,459	2,814	3,121	2,825	2,799	1,989	1,652	1,459	978	653

24 Hour Total : 42,608
 AM Peak Hour begins : 8:15 AM Peak Volume : 2,967 AM Peak Hour Factor : 0.92
 PM Peak Hour begins : 16:15 PM Peak Volume : 3,156 PM Peak Hour Factor : 0.97

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : SR 580 at 300 ft West of N Edison Ave

VHB Project #: 62966

4-May-17

Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	48	43	19	17	40	80	203	385	378	317	240	264
30	46	29	19	18	41	106	272	373	398	290	297	243
45	40	33	27	40	49	133	347	399	415	301	245	236
00	41	22	24	37	58	155	414	354	294	289	250	275
Hr Total	175	127	89	112	188	474	1,236	1,511	1,485	1,197	1,032	1,018

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	302	285	260	269	359	396	311	278	193	175	141	96
30	255	293	296	320	397	371	311	228	189	203	140	77
45	257	258	282	302	408	367	340	203	164	164	125	75
00	233	276	296	378	400	380	283	185	175	158	107	79
Hr Total	1,047	1,112	1,134	1,269	1,564	1,514	1,245	894	721	700	513	327

24 Hour Total : 20,684
 AM Peak Hour begins : 6:45 AM Peak Volume : 1,571 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 16:15 PM Peak Volume : 1,601 PM Peak Hour Factor : 0.98

4-May-17

Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	71	38	23	32	31	66	156	244	343	318	294	291
30	52	30	26	31	43	69	244	293	370	297	275	268
45	46	39	30	42	34	122	288	409	376	315	289	298
00	51	34	34	35	48	137	321	359	366	291	305	318
Hr Total	220	141	113	140	156	394	1,009	1,305	1,455	1,221	1,163	1,175

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	273	307	292	349	418	427	328	274	226	153	140	99
30	279	341	289	382	442	404	385	289	207	185	147	96
45	284	326	343	399	456	405	397	266	224	176	151	74
00	332	356	350	413	421	361	303	270	192	154	121	84
Hr Total	1,168	1,330	1,274	1,543	1,737	1,597	1,413	1,099	849	668	559	353

24 Hour Total : 22,082
 AM Peak Hour begins : 7:30 AM Peak Volume : 1,481 AM Peak Hour Factor : 0.91
 PM Peak Hour begins : 16:15 PM Peak Volume : 1,746 PM Peak Hour Factor : 0.96

4-May-17

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	119	81	42	49	71	146	359	629	721	635	534	555
30	98	59	45	49	84	175	516	666	768	587	572	511
45	86	72	57	82	83	255	635	808	791	616	534	534
00	92	56	58	72	106	292	735	713	660	580	555	593
Hr Total	395	268	202	252	344	868	2,245	2,816	2,940	2,418	2,195	2,193

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	575	592	552	618	777	823	639	552	419	328	281	195
30	534	634	585	702	839	775	696	517	396	388	287	173
45	541	584	625	701	864	772	737	469	388	340	276	149
00	565	632	646	791	821	741	586	455	367	312	228	163
Hr Total	2,215	2,442	2,408	2,812	3,301	3,111	2,658	1,993	1,570	1,368	1,072	680

24 Hour Total : 42,766
 AM Peak Hour begins : 7:30 AM Peak Volume : 3,010 AM Peak Hour Factor : 0.93
 PM Peak Hour begins : 16:15 PM Peak Volume : 3,347 PM Peak Hour Factor : 0.97

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : SR 580 at 300 ft West of N Edison Ave

VHB Project #: 62966

AVERAGE **Eastbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	34	16	18	33	70	200	377	360	311	231	240
30	41	23	22	22	41	106	271	384	406	293	295	246
45	37	25	27	32	47	137	350	408	403	293	247	260
00	44	18	23	31	65	151	406	366	328	317	264	264
Hr Total	163	100	88	103	186	464	1,227	1,535	1,497	1,214	1,037	1,010

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	280	250	253	281	373	392	337	268	186	163	134	87
30	283	284	283	312	389	353	330	234	189	199	139	85
45	255	249	289	303	396	362	349	215	183	156	115	73
00	259	291	308	383	386	364	302	199	165	152	95	70
Hr Total	1,077	1,074	1,133	1,279	1,544	1,471	1,318	916	723	670	483	315

24 Hour Total : 20,627
 AM Peak Hour begins : 6:45 AM Peak Volume : 1,575 AM Peak Hour Factor : 0.97
 PM Peak Hour begins : 16:15 PM Peak Volume : 1,563 PM Peak Hour Factor : 0.99

AVERAGE **Westbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	66	36	23	29	30	56	149	254	339	331	292	291
30	49	35	25	34	41	69	243	307	380	312	281	277
45	52	34	29	32	44	114	291	399	379	320	294	279
00	44	27	29	35	48	138	308	340	367	312	284	311
Hr Total	211	132	106	130	163	377	991	1,300	1,465	1,275	1,151	1,158

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	273	296	306	345	374	427	366	286	235	184	152	98
30	281	332	325	389	424	393	368	293	225	191	134	92
45	292	319	327	376	441	406	363	252	221	179	120	72
00	303	330	339	408	400	353	314	254	196	156	115	78
Hr Total	1,149	1,277	1,297	1,518	1,639	1,579	1,411	1,085	877	710	521	340

24 Hour Total : 21,862
 AM Peak Hour begins : 8:00 AM Peak Volume : 1,465 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 16:15 PM Peak Volume : 1,692 PM Peak Hour Factor : 0.96

AVERAGE **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	107	70	39	47	63	126	349	631	699	642	523	531
30	90	58	47	56	82	175	514	691	786	605	576	523
45	89	59	56	64	91	251	641	807	782	613	541	539
00	88	45	52	66	113	289	714	706	695	629	548	575
Hr Total	374	232	194	233	349	841	2,218	2,835	2,962	2,489	2,188	2,168

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	553	546	559	626	747	819	703	554	421	347	286	185
30	564	616	608	701	813	746	698	527	414	390	273	177
45	547	568	616	679	837	768	712	467	404	335	235	145
00	562	621	647	791	786	717	616	453	361	308	210	148
Hr Total	2,226	2,351	2,430	2,797	3,183	3,050	2,729	2,001	1,600	1,380	1,004	655

24 Hour Total : 42,489
 AM Peak Hour begins : 7:30 AM Peak Volume : 2,998 AM Peak Hour Factor : 0.93
 PM Peak Hour begins : 16:15 PM Peak Volume : 3,255 PM Peak Hour Factor : 0.97

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017 Start Time 00:00
 Stop Date : May 19, 2017 Stop Time 24:00
 County : Hillsborough
 Location : SR 580 Busch Blvd at just east of N Ola Ave

VHB Project #: 62966

AVERAGE	Eastbound Volume for Lane 1											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	27	27	19	33	68	212	385	389	304	223	257
30	45	30	20	27	39	94	259	393	420	306	310	291
45	36	21	18	23	54	132	359	404	414	324	261	279
00	37	24	26	36	72	171	377	404	367	305	269	311
Hr Total	165	102	91	105	198	465	1,207	1,586	1,590	1,239	1,063	1,138

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	272	235	266	310	367	337	373	236	218	169	147	87
30	283	281	297	319	387	407	350	223	190	176	152	81
45	260	260	296	317	387	379	333	230	201	181	110	70
00	278	292	346	349	372	365	292	212	192	155	97	63
Hr Total	1,093	1,068	1,205	1,295	1,513	1,488	1,348	901	801	681	506	301

24 Hour Total : 21,149
 AM Peak Hour begins : 7:45 AM Peak Volume : 1,627 AM Peak Hour Factor : 0.97
 PM Peak Hour begins : 17:15 PM Peak Volume : 1,524 PM Peak Hour Factor : 0.94

AVERAGE	Westbound Volume for Lane 2											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	63	36	25	24	30	50	167	336	372	339	309	304
30	62	48	29	28	36	75	238	351	375	320	268	276
45	57	35	30	31	49	115	286	349	345	347	318	298
00	42	27	24	38	48	149	304	332	326	277	281	296
Hr Total	224	146	108	121	163	389	995	1,368	1,418	1,283	1,176	1,174

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	325	329	356	401	403	418	415	271	231	188	146	90
30	280	292	323	356	369	417	372	292	236	192	145	92
45	311	369	365	397	398	406	371	262	221	171	126	76
00	279	309	326	388	395	398	331	248	228	152	120	73
Hr Total	1,195	1,299	1,370	1,542	1,565	1,639	1,489	1,073	916	703	537	331

24 Hour Total : 22,224
 AM Peak Hour begins : 7:30 AM Peak Volume : 1,428 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 17:00 PM Peak Volume : 1,639 PM Peak Hour Factor : 0.98

AVERAGE	Total Volume for All Lanes											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	110	63	52	43	63	118	379	721	761	643	532	561
30	107	78	49	55	75	169	497	744	795	626	578	567
45	93	56	48	54	103	247	645	753	759	671	579	577
00	79	51	50	74	120	320	681	736	693	582	550	607
Hr Total	389	248	199	226	361	854	2,202	2,954	3,008	2,522	2,239	2,312

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	597	564	622	711	770	755	788	507	449	357	293	177
30	563	573	620	675	756	824	722	515	426	368	297	173
45	571	629	661	714	785	785	704	492	422	352	236	146
00	557	601	672	737	767	763	623	460	420	307	217	136
Hr Total	2,288	2,367	2,575	2,837	3,078	3,127	2,837	1,974	1,717	1,384	1,043	632

24 Hour Total : 43,373
 AM Peak Hour begins : 7:45 AM Peak Volume : 3,051 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 17:15 PM Peak Volume : 3,160 PM Peak Hour Factor : 0.96

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : SR 580 at 500 ft East of N Florida Ave

VHB Project #: 62966

2-May-17 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	37	18	22	32	61	208	384	378	340	267	270
30	46	27	25	30	42	109	278	385	408	322	298	287
45	34	29	36	40	60	130	315	424	383	358	293	312
00	62	24	28	31	82	160	380	405	321	303	288	300
Hr Total	183	117	107	123	216	460	1,181	1,598	1,490	1,323	1,146	1,169

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	308	304	322	379	461	534	430	346	270	250	155	87
30	321	302	329	336	451	499	417	303	226	217	153	110
45	294	363	329	394	524	467	416	247	263	200	110	89
00	296	328	369	431	451	496	364	275	234	187	107	75
Hr Total	1,219	1,297	1,349	1,540	1,887	1,996	1,627	1,171	993	854	525	361

24 Hour Total : 23,932
 AM Peak Hour begins : 7:30 AM Peak Volume : 1,615 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 16:30 PM Peak Volume : 2,008 PM Peak Hour Factor : 0.94

2-May-17 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	41	26	42	31	74	172	396	456	444	367	346
30	52	46	29	31	44	71	247	424	427	384	324	310
45	58	43	36	34	63	131	267	439	474	385	375	364
00	44	27	32	33	46	149	334	446	498	318	329	312
Hr Total	224	157	123	140	184	425	1,020	1,705	1,855	1,531	1,395	1,332

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	337	384	409	430	436	445	410	334	245	199	148	105
30	278	339	384	390	482	470	378	308	264	214	143	98
45	345	395	425	448	421	456	416	257	243	178	122	83
00	314	351	371	458	467	414	350	280	227	170	143	76
Hr Total	1,274	1,469	1,589	1,726	1,806	1,785	1,554	1,179	979	761	556	362

24 Hour Total : 25,131
 AM Peak Hour begins : 8:00 AM Peak Volume : 1,855 AM Peak Hour Factor : 0.93
 PM Peak Hour begins : 16:45 PM Peak Volume : 1,838 PM Peak Hour Factor : 0.98

2-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	111	78	44	64	63	135	380	780	834	784	634	616
30	98	73	54	61	86	180	525	809	835	706	622	597
45	92	72	72	74	123	261	582	863	857	743	668	676
00	106	51	60	64	128	309	714	851	819	621	617	612
Hr Total	407	274	230	263	400	885	2,201	3,303	3,345	2,854	2,541	2,501

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	645	688	731	809	897	979	840	680	515	449	303	192
30	599	641	713	726	933	969	795	611	490	431	296	208
45	639	758	754	842	945	923	832	504	506	378	232	172
00	610	679	740	889	918	910	714	555	461	357	250	151
Hr Total	2,493	2,766	2,938	3,266	3,693	3,781	3,181	2,350	1,972	1,615	1,081	723

24 Hour Total : 49,063
 AM Peak Hour begins : 7:30 AM Peak Volume : 3,383 AM Peak Hour Factor : 0.98
 PM Peak Hour begins : 16:30 PM Peak Volume : 3,811 PM Peak Hour Factor : 0.97

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : SR 580 at 500 ft East of N Florida Ave

VHB Project #: 62966

AVERAGE	Eastbound Volume for Lane 1											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	44	22	24	36	76	228	393	392	352	308	276
30	49	31	31	29	45	107	279	377	400	312	296	302
45	44	32	33	41	62	139	309	407	367	332	302	315
00	51	25	29	38	69	158	368	411	340	291	298	309
Hr Total	200	132	115	132	212	480	1,184	1,588	1,499	1,287	1,204	1,202

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	348	323	340	371	469	510	446	343	273	218	171	104
30	330	321	318	334	476	482	434	298	241	239	160	107
45	333	345	368	395	492	461	433	287	258	190	133	79
00	316	322	343	429	474	462	371	262	234	202	115	80
Hr Total	1,327	1,311	1,369	1,529	1,911	1,915	1,684	1,190	1,006	849	579	370

24 Hour Total : 24,275
 AM Peak Hour begins : 7:30 AM Peak Volume : 1,610 AM Peak Hour Factor : 0.98
 PM Peak Hour begins : 16:30 PM Peak Volume : 1,958 PM Peak Hour Factor : 0.96

AVERAGE	Westbound Volume for Lane 2											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	76	42	30	35	30	67	183	391	444	441	366	369
30	60	44	32	36	47	72	261	439	457	379	334	302
45	69	47	35	32	50	127	283	417	462	401	386	370
00	48	33	30	41	50	151	340	472	480	354	336	329
Hr Total	253	166	127	144	177	417	1,067	1,719	1,843	1,575	1,422	1,370

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	366	385	397	434	461	446	411	300	243	198	155	114
30	301	361	371	413	506	433	423	323	251	210	152	115
45	376	424	414	471	480	454	390	275	232	194	137	86
00	352	364	377	468	464	414	344	274	218	183	133	89
Hr Total	1,395	1,534	1,559	1,786	1,911	1,747	1,568	1,172	944	785	577	404

24 Hour Total : 25,662
 AM Peak Hour begins : 8:00 AM Peak Volume : 1,843 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 15:45 PM Peak Volume : 1,915 PM Peak Hour Factor : 0.95

AVERAGE	Total Volume for All Lanes											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	132	86	52	59	66	143	411	784	836	793	674	645
30	109	75	63	65	92	179	540	816	857	691	630	604
45	113	79	68	73	112	266	592	824	829	733	688	685
00	99	58	59	79	119	309	708	883	820	645	634	638
Hr Total	453	298	242	276	389	897	2,251	3,307	3,342	2,862	2,626	2,572

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	714	708	737	805	930	956	857	643	516	416	326	218
30	631	682	689	747	982	915	857	621	492	449	312	222
45	709	769	782	866	972	915	823	562	490	384	270	165
00	668	686	720	897	938	876	715	536	452	385	248	169
Hr Total	2,722	2,845	2,928	3,315	3,822	3,662	3,252	2,362	1,950	1,634	1,156	774

24 Hour Total : 49,937
 AM Peak Hour begins : 7:45 AM Peak Volume : 3,405 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 16:15 PM Peak Volume : 3,848 PM Peak Hour Factor : 0.98

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017
 Stop Date : May 5, 2017
 County : Hillsborough
 Location : SR 580 Busch Blvd at N 9th St

Start Time : 00:00
 Stop Time : 24:00

VHB Project #: 62966

2-May-17

Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	91	57	34	30	26	67	150	327	331	301	268	296
30	60	41	30	37	38	75	215	350	349	316	281	257
45	68	43	47	34	40	94	267	355	344	298	267	285
00	61	27	32	33	62	139	334	369	293	294	268	291
Hr Total	280	168	143	134	166	375	966	1,401	1,317	1,209	1,084	1,129

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	285	284	285	330	341	407	364	315	239	240	177	131
30	289	298	307	335	391	400	344	262	234	232	157	137
45	282	336	323	334	400	383	343	251	250	191	136	106
00	272	311	346	393	394	371	308	229	198	181	118	89
Hr Total	1,128	1,229	1,261	1,392	1,526	1,561	1,359	1,057	921	844	588	463

24 Hour Total : 21,701
 AM Peak Hour begins : 7:15 AM Peak Volume : 1,405 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 16:30 PM Peak Volume : 1,601 PM Peak Hour Factor : 0.98

2-May-17

Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	64	38	23	41	43	69	195	419	450	324	275	287
30	54	42	28	34	52	85	256	463	361	308	268	271
45	70	37	30	37	58	122	327	452	410	325	302	324
00	58	31	29	34	57	136	342	480	393	309	290	270
Hr Total	246	148	110	146	210	412	1,120	1,814	1,614	1,266	1,135	1,152

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	274	333	352	396	466	464	419	275	234	163	150	90
30	274	312	313	364	440	539	375	264	202	202	117	84
45	311	308	410	391	454	460	391	208	214	148	133	84
00	300	324	353	452	487	420	296	202	211	162	130	76
Hr Total	1,159	1,277	1,428	1,603	1,847	1,883	1,481	949	861	675	530	334

24 Hour Total : 23,400
 AM Peak Hour begins : 7:15 AM Peak Volume : 1,845 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 16:45 PM Peak Volume : 1,950 PM Peak Hour Factor : 0.90

2-May-17

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	155	95	57	71	69	136	345	746	781	625	543	583
30	114	83	58	71	90	160	471	813	710	624	549	528
45	138	80	77	71	98	216	594	807	754	623	569	609
00	119	58	61	67	119	275	676	849	686	603	558	561
Hr Total	526	316	253	280	376	787	2,086	3,215	2,931	2,475	2,219	2,281

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	559	617	637	726	807	871	783	590	473	403	327	221
30	563	610	620	699	831	939	719	526	436	434	274	221
45	593	644	733	725	854	843	734	459	464	339	269	190
00	572	635	699	845	881	791	604	431	409	343	248	165
Hr Total	2,287	2,506	2,689	2,995	3,373	3,444	2,840	2,006	1,782	1,519	1,118	797

24 Hour Total : 45,101
 AM Peak Hour begins : 7:15 AM Peak Volume : 3,250 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 16:30 PM Peak Volume : 3,545 PM Peak Hour Factor : 0.94

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017
 Stop Date : May 5, 2017
 County : Hillsborough
 Location : SR 580 Busch Blvd at N 9th St

Start Time : 00:00
 Stop Time : 24:00

VHB Project #: 62966

4-May-17 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	78	48	40	25	43	71	155	321	351	317	316	297
30	75	47	33	38	27	73	217	349	378	312	314	278
45	61	46	35	40	37	107	284	347	346	299	315	276
00	59	27	37	45	52	119	342	405	334	295	265	291
Hr Total	273	168	145	148	159	370	998	1,422	1,409	1,223	1,210	1,142

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	346	331	324	357	395	377	359	289	235	225	193	117
30	288	342	299	322	424	403	337	295	248	248	180	124
45	280	329	367	370	391	384	338	242	247	214	166	114
00	329	315	321	366	396	388	308	232	235	211	133	95
Hr Total	1,243	1,317	1,311	1,415	1,606	1,552	1,342	1,058	965	898	672	450

24 Hour Total : 22,496
 AM Peak Hour begins : 7:30
 PM Peak Hour begins : 16:00

AM Peak Volume : 1,481
 PM Peak Volume : 1,606
 AM Peak Hour Factor : 0.91
 PM Peak Hour Factor : 0.95

4-May-17 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	64	42	27	36	49	72	198	445	434	321	296	326
30	71	39	29	35	52	84	311	406	405	296	290	280
45	66	51	28	36	52	153	322	427	400	340	300	321
00	60	48	40	36	65	149	318	526	355	274	293	302
Hr Total	261	180	124	143	218	458	1,149	1,804	1,594	1,231	1,179	1,229

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	311	298	318	389	425	449	449	279	245	167	155	111
30	305	343	353	391	434	514	399	271	185	180	137	104
45	324	406	329	380	462	447	371	263	208	171	143	75
00	365	354	363	399	485	379	342	206	178	164	129	86
Hr Total	1,305	1,401	1,363	1,559	1,806	1,789	1,561	1,019	816	682	564	376

24 Hour Total : 23,811
 AM Peak Hour begins : 7:00
 PM Peak Hour begins : 16:30

AM Peak Volume : 1,804
 PM Peak Volume : 1,910
 AM Peak Hour Factor : 0.86
 PM Peak Hour Factor : 0.93

4-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	142	90	67	61	92	143	353	766	785	638	612	623
30	146	86	62	73	79	157	528	755	783	608	604	558
45	127	97	63	76	89	260	606	774	746	639	615	597
00	119	75	77	81	117	268	660	931	689	569	558	593
Hr Total	534	348	269	291	377	828	2,147	3,226	3,003	2,454	2,389	2,371

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	657	629	642	746	820	826	808	568	480	392	348	228
30	593	685	652	713	858	917	736	566	433	428	317	228
45	604	735	696	750	853	831	709	505	455	385	309	189
00	694	669	684	765	881	767	650	438	413	375	262	181
Hr Total	2,548	2,718	2,674	2,974	3,412	3,341	2,903	2,077	1,781	1,580	1,236	826

24 Hour Total : 46,307
 AM Peak Hour begins : 7:30
 PM Peak Hour begins : 16:30

AM Peak Volume : 3,273
 PM Peak Volume : 3,477
 AM Peak Hour Factor : 0.88
 PM Peak Hour Factor : 0.95

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017
 Stop Date : May 5, 2017
 County : Hillsborough
 Location : SR 580 Busch Blvd at N 9th St

Start Time : 00:00
 Stop Time : 24:00

VHB Project #: 62966

AVERAGE		Eastbound Volume for Lane 1											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	81	48	37	31	35	69	162	325	348	323	298	301	
30	71	43	33	38	34	71	210	353	357	292	294	283	
45	60	42	38	35	41	108	276	349	342	298	290	293	
00	58	30	36	40	59	123	334	382	320	304	266	288	
Hr Total	270	163	144	144	169	371	982	1,409	1,367	1,217	1,148	1,165	

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	326	293	323	349	371	398	368	307	240	228	178	129
30	289	314	293	318	410	395	346	280	243	246	179	125
45	295	328	360	344	405	381	337	260	243	207	159	109
00	311	309	347	385	375	377	317	237	222	191	129	94
Hr Total	1,221	1,244	1,323	1,396	1,561	1,551	1,368	1,084	948	872	645	457

24 Hour Total : 22,219
 AM Peak Hour begins : 7:30 AM Peak Volume : 1,436 AM Peak Hour Factor : 0.94
 PM Peak Hour begins : 16:15 PM Peak Volume : 1,588 PM Peak Hour Factor : 0.97

AVERAGE		Westbound Volume for Lane 2											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	68	42	25	36	41	69	201	428	451	320	297	304	
30	65	38	28	41	48	85	288	455	392	300	282	276	
45	67	43	30	35	50	131	331	469	411	340	312	317	
00	58	35	31	39	61	142	345	492	377	296	295	296	
Hr Total	258	158	114	151	200	427	1,165	1,844	1,631	1,256	1,186	1,193	

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	311	316	336	384	445	468	425	273	235	170	155	103
30	296	329	345	373	445	505	388	276	206	187	128	98
45	333	356	376	396	468	456	379	249	215	169	138	85
00	318	326	356	428	477	415	321	217	189	159	128	84
Hr Total	1,258	1,327	1,413	1,581	1,835	1,844	1,513	1,015	845	685	549	370

24 Hour Total : 23,818
 AM Peak Hour begins : 7:15 AM Peak Volume : 1,867 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 16:30 PM Peak Volume : 1,918 PM Peak Hour Factor : 0.95

AVERAGE		Total Volume for All Lanes											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	149	90	62	67	76	138	363	753	799	643	595	605	
30	136	81	61	79	82	156	498	808	749	592	576	559	
45	127	85	68	70	91	239	607	818	753	638	602	610	
00	116	65	67	79	120	265	679	874	697	600	561	584	
Hr Total	528	321	258	295	369	798	2,147	3,253	2,998	2,473	2,334	2,358	

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	637	609	659	733	816	866	793	580	475	398	333	232
30	585	643	638	691	855	900	734	556	449	433	307	223
45	628	684	736	740	873	837	716	509	458	376	297	194
00	629	635	703	813	852	792	638	454	411	350	257	178
Hr Total	2,479	2,571	2,736	2,977	3,396	3,395	2,881	2,099	1,793	1,557	1,194	827

24 Hour Total : 46,037
 AM Peak Hour begins : 7:15 AM Peak Volume : 3,299 AM Peak Hour Factor : 0.94
 PM Peak Hour begins : 16:30 PM Peak Volume : 3,491 PM Peak Hour Factor : 0.97

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Dale Mabry Hwy SB Off Ramp to SR 580 Busch Blvd

VHB Project #: 62966

4-May-17 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total : 0
 AM Peak Hour begins : 0:00 AM Peak Volume : 0 AM Peak Hour Factor : #DIV/0!
 PM Peak Hour begins : 12:00 PM Peak Volume : 0 PM Peak Hour Factor : #DIV/0!

4-May-17 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	4	4	6	6	18	61	60	50	52	50
30	10	4	1	4	4	9	28	77	90	55	55	54
45	9	7	2	2	5	11	45	68	85	64	58	52
00	6	1	1	1	5	9	59	75	73	39	61	82
Hr Total	32	16	8	11	20	35	150	281	308	208	226	238

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	70	60	70	74	64	58	49	48	36	28	13
30	66	68	70	69	59	79	48	56	37	54	30	20
45	99	63	69	65	76	64	52	48	42	53	31	10
00	72	61	52	55	49	52	47	68	44	35	15	8
Hr Total	312	262	251	259	258	259	205	221	171	178	104	51

24 Hour Total : 4,064
 AM Peak Hour begins : 7:45 AM Peak Volume : 310 AM Peak Hour Factor : 0.86
 PM Peak Hour begins : 12:00 PM Peak Volume : 312 PM Peak Hour Factor : 0.79

4-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	4	4	6	6	18	61	60	50	52	50
30	10	4	1	4	4	9	28	77	90	55	55	54
45	9	7	2	2	5	11	45	68	85	64	58	52
00	6	1	1	1	5	9	59	75	73	39	61	82
Hr Total	32	16	8	11	20	35	150	281	308	208	226	238

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	70	60	70	74	64	58	49	48	36	28	13
30	66	68	70	69	59	79	48	56	37	54	30	20
45	99	63	69	65	76	64	52	48	42	53	31	10
00	72	61	52	55	49	52	47	68	44	35	15	8
Hr Total	312	262	251	259	258	259	205	221	171	178	104	51

24 Hour Total : 4,064
 AM Peak Hour begins : 7:45 AM Peak Volume : 310 AM Peak Hour Factor : 0.86
 PM Peak Hour begins : 12:00 PM Peak Volume : 312 PM Peak Hour Factor : 0.79

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Dale Mabry Hwy SB Off Ramp to SR 580 Busch Blvd

VHB Project #: 62966

AVERAGE	Northbound Volume for Lane 1											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total : 0
 AM Peak Hour begins : 0:00 AM Peak Volume : 0 AM Peak Hour Factor : #DIV/0!
 PM Peak Hour begins : 12:00 PM Peak Volume : 0 PM Peak Hour Factor : #DIV/0!

AVERAGE	Southbound Volume for Lane 2											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	3	3	4	6	16	57	64	71	47	51
30	8	3	2	3	3	8	28	71	91	49	50	50
45	7	4	1	3	3	10	46	69	87	60	57	50
00	6	2	2	1	4	10	50	66	85	47	54	65
Hr Total	25	13	8	10	14	34	140	263	327	227	208	216

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	79	66	70	67	67	60	51	49	43	31	16
30	76	76	71	61	63	68	51	58	43	45	25	15
45	86	73	67	64	62	59	55	57	50	42	22	10
00	77	67	58	59	64	47	48	53	51	35	16	7
Hr Total	311	295	262	254	256	241	214	219	193	165	94	48

24 Hour Total : 4,037
 AM Peak Hour begins : 8:15 AM Peak Volume : 334 AM Peak Hour Factor : 0.92
 PM Peak Hour begins : 12:15 PM Peak Volume : 318 PM Peak Hour Factor : 0.92

AVERAGE	Total Volume for All Lanes											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	3	3	4	6	16	57	64	71	47	51
30	8	3	2	3	3	8	28	71	91	49	50	50
45	7	4	1	3	3	10	46	69	87	60	57	50
00	6	2	2	1	4	10	50	66	85	47	54	65
Hr Total	25	13	8	10	14	34	140	263	327	227	208	216

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	79	66	70	67	67	60	51	49	43	31	16
30	76	76	71	61	63	68	51	58	43	45	25	15
45	86	73	67	64	62	59	55	57	50	42	22	10
00	77	67	58	59	64	47	48	53	51	35	16	7
Hr Total	311	295	262	254	256	241	214	219	193	165	94	48

24 Hour Total : 4,037
 AM Peak Hour begins : 8:15 AM Peak Volume : 334 AM Peak Hour Factor : 0.92
 PM Peak Hour begins : 12:15 PM Peak Volume : 318 PM Peak Hour Factor : 0.92

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Dale Mabry Hwy SB On Ramp from SR 580 Busch Blvd

VHB Project #: 62966

3-May-17 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total : 0
 AM Peak Hour begins : 0:00 AM Peak Volume : 0 AM Peak Hour Factor : #DIV/0!
 PM Peak Hour begins : 12:00 PM Peak Volume : 0 PM Peak Hour Factor : #DIV/0!

3-May-17 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	12	3	7	12	27	69	127	115	121	115	75
30	18	12	12	12	14	50	137	125	133	117	91	114
45	13	12	23	25	34	55	181	119	127	133	104	88
00	8	7	6	16	37	71	138	116	140	117	98	84
Hr Total	51	43	44	60	97	203	525	487	515	488	408	361

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	96	95	92	111	105	119	69	54	51	35	21
30	105	90	80	109	113	111	128	80	59	46	33	20
45	112	89	101	146	141	130	107	65	61	44	29	18
00	92	86	86	103	108	146	111	56	47	52	21	23
Hr Total	407	361	362	450	473	492	465	270	221	193	118	82

24 Hour Total : 7,176
 AM Peak Hour begins : 6:15 AM Peak Volume : 583 AM Peak Hour Factor : 0.81
 PM Peak Hour begins : 17:30 PM Peak Volume : 523 PM Peak Hour Factor : 0.90

3-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	12	3	7	12	27	69	127	115	121	115	75
30	18	12	12	12	14	50	137	125	133	117	91	114
45	13	12	23	25	34	55	181	119	127	133	104	88
00	8	7	6	16	37	71	138	116	140	117	98	84
Hr Total	51	43	44	60	97	203	525	487	515	488	408	361

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	96	95	92	111	105	119	69	54	51	35	21
30	105	90	80	109	113	111	128	80	59	46	33	20
45	112	89	101	146	141	130	107	65	61	44	29	18
00	92	86	86	103	108	146	111	56	47	52	21	23
Hr Total	407	361	362	450	473	492	465	270	221	193	118	82

24 Hour Total : 7,176
 AM Peak Hour begins : 6:15 AM Peak Volume : 583 AM Peak Hour Factor : 0.81
 PM Peak Hour begins : 17:30 PM Peak Volume : 523 PM Peak Hour Factor : 0.90

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Dale Mabry Hwy SB On Ramp from SR 580 Busch Blvd

VHB Project #: 62966

4-May-17 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total : 0
 AM Peak Hour begins : 0:00 AM Peak Volume : 0 AM Peak Hour Factor : #DIV/0!
 PM Peak Hour begins : 12:00 PM Peak Volume : 0 PM Peak Hour Factor : #DIV/0!

4-May-17 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	5	5	5	14	33	81	118	126	121	104	87
30	23	5	15	15	22	40	123	112	146	108	100	82
45	15	16	18	15	28	51	175	139	141	126	104	95
00	12	12	12	20	32	60	145	128	127	124	111	123
Hr Total	66	38	50	55	96	184	524	497	540	479	419	387

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	88	100	107	125	135	123	91	61	46	33	25
30	88	93	106	114	114	109	126	92	55	47	43	17
45	96	89	105	132	158	117	102	77	58	59	37	20
00	88	111	88	131	129	112	106	71	54	34	38	17
Hr Total	381	381	399	484	526	473	457	331	228	186	151	79

24 Hour Total : 7,411
 AM Peak Hour begins : 6:15 AM Peak Volume : 561 AM Peak Hour Factor : 0.80
 PM Peak Hour begins : 16:15 PM Peak Volume : 536 PM Peak Hour Factor : 0.85

4-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	5	5	5	14	33	81	118	126	121	104	87
30	23	5	15	15	22	40	123	112	146	108	100	82
45	15	16	18	15	28	51	175	139	141	126	104	95
00	12	12	12	20	32	60	145	128	127	124	111	123
Hr Total	66	38	50	55	96	184	524	497	540	479	419	387

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	88	100	107	125	135	123	91	61	46	33	25
30	88	93	106	114	114	109	126	92	55	47	43	17
45	96	89	105	132	158	117	102	77	58	59	37	20
00	88	111	88	131	129	112	106	71	54	34	38	17
Hr Total	381	381	399	484	526	473	457	331	228	186	151	79

24 Hour Total : 7,411
 AM Peak Hour begins : 6:15 AM Peak Volume : 561 AM Peak Hour Factor : 0.80
 PM Peak Hour begins : 16:15 PM Peak Volume : 536 PM Peak Hour Factor : 0.85

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Dale Mabry Hwy SB On Ramp from SR 580 Busch Blvd

VHB Project #: 62966

AVERAGE		Northbound Volume for Lane 1											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	0	0	0	0	0	0	
30	0	0	0	0	0	0	0	0	0	0	0	0	
45	0	0	0	0	0	0	0	0	0	0	0	0	
00	0	0	0	0	0	0	0	0	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total : 0
 AM Peak Hour begins : 0:00 AM Peak Volume : 0 AM Peak Hour Factor : #DIV/0!
 PM Peak Hour begins : 12:00 PM Peak Volume : 0 PM Peak Hour Factor : #DIV/0!

AVERAGE		Southbound Volume for Lane 2											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	15	8	4	9	12	30	78	128	127	126	102	83	
30	17	11	11	15	18	45	130	118	140	117	98	105	
45	13	11	19	17	31	53	176	131	134	125	108	90	
00	11	10	9	18	34	74	138	127	125	113	101	97	
Hr Total	56	40	43	59	95	202	522	504	526	481	409	375	

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	82	87	94	96	122	118	118	82	61	47	34	22
30	96	92	93	110	113	108	121	91	56	49	40	19
45	104	88	103	135	144	121	103	68	59	49	29	18
00	88	93	90	116	111	124	105	60	51	44	29	19
Hr Total	370	360	380	457	490	471	447	301	227	189	132	78

24 Hour Total : 7,214
 AM Peak Hour begins : 6:15 AM Peak Volume : 572 AM Peak Hour Factor : 0.81
 PM Peak Hour begins : 15:45 PM Peak Volume : 495 PM Peak Hour Factor : 0.86

AVERAGE		Total Volume for All Lanes											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	15	8	4	9	12	30	78	128	127	126	102	83	
30	17	11	11	15	18	45	130	118	140	117	98	105	
45	13	11	19	17	31	53	176	131	134	125	108	90	
00	11	10	9	18	34	74	138	127	125	113	101	97	
Hr Total	56	40	43	59	95	202	522	504	526	481	409	375	

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	82	87	94	96	122	118	118	82	61	47	34	22
30	96	92	93	110	113	108	121	91	56	49	40	19
45	104	88	103	135	144	121	103	68	59	49	29	18
00	88	93	90	116	111	124	105	60	51	44	29	19
Hr Total	370	360	380	457	490	471	447	301	227	189	132	78

24 Hour Total : 7,214
 AM Peak Hour begins : 6:15 AM Peak Volume : 572 AM Peak Hour Factor : 0.81
 PM Peak Hour begins : 15:45 PM Peak Volume : 495 PM Peak Hour Factor : 0.86

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Dale Mabry Hwy NB Off Ramp to SR 580 Busch Blvd

VHB Project #: 62966

2-May-17 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	12	5	5	2	3	15	43	40	48	49	41
30	12	4	4	5	8	11	25	47	39	49	55	51
45	14	6	4	2	7	10	18	41	35	44	60	46
00	16	10	5	4	6	22	40	38	61	52	52	49
Hr Total	53	32	18	16	23	46	98	169	175	193	216	187

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	69	63	57	71	75	81	77	75	47	53	37	23
30	60	52	48	57	80	75	84	57	42	55	28	26
45	30	47	57	75	91	98	88	50	38	40	27	25
00	61	62	61	69	89	82	75	43	46	39	17	26
Hr Total	220	224	223	272	335	336	324	225	173	187	109	100

24 Hour Total : 3,954
 AM Peak Hour begins : 9:45 AM Peak Volume : 216 AM Peak Hour Factor : 0.90
 PM Peak Hour begins : 16:45 PM Peak Volume : 343 PM Peak Hour Factor : 0.88

2-May-17 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total : 0
 AM Peak Hour begins : AM Peak Volume : 0 AM Peak Hour Factor :
 PM Peak Hour begins : PM Peak Volume : 0 PM Peak Hour Factor :

2-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	12	5	5	2	3	15	43	40	48	49	41
30	12	4	4	5	8	11	25	47	39	49	55	51
45	14	6	4	2	7	10	18	41	35	44	60	46
00	16	10	5	4	6	22	40	38	61	52	52	49
Hr Total	53	32	18	16	23	46	98	169	175	193	216	187

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	69	63	57	71	75	81	77	75	47	53	37	23
30	60	52	48	57	80	75	84	57	42	55	28	26
45	30	47	57	75	91	98	88	50	38	40	27	25
00	61	62	61	69	89	82	75	43	46	39	17	26
Hr Total	220	224	223	272	335	336	324	225	173	187	109	100

24 Hour Total : 3,954
 AM Peak Hour begins : 9:45 AM Peak Volume : 216 AM Peak Hour Factor : 0.90
 PM Peak Hour begins : 16:45 PM Peak Volume : 343 PM Peak Hour Factor : 0.88

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Dale Mabry Hwy NB Off Ramp to SR 580 Busch Blvd

VHB Project #: 62966

3-May-17

Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	9	6	4	8	5	17	35	49	42	52	52
30	17	8	6	8	4	7	19	36	41	53	44	48
45	7	7	6	3	11	21	27	42	48	47	45	68
00	12	8	4	4	6	12	38	55	67	44	47	65
Hr Total	44	32	22	19	29	45	101	168	205	186	188	233

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	59	52	67	61	69	71	70	56	36	41	25
30	53	49	68	72	85	60	76	69	48	54	37	23
45	54	69	47	91	91	72	71	65	52	39	26	14
00	73	75	62	74	62	60	59	51	35	50	25	16
Hr Total	232	252	229	304	299	261	277	255	191	179	129	78

24 Hour Total : 3,958
 AM Peak Hour begins : 11:00 AM Peak Volume : 233 AM Peak Hour Factor : 0.86
 PM Peak Hour begins : 15:30 PM Peak Volume : 311 PM Peak Hour Factor : 0.85

3-May-17

Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total : 0
 AM Peak Hour begins : AM Peak Volume : 0 AM Peak Hour Factor :
 PM Peak Hour begins : PM Peak Volume : 0 PM Peak Hour Factor :

3-May-17

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	9	6	4	8	5	17	35	49	42	52	52
30	17	8	6	8	4	7	19	36	41	53	44	48
45	7	7	6	3	11	21	27	42	48	47	45	68
00	12	8	4	4	6	12	38	55	67	44	47	65
Hr Total	44	32	22	19	29	45	101	168	205	186	188	233

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	59	52	67	61	69	71	70	56	36	41	25
30	53	49	68	72	85	60	76	69	48	54	37	23
45	54	69	47	91	91	72	71	65	52	39	26	14
00	73	75	62	74	62	60	59	51	35	50	25	16
Hr Total	232	252	229	304	299	261	277	255	191	179	129	78

24 Hour Total : 3,958
 AM Peak Hour begins : 11:00 AM Peak Volume : 233 AM Peak Hour Factor : 0.86
 PM Peak Hour begins : 15:30 PM Peak Volume : 311 PM Peak Hour Factor : 0.85

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Dale Mabry Hwy NB Off Ramp to SR 580 Busch Blvd

VHB Project #: 62966

4-May-17 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	14	9	3	3	12	19	36	42	56	59	56
30	7	9	5	6	7	10	21	39	37	47	44	50
45	6	8	11	6	8	10	17	39	48	52	44	46
00	14	11	6	7	14	11	45	45	59	36	39	49
Hr Total	38	42	31	22	32	43	102	159	186	191	186	201

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	57	59	38	68	90	67	82	43	57	40	21
30	61	67	26	41	78	83	83	57	46	56	31	26
45	56	49	44	78	80	84	74	31	43	50	33	25
00	55	71	41	73	63	68	79	40	53	28	23	16
Hr Total	219	244	170	230	289	325	303	210	185	191	127	88

24 Hour Total : 3,814
 AM Peak Hour begins : 8:45 AM Peak Volume : 214 AM Peak Hour Factor : 0.91
 PM Peak Hour begins : 17:00 PM Peak Volume : 325 PM Peak Hour Factor : 0.90

4-May-17 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total : 0
 AM Peak Hour begins : AM Peak Volume : 0 AM Peak Hour Factor :
 PM Peak Hour begins : PM Peak Volume : 0 PM Peak Hour Factor :

4-May-17 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	14	9	3	3	12	19	36	42	56	59	56
30	7	9	5	6	7	10	21	39	37	47	44	50
45	6	8	11	6	8	10	17	39	48	52	44	46
00	14	11	6	7	14	11	45	45	59	36	39	49
Hr Total	38	42	31	22	32	43	102	159	186	191	186	201

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	57	59	38	68	90	67	82	43	57	40	21
30	61	67	26	41	78	83	83	57	46	56	31	26
45	56	49	44	78	80	84	74	31	43	50	33	25
00	55	71	41	73	63	68	79	40	53	28	23	16
Hr Total	219	244	170	230	289	325	303	210	185	191	127	88

24 Hour Total : 3,814
 AM Peak Hour begins : 8:45 AM Peak Volume : 214 AM Peak Hour Factor : 0.91
 PM Peak Hour begins : 17:00 PM Peak Volume : 325 PM Peak Hour Factor : 0.90

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Dale Mabry Hwy NB Off Ramp to SR 580 Busch Blvd

VHB Project #: 62966

AVERAGE Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	12	7	4	4	7	17	38	44	49	53	50
30	12	7	5	6	6	9	22	41	39	50	48	50
45	9	7	7	4	9	14	21	41	44	48	50	53
00	14	10	5	5	9	15	41	46	62	44	46	54
Hr Total	45	36	24	19	28	45	101	166	189	191	197	207

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	60	56	59	68	80	72	76	49	49	39	23
30	58	56	47	57	81	73	81	61	45	55	32	25
45	47	55	49	81	87	85	78	49	44	43	29	21
00	63	69	55	72	71	70	71	45	45	39	22	19
Hr Total	224	240	207	269	307	308	302	231	183	186	122	88

24 Hour Total : 3,915
 AM Peak Hour begins : 8:45 AM Peak Volume : 209 AM Peak Hour Factor : 0.84
 PM Peak Hour begins : 16:15 PM Peak Volume : 319 PM Peak Hour Factor : 0.92

AVERAGE Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total : 0
 AM Peak Hour begins : 0:00 AM Peak Volume : 0 AM Peak Hour Factor : #DIV/0!
 PM Peak Hour begins : 12:00 PM Peak Volume : 0 PM Peak Hour Factor : #DIV/0!

AVERAGE Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	12	7	4	4	7	17	38	44	49	53	50
30	12	7	5	6	6	9	22	41	39	50	48	50
45	9	7	7	4	9	14	21	41	44	48	50	53
00	14	10	5	5	9	15	41	46	62	44	46	54
Hr Total	45	36	24	19	28	45	101	166	189	191	197	207

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	60	56	59	68	80	72	76	49	49	39	23
30	58	56	47	57	81	73	81	61	45	55	32	25
45	47	55	49	81	87	85	78	49	44	43	29	21
00	63	69	55	72	71	70	71	45	45	39	22	19
Hr Total	224	240	207	269	307	308	302	231	183	186	122	88

24 Hour Total : 3,915
 AM Peak Hour begins : 8:45 AM Peak Volume : 209 AM Peak Hour Factor : 0.84
 PM Peak Hour begins : 16:15 PM Peak Volume : 319 PM Peak Hour Factor : 0.92

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Dale Mabry Hwy NB On Ramp from SR 580 Busch Blvd

VHB Project #: 62966

2-May-17 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	1	1	0	7	22	40	73	67	63	85
30	9	3	4	3	10	4	29	44	60	87	70	84
45	7	1	1	4	8	13	35	83	93	82	89	118
00	8	1	4	2	5	18	56	72	83	67	83	118
Hr Total	33	8	10	10	23	42	142	239	309	303	305	405

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	110	120	105	111	133	136	132	102	58	44	28	15
30	115	105	91	108	115	157	135	98	68	41	31	10
45	114	90	87	124	125	169	138	81	54	45	18	13
00	109	93	97	134	161	149	124	57	43	28	21	9
Hr Total	448	408	380	477	534	611	529	338	223	158	98	47

24 Hour Total : 6,080
 AM Peak Hour begins : 11:00 AM Peak Volume : 405 AM Peak Hour Factor : 0.86
 PM Peak Hour begins : 16:45 PM Peak Volume : 623 PM Peak Hour Factor : 0.92

2-May-17 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total : 0
 AM Peak Hour begins : AM Peak Volume : 0 AM Peak Hour Factor :
 PM Peak Hour begins : PM Peak Volume : 0 PM Peak Hour Factor :

2-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	1	1	0	7	22	40	73	67	63	85
30	9	3	4	3	10	4	29	44	60	87	70	84
45	7	1	1	4	8	13	35	83	93	82	89	118
00	8	1	4	2	5	18	56	72	83	67	83	118
Hr Total	33	8	10	10	23	42	142	239	309	303	305	405

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	110	120	105	111	133	136	132	102	58	44	28	15
30	115	105	91	108	115	157	135	98	68	41	31	10
45	114	90	87	124	125	169	138	81	54	45	18	13
00	109	93	97	134	161	149	124	57	43	28	21	9
Hr Total	448	408	380	477	534	611	529	338	223	158	98	47

24 Hour Total : 6,080
 AM Peak Hour begins : 11:00 AM Peak Volume : 405 AM Peak Hour Factor : 0.86
 PM Peak Hour begins : 16:45 PM Peak Volume : 623 PM Peak Hour Factor : 0.92

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Dale Mabry Hwy NB On Ramp from SR 580 Busch Blvd

VHB Project #: 62966

3-May-17	Northbound Volume for Lane 1											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	2	2	2	6	4	26	48	81	70	81	100
30	4	6	1	6	5	4	28	52	75	69	70	96
45	14	2	6	2	4	19	39	75	78	100	96	118
00	6	2	1	6	8	10	39	76	76	81	88	134
Hr Total	35	12	10	16	23	37	132	251	310	320	335	448

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	126	116	115	127	120	124	131	101	69	42	40	19
30	125	125	97	99	127	143	135	79	60	45	28	18
45	111	118	84	124	124	157	126	86	72	36	28	6
00	127	86	103	138	132	125	104	70	58	38	23	8
Hr Total	489	445	399	488	503	549	496	336	259	161	119	51

24 Hour Total : 6,224
 AM Peak Hour begins : 11:00 AM Peak Volume : 448 AM Peak Hour Factor : 0.84
 PM Peak Hour begins : 16:45 PM Peak Volume : 556 PM Peak Hour Factor : 0.89

3-May-17	Southbound Volume for Lane 2											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total : 0
 AM Peak Hour begins : AM Peak Volume : 0 AM Peak Hour Factor :
 PM Peak Hour begins : PM Peak Volume : 0 PM Peak Hour Factor :

3-May-17	Total Volume for All Lanes											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	2	2	2	6	4	26	48	81	70	81	100
30	4	6	1	6	5	4	28	52	75	69	70	96
45	14	2	6	2	4	19	39	75	78	100	96	118
00	6	2	1	6	8	10	39	76	76	81	88	134
Hr Total	35	12	10	16	23	37	132	251	310	320	335	448

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	126	116	115	127	120	124	131	101	69	42	40	19
30	125	125	97	99	127	143	135	79	60	45	28	18
45	111	118	84	124	124	157	126	86	72	36	28	6
00	127	86	103	138	132	125	104	70	58	38	23	8
Hr Total	489	445	399	488	503	549	496	336	259	161	119	51

24 Hour Total : 6,224
 AM Peak Hour begins : 11:00 AM Peak Volume : 448 AM Peak Hour Factor : 0.84
 PM Peak Hour begins : 16:45 PM Peak Volume : 556 PM Peak Hour Factor : 0.89

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Dale Mabry Hwy NB On Ramp from SR 580 Busch Blvd

VHB Project #: 62966

AVERAGE **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	2	4	3	8	24	43	76	72	72	92
30	6	4	2	4	7	5	29	50	75	76	68	96
45	9	1	3	3	6	15	37	81	81	85	91	114
00	6	3	3	4	6	15	51	76	81	77	84	120
Hr Total	30	11	10	15	22	43	141	250	313	310	315	422

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	117	104	125	129	133	133	96	64	43	35	19
30	113	110	89	112	122	142	132	81	64	39	30	15
45	111	101	101	131	128	157	129	81	65	40	25	9
00	112	89	107	138	139	142	108	65	50	31	23	9
Hr Total	457	417	401	506	518	574	502	323	243	153	113	52

24 Hour Total : 6,141
 AM Peak Hour begins : 11:00 AM Peak Volume : 422 AM Peak Hour Factor : 0.88
 PM Peak Hour begins : 17:00 PM Peak Volume : 574 PM Peak Hour Factor : 0.91

AVERAGE **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total : 0
 AM Peak Hour begins : 0:00 AM Peak Volume : 0 AM Peak Hour Factor : #DIV/0!
 PM Peak Hour begins : 12:00 PM Peak Volume : 0 PM Peak Hour Factor : #DIV/0!

AVERAGE **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	2	4	3	8	24	43	76	72	72	92
30	6	4	2	4	7	5	29	50	75	76	68	96
45	9	1	3	3	6	15	37	81	81	85	91	114
00	6	3	3	4	6	15	51	76	81	77	84	120
Hr Total	30	11	10	15	22	43	141	250	313	310	315	422

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	117	104	125	129	133	133	96	64	43	35	19
30	113	110	89	112	122	142	132	81	64	39	30	15
45	111	101	101	131	128	157	129	81	65	40	25	9
00	112	89	107	138	139	142	108	65	50	31	23	9
Hr Total	457	417	401	506	518	574	502	323	243	153	113	52

24 Hour Total : 6,141
 AM Peak Hour begins : 11:00 AM Peak Volume : 422 AM Peak Hour Factor : 0.88
 PM Peak Hour begins : 17:00 PM Peak Volume : 574 PM Peak Hour Factor : 0.91

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Himes Ave at 300 ft South of SR 580

VHB Project #: 62966

3-May-17		Northbound Volume for Lane 1										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	4	8	2	3	13	37	63	75	75	88	83
30	12	9	4	3	8	18	54	69	57	68	81	85
45	15	3	6	5	8	23	47	77	77	84	63	86
00	3	5	5	9	15	20	52	94	77	63	92	113
Hr Total	48	21	23	19	34	74	190	303	286	290	324	367

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	122	104	104	132	154	173	145	119	74	83	49	23
30	110	103	98	105	150	149	151	114	84	86	49	26
45	89	116	112	125	151	155	147	84	89	53	43	18
00	108	117	114	142	135	164	141	82	81	46	31	23
Hr Total	429	440	428	504	590	641	584	399	328	268	172	90

24 Hour Total : 6,852
 AM Peak Hour begins : 11:00 AM Peak Volume : 367 AM Peak Hour Factor : 0.81
 PM Peak Hour begins : 17:00 PM Peak Volume : 641 PM Peak Hour Factor : 0.93

3-May-17		Southbound Volume for Lane 2										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	10	5	3	7	8	30	162	186	151	88	85
30	12	8	2	8	13	13	54	190	195	103	82	74
45	13	11	10	6	11	25	79	240	213	99	74	89
00	11	9	9	9	8	30	121	210	187	106	84	99
Hr Total	55	38	26	26	39	76	284	802	781	459	328	347

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	104	95	85	96	95	114	141	90	72	91	62	30
30	95	93	97	95	104	92	144	105	72	71	35	28
45	96	96	93	122	113	149	121	103	58	71	43	18
00	102	84	108	117	124	147	116	85	73	48	38	22
Hr Total	397	368	383	430	436	502	522	383	275	281	178	98

24 Hour Total : 7,514
 AM Peak Hour begins : 7:30 AM Peak Volume : 831 AM Peak Hour Factor : 0.87
 PM Peak Hour begins : 17:30 PM Peak Volume : 581 PM Peak Hour Factor : 0.98

3-May-17		Total Volume for All Lanes										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	14	13	5	10	21	67	225	261	226	176	168
30	24	17	6	11	21	31	108	259	252	171	163	159
45	28	14	16	11	19	48	126	317	290	183	137	175
00	14	14	14	18	23	50	173	304	264	169	176	212
Hr Total	103	59	49	45	73	150	474	1,105	1,067	749	652	714

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	226	199	189	228	249	287	286	209	146	174	111	53
30	205	196	195	200	254	241	295	219	156	157	84	54
45	185	212	205	247	264	304	268	187	147	124	86	36
00	210	201	222	259	259	311	257	167	154	94	69	45
Hr Total	826	808	811	934	1,026	1,143	1,106	782	603	549	350	188

24 Hour Total : 14,366
 AM Peak Hour begins : 7:15 AM Peak Volume : 1,141 AM Peak Hour Factor : 0.90
 PM Peak Hour begins : 17:30 PM Peak Volume : 1,196 PM Peak Hour Factor : 0.96

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Himes Ave at 300 ft South of SR 580

VHB Project #: 62966

AVERAGE **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	6	6	3	3	17	35	61	80	77	82	84
30	12	8	5	6	9	16	45	71	64	70	77	80
45	10	4	4	6	12	18	52	82	75	81	66	98
00	6	5	5	7	11	23	59	85	71	72	79	93
Hr Total	45	23	20	22	35	74	191	299	290	300	304	355

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	111	103	127	154	180	152	119	81	76	54	25
30	106	105	101	112	157	161	156	111	80	72	43	26
45	105	106	116	139	149	175	157	95	85	57	33	23
00	110	95	118	144	152	163	126	81	72	51	28	21
Hr Total	442	417	438	522	612	679	591	406	318	256	158	95

24 Hour Total : 6,892
 AM Peak Hour begins : 11:00 AM Peak Volume : 355 AM Peak Hour Factor : 0.91
 PM Peak Hour begins : 17:00 PM Peak Volume : 679 PM Peak Hour Factor : 0.94

AVERAGE **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	11	5	5	8	13	30	161	205	142	83	72
30	16	11	5	9	10	15	56	197	192	106	76	78
45	13	10	9	6	9	26	83	219	197	93	71	83
00	10	9	10	5	9	33	121	208	178	99	84	101
Hr Total	56	41	29	25	36	87	290	785	772	440	314	334

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	100	97	79	100	100	118	127	89	80	74	55	28
30	93	99	90	100	100	118	131	88	72	65	37	27
45	104	95	98	112	121	138	117	92	69	75	45	19
00	98	94	106	110	116	135	106	87	73	57	37	20
Hr Total	395	385	373	422	437	509	481	356	294	271	174	94

24 Hour Total : 7,400
 AM Peak Hour begins : 7:15 AM Peak Volume : 829 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 17:30 PM Peak Volume : 531 PM Peak Hour Factor : 0.96

AVERAGE **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	17	11	8	11	30	65	222	285	219	165	156
30	28	19	10	15	19	31	101	268	256	176	153	158
45	23	14	13	12	21	44	135	301	272	174	137	181
00	16	14	15	12	20	56	180	293	249	171	163	194
Hr Total	101	64	49	47	71	161	481	1,084	1,062	740	618	689

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	221	208	182	227	254	298	279	208	161	150	109	53
30	199	204	191	212	257	279	287	199	152	137	80	53
45	209	201	214	251	270	313	274	187	154	132	78	42
00	208	189	224	254	268	298	232	168	145	108	65	41
Hr Total	837	802	811	944	1,049	1,188	1,072	762	612	527	332	189

24 Hour Total : 14,292
 AM Peak Hour begins : 7:15 AM Peak Volume : 1,147 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 17:00 PM Peak Volume : 1,188 PM Peak Hour Factor : 0.95

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : Twin Lakes Blvd at 300 ft South of SR 580

VHB Project #: 62966

3-May-17		Northbound Volume for Lane 1										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	1	1	2	3	11	41	47	26	31	31
30	2	2	0	0	0	2	14	37	48	23	23	25
45	4	2	2	0	3	3	21	54	62	19	30	43
00	5	3	0	0	2	8	18	47	45	22	37	32
Hr Total	13	9	3	1	7	16	64	179	202	90	121	131

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	51	48	54	91	148	108	40	26	15	3	3
30	34	36	32	53	85	132	94	40	17	15	11	5
45	35	39	61	66	125	134	79	40	16	20	5	6
00	39	30	58	82	127	126	58	32	13	14	8	3
Hr Total	146	156	199	255	428	540	339	152	72	64	27	17

24 Hour Total : 3,231
 AM Peak Hour begins : 7:45 AM Peak Volume : 204 AM Peak Hour Factor : 0.82
 PM Peak Hour begins : 16:45 PM Peak Volume : 541 PM Peak Hour Factor : 0.91

3-May-17		Southbound Volume for Lane 2										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	0	3	2	1	0	15	124	103	73	48	44
30	2	1	0	3	2	2	13	148	114	53	31	35
45	1	1	1	1	0	4	31	128	109	51	29	36
00	2	2	0	0	1	7	54	147	88	34	32	31
Hr Total	10	4	4	6	4	13	113	547	414	211	140	146

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	29	31	40	22	33	29	21	28	14	9	7
30	26	30	27	33	22	38	29	20	14	14	6	3
45	16	42	45	33	39	30	30	16	14	10	7	5
00	27	34	41	37	28	33	34	19	19	18	3	2
Hr Total	99	135	144	143	111	134	122	76	75	56	25	17

24 Hour Total : 2,749
 AM Peak Hour begins : 7:00 AM Peak Volume : 547 AM Peak Hour Factor : 0.92
 PM Peak Hour begins : 14:30 PM Peak Volume : 159 PM Peak Hour Factor : 0.88

3-May-17		Total Volume for All Lanes										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	2	4	3	3	3	26	165	150	99	79	75
30	4	3	0	3	2	4	27	185	162	76	54	60
45	5	3	3	1	3	7	52	182	171	70	59	79
00	7	5	0	0	3	15	72	194	133	56	69	63
Hr Total	23	13	7	7	11	29	177	726	616	301	261	277

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	80	79	94	113	181	137	61	54	29	12	10
30	60	66	59	86	107	170	123	60	31	29	17	8
45	51	81	106	99	164	164	109	56	30	30	12	11
00	66	64	99	119	155	159	92	51	32	32	11	5
Hr Total	245	291	343	398	539	674	461	228	147	120	52	34

24 Hour Total : 5,980
 AM Peak Hour begins : 7:00 AM Peak Volume : 726 AM Peak Hour Factor : 0.94
 PM Peak Hour begins : 17:00 PM Peak Volume : 674 PM Peak Hour Factor : 0.93

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : Twin Lakes Blvd at 300 ft South of SR 580

VHB Project #: 62966

4-May-17 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	4	1	0	1	3	12	38	61	17	21	17
30	4	1	1	1	0	1	11	42	54	31	27	30
45	4	1	2	0	1	4	24	55	45	28	41	30
00	0	4	2	1	2	8	22	45	42	28	27	41
Hr Total	11	10	6	2	4	16	69	180	202	104	116	118

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	40	41	61	95	129	103	39	20	11	18	8
30	40	45	39	78	110	154	94	28	17	19	5	3
45	31	41	39	80	135	115	65	28	21	12	10	8
00	28	28	58	106	87	139	56	20	23	7	7	6
Hr Total	135	154	177	325	427	537	318	115	81	49	40	25

24 Hour Total : 3,221
 AM Peak Hour begins : 7:30 AM Peak Volume : 215 AM Peak Hour Factor : 0.88
 PM Peak Hour begins : 17:00 PM Peak Volume : 537 PM Peak Hour Factor : 0.87

4-May-17 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	0	1	1	2	8	126	121	73	38	25
30	4	0	0	2	1	0	14	144	116	49	34	19
45	3	2	1	0	1	5	29	125	85	29	31	31
00	0	0	3	0	0	5	55	141	92	55	30	34
Hr Total	11	6	4	3	3	12	106	536	414	206	133	109

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	43	36	38	37	31	51	23	24	10	7	5
30	26	23	33	32	34	33	34	26	9	15	8	8
45	41	28	47	33	28	43	24	17	17	11	9	9
00	46	27	44	41	41	43	23	22	12	10	5	6
Hr Total	139	121	160	144	140	150	132	88	62	46	29	28

24 Hour Total : 2,782
 AM Peak Hour begins : 7:00 AM Peak Volume : 536 AM Peak Hour Factor : 0.93
 PM Peak Hour begins : 17:30 PM Peak Volume : 171 PM Peak Hour Factor : 0.84

4-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	8	1	1	2	5	20	164	182	90	59	42
30	8	1	1	3	1	1	25	186	170	80	61	49
45	7	3	3	0	2	9	53	180	130	57	72	61
00	0	4	5	1	2	13	77	186	134	83	57	75
Hr Total	22	16	10	5	7	28	175	716	616	310	249	227

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	83	77	99	132	160	154	62	44	21	25	13
30	66	68	72	110	144	187	128	54	26	34	13	11
45	72	69	86	113	163	158	89	45	38	23	19	17
00	74	55	102	147	128	182	79	42	35	17	12	12
Hr Total	274	275	337	469	567	687	450	203	143	95	69	53

24 Hour Total : 6,003
 AM Peak Hour begins : 7:15 AM Peak Volume : 734 AM Peak Hour Factor : 0.99
 PM Peak Hour begins : 17:00 PM Peak Volume : 687 PM Peak Hour Factor : 0.92

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : Twin Lakes Blvd at 300 ft South of SR 580

VHB Project #: 62966

AVERAGE **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	1	0	1	3	11	38	53	25	27	23
30	3	2	1	0	1	2	11	38	52	29	24	29
45	3	1	2	1	2	4	24	58	59	25	30	36
00	3	3	1	1	2	7	22	48	39	22	31	34
Hr Total	11	9	5	2	6	16	68	182	203	101	112	122

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	41	41	58	95	141	105	43	25	14	11	6
30	39	42	37	65	96	143	101	35	19	16	10	5
45	36	37	47	76	130	132	80	32	18	14	9	6
00	36	30	61	91	115	130	56	27	17	10	7	4
Hr Total	150	150	186	290	436	546	342	137	79	54	37	21

24 Hour Total : 3,265
 AM Peak Hour begins : 7:45 AM Peak Volume : 212 AM Peak Hour Factor : 0.90
 PM Peak Hour begins : 17:00 PM Peak Volume : 546 PM Peak Hour Factor : 0.96

AVERAGE **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	2	1	1	11	122	118	80	41	33
30	3	1	0	2	2	2	16	148	115	47	32	26
45	2	1	1	0	1	4	28	129	97	43	32	32
00	2	2	1	0	0	6	55	147	92	43	32	31
Hr Total	11	6	4	4	4	13	110	546	422	213	137	122

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	33	30	39	29	33	37	29	23	14	10	6
30	24	28	32	35	29	34	34	25	14	16	10	6
45	28	31	42	40	35	38	24	19	18	9	7	10
00	37	36	43	37	35	37	27	22	17	13	5	4
Hr Total	118	128	147	151	128	142	122	95	72	52	32	26

24 Hour Total : 2,805
 AM Peak Hour begins : 7:00 AM Peak Volume : 546 AM Peak Hour Factor : 0.92
 PM Peak Hour begins : 14:30 PM Peak Volume : 159 PM Peak Hour Factor : 0.92

AVERAGE **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	5	3	2	2	4	22	160	171	105	68	56
30	6	3	1	2	3	4	27	186	167	76	56	55
45	5	2	3	1	3	8	52	187	156	68	62	68
00	5	5	2	1	2	13	77	195	131	65	63	65
Hr Total	22	15	9	6	10	29	178	728	625	314	249	244

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	74	71	97	124	174	142	72	48	28	21	12
30	63	70	69	100	125	177	135	60	33	32	20	11
45	64	68	89	116	165	170	104	51	36	23	16	16
00	73	66	104	128	150	167	83	49	34	23	12	8
Hr Total	268	278	333	441	564	688	464	232	151	106	69	47

24 Hour Total : 6,070
 AM Peak Hour begins : 7:15 AM Peak Volume : 739 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 17:00 PM Peak Volume : 688 PM Peak Hour Factor : 0.97

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : Orange Grove Rd at 300 ft North of SR 580

VHB Project #: 62966

2-May-17 **Southbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	0	0	2	3	17	152	144	74	33	29
30	2	1	0	0	5	7	27	153	132	35	32	31
45	2	0	3	0	4	8	37	195	97	44	39	34
00	0	0	0	0	4	11	66	160	106	39	26	33
Hr Total	4	3	3	0	15	29	147	660	479	192	130	127

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	35	33	50	39	56	67	47	43	25	9	7
30	25	47	42	50	60	61	49	28	30	10	8	3
45	39	31	44	54	56	62	49	44	22	10	6	6
00	33	35	40	33	58	60	34	32	26	4	2	5
Hr Total	130	148	159	187	213	239	199	151	121	49	25	21

24 Hour Total : 3,431
 AM Peak Hour begins : 7:00 AM Peak Volume : 660 AM Peak Hour Factor : 0.85
 PM Peak Hour begins : 17:15 PM Peak Volume : 250 PM Peak Hour Factor : 0.93

2-May-17 **Northbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	5	1	0	1	2	6	22	28	33	24	22
30	4	1	0	0	1	4	7	21	35	32	26	34
45	2	0	3	1	1	6	20	30	49	24	27	29
00	2	0	2	0	3	2	25	31	45	24	27	23
Hr Total	10	6	6	1	6	14	58	104	157	113	104	108

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	22	26	37	54	88	75	46	25	13	15	10
30	36	33	42	47	61	85	80	30	17	15	13	10
45	29	29	29	38	70	90	91	36	23	15	13	7
00	37	25	35	61	73	97	54	28	20	11	13	5
Hr Total	141	109	132	183	258	360	300	140	85	54	54	32

24 Hour Total : 2,535
 AM Peak Hour begins : 8:15 AM Peak Volume : 162 AM Peak Hour Factor : 0.83
 PM Peak Hour begins : 17:00 PM Peak Volume : 360 PM Peak Hour Factor : 0.93

2-May-17 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	7	1	0	3	5	23	174	172	107	57	51
30	6	2	0	0	6	11	34	174	167	67	58	65
45	4	0	6	1	5	14	57	225	146	68	66	63
00	2	0	2	0	7	13	91	191	151	63	53	56
Hr Total	14	9	9	1	21	43	205	764	636	305	234	235

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	57	59	87	93	144	142	93	68	38	24	17
30	61	80	84	97	121	146	129	58	47	25	21	13
45	68	60	73	92	126	152	140	80	45	25	19	13
00	70	60	75	94	131	157	88	60	46	15	15	10
Hr Total	271	257	291	370	471	599	499	291	206	103	79	53

24 Hour Total : 5,966
 AM Peak Hour begins : 7:00 AM Peak Volume : 764 AM Peak Hour Factor : 0.85
 PM Peak Hour begins : 17:00 PM Peak Volume : 599 PM Peak Hour Factor : 0.95

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : Orange Grove Rd at 300 ft North of SR 580

VHB Project #: 62966

3-May-17 Southbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	2	0	2	5	12	142	135	66	34	36
30	1	2	0	0	1	7	31	167	142	45	40	32
45	2	1	1	2	4	6	47	169	99	43	22	28
00	2	0	1	2	3	12	86	145	77	40	38	38
Hr Total	6	4	4	4	10	30	176	623	453	194	134	134

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	40	27	48	37	80	72	28	24	15	12	4
30	46	43	35	68	53	65	47	34	26	15	9	6
45	49	29	47	52	63	76	47	34	32	8	4	2
00	53	29	54	53	50	66	42	43	23	9	7	1
Hr Total	189	141	163	221	203	287	208	139	105	47	32	13

24 Hour Total : 3,520
 AM Peak Hour begins : 7:00 AM Peak Volume : 623 AM Peak Hour Factor : 0.92
 PM Peak Hour begins : 17:00 PM Peak Volume : 287 PM Peak Hour Factor : 0.90

3-May-17 Northbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	4	2	2	0	2	4	30	22	33	26	21
30	6	0	0	2	1	2	9	23	32	24	24	24
45	2	0	4	2	0	2	20	28	56	29	21	38
00	3	1	2	1	3	8	20	35	52	30	32	30
Hr Total	13	5	8	7	4	14	53	116	162	116	103	113

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	29	25	46	56	74	100	44	22	22	10	9
30	36	29	41	33	54	66	78	30	29	21	8	7
45	27	41	25	50	55	73	70	26	24	17	9	12
00	33	36	40	38	64	84	45	21	34	16	7	4
Hr Total	134	135	131	167	229	297	293	121	109	76	34	32

24 Hour Total : 2,472
 AM Peak Hour begins : 8:15 AM Peak Volume : 173 AM Peak Hour Factor : 0.77
 PM Peak Hour begins : 17:30 PM Peak Volume : 335 PM Peak Hour Factor : 0.84

3-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	5	4	2	2	7	16	172	157	99	60	57
30	7	2	0	2	2	9	40	190	174	69	64	56
45	4	1	5	4	4	8	67	197	155	72	43	66
00	5	1	3	3	6	20	106	180	129	70	70	68
Hr Total	19	9	12	11	14	44	229	739	615	310	237	247

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	79	69	52	94	93	154	172	72	46	37	22	13
30	82	72	76	101	107	131	125	64	55	36	17	13
45	76	70	72	102	118	149	117	60	56	25	13	14
00	86	65	94	91	114	150	87	64	57	25	14	5
Hr Total	323	276	294	388	432	584	501	260	214	123	66	45

24 Hour Total : 5,992
 AM Peak Hour begins : 7:00 AM Peak Volume : 739 AM Peak Hour Factor : 0.94
 PM Peak Hour begins : 17:15 PM Peak Volume : 602 PM Peak Hour Factor : 0.88

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : Orange Grove Rd at 300 ft North of SR 580

VHB Project #: 62966

4-May-17 Southbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	1	2	8	18	147	140	65	39	30
30	3	0	0	1	1	7	32	157	114	42	41	32
45	4	0	1	3	8	9	46	173	93	40	25	35
00	1	2	0	1	2	10	78	144	74	45	24	35
Hr Total	10	2	1	6	13	34	174	621	421	192	129	132

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	48	38	61	54	75	78	38	29	5	9	5
30	43	33	52	51	56	73	49	27	26	12	14	5
45	29	36	50	41	60	68	51	22	30	12	8	3
00	34	48	57	37	60	61	27	24	20	9	12	2
Hr Total	139	165	197	190	230	277	205	111	105	38	43	15

24 Hour Total : 3,450
 AM Peak Hour begins : 7:00 AM Peak Volume : 621 AM Peak Hour Factor : 0.90
 PM Peak Hour begins : 17:15 PM Peak Volume : 280 PM Peak Hour Factor : 0.90

4-May-17 Northbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	0	0	0	1	3	35	33	34	26	31
30	4	0	1	1	1	5	8	25	34	26	31	28
45	5	1	1	0	0	3	13	42	40	44	29	28
00	4	3	0	0	2	6	18	25	36	24	32	39
Hr Total	13	6	2	1	3	15	42	127	143	128	118	126

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	33	36	37	70	67	74	38	18	17	13	8
30	44	37	43	48	61	78	64	32	19	15	12	11
45	34	31	35	56	44	87	61	30	24	19	15	11
00	35	35	33	64	63	71	60	23	17	12	14	6
Hr Total	150	136	147	205	238	303	259	123	78	63	54	36

24 Hour Total : 2,516
 AM Peak Hour begins : 8:15 AM Peak Volume : 144 AM Peak Hour Factor : 0.90
 PM Peak Hour begins : 17:15 PM Peak Volume : 310 PM Peak Hour Factor : 0.89

4-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	1	2	9	21	182	173	99	65	61
30	7	0	1	2	2	12	40	182	148	68	72	60
45	9	1	2	3	8	12	59	215	133	84	54	63
00	5	5	0	1	4	16	96	169	110	69	56	74
Hr Total	23	8	3	7	16	49	216	748	564	320	247	258

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	81	74	98	124	142	152	76	47	22	22	13
30	87	70	95	99	117	151	113	59	45	27	26	16
45	63	67	85	97	104	155	112	52	54	31	23	14
00	69	83	90	101	123	132	87	47	37	21	26	8
Hr Total	289	301	344	395	468	580	464	234	183	101	97	51

24 Hour Total : 5,966
 AM Peak Hour begins : 7:00 AM Peak Volume : 748 AM Peak Hour Factor : 0.87
 PM Peak Hour begins : 17:15 PM Peak Volume : 590 PM Peak Hour Factor : 0.95

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : Orange Grove Rd at 300 ft North of SR 580

VHB Project #: 62966

AVERAGE	Southbound Volume for Lane 1											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	0	2	5	16	147	140	68	35	32
30	2	1	0	0	2	7	30	159	129	41	38	32
45	3	0	2	2	5	8	43	179	96	42	29	32
00	1	1	0	1	3	11	77	150	86	41	29	35
Hr Total	7	3	3	3	12	31	166	635	451	192	131	131

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	41	33	53	43	70	72	38	32	15	10	5
30	38	41	43	56	56	66	48	30	27	12	10	5
45	39	32	47	49	60	69	49	33	28	10	6	4
00	40	37	50	41	56	62	34	33	23	7	7	3
Hr Total	153	151	173	199	215	267	203	134	110	44	33	17

24 Hour Total : 3,464
 AM Peak Hour begins : 7:00 AM Peak Volume : 635 AM Peak Hour Factor : 0.89
 PM Peak Hour begins : 17:15 PM Peak Volume : 269 PM Peak Hour Factor : 0.93

AVERAGE	Northbound Volume for Lane 2											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	4	1	1	0	2	4	29	28	33	25	25
30	5	0	0	1	1	4	8	23	34	27	27	29
45	3	0	3	1	0	4	18	33	48	32	26	32
00	3	1	1	0	3	5	21	30	44	26	30	31
Hr Total	12	5	5	3	4	15	51	115	154	118	108	117

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	28	29	40	60	76	83	43	22	17	13	9
30	39	33	42	43	59	76	74	31	22	17	11	9
45	30	34	30	48	56	83	74	31	24	17	12	10
00	35	32	36	54	67	84	53	24	24	13	11	5
Hr Total	142	127	137	185	242	319	284	129	92	64	47	33

24 Hour Total : 2,508
 AM Peak Hour begins : 8:15 AM Peak Volume : 159 AM Peak Hour Factor : 0.83
 PM Peak Hour begins : 17:15 PM Peak Volume : 326 PM Peak Hour Factor : 0.97

AVERAGE	Total Volume for All Lanes											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	5	2	1	2	7	20	176	168	101	60	57
30	7	1	0	1	3	11	38	182	163	68	65	61
45	6	0	5	3	5	12	61	212	144	74	55	64
00	4	2	1	1	6	16	98	180	130	67	59	66
Hr Total	19	8	8	6	16	46	217	750	605	310	239	248

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	69	62	93	103	146	155	81	54	32	23	14
30	77	74	85	99	115	142	122	61	49	29	21	14
45	69	66	77	97	116	152	123	64	52	27	18	14
00	75	69	86	95	123	146	87	57	47	20	18	8
Hr Total	295	278	310	384	457	586	487	263	202	108	80	50

24 Hour Total : 5,972
 AM Peak Hour begins : 7:00 AM Peak Volume : 750 AM Peak Hour Factor : 0.88
 PM Peak Hour begins : 17:15 PM Peak Volume : 595 PM Peak Hour Factor : 0.96

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Armenia Ave at 300 ft South of SR 580

VHB Project #: 62966

2-May-17 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	12	5	0	3	11	38	122	116	104	106	96
30	14	5	2	9	5	16	56	120	114	104	83	116
45	6	11	3	7	12	22	83	152	140	110	97	124
00	12	5	5	2	15	21	94	128	126	97	103	102
Hr Total	47	33	15	18	35	70	271	522	496	415	389	438

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	144	142	176	178	160	176	167	89	57	57	36
30	120	159	144	187	167	153	159	131	114	71	53	23
45	92	109	175	170	162	182	169	126	80	50	30	24
00	128	139	193	176	183	179	151	100	80	60	34	25
Hr Total	461	551	654	709	690	674	655	524	363	238	174	108

24 Hour Total : 8,550
 AM Peak Hour begins : 7:00 AM Peak Volume : 522 AM Peak Hour Factor : 0.86
 PM Peak Hour begins : 14:30 PM Peak Volume : 731 PM Peak Hour Factor : 0.95

2-May-17 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	9	8	4	6	14	29	191	197	165	105	100
30	7	12	7	3	4	13	62	219	194	136	142	93
45	17	5	13	4	8	18	100	215	166	135	124	109
00	10	3	5	3	15	29	108	212	168	135	108	105
Hr Total	48	29	33	14	33	74	299	837	725	571	479	407

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	116	112	124	133	135	128	127	105	92	86	54	25
30	99	124	118	140	129	150	134	113	103	66	38	28
45	131	116	178	129	139	137	132	87	82	50	31	23
00	116	134	143	146	141	130	127	93	69	60	33	10
Hr Total	462	486	563	548	544	545	520	398	346	262	156	86

24 Hour Total : 8,465
 AM Peak Hour begins : 7:15 AM Peak Volume : 843 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 14:30 PM Peak Volume : 594 PM Peak Hour Factor : 0.83

2-May-17 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	21	13	4	9	25	67	313	313	269	211	196
30	21	17	9	12	9	29	118	339	308	240	225	209
45	23	16	16	11	20	40	183	367	306	245	221	233
00	22	8	10	5	30	50	202	340	294	232	211	207
Hr Total	95	62	48	32	68	144	570	1,359	1,221	986	868	845

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	237	256	266	309	313	288	303	272	181	143	111	61
30	219	283	262	327	296	303	293	244	217	137	91	51
45	223	225	353	299	301	319	301	213	162	100	61	47
00	244	273	336	322	324	309	278	193	149	120	67	35
Hr Total	923	1,037	1,217	1,257	1,234	1,219	1,175	922	709	500	330	194

24 Hour Total : 17,015
 AM Peak Hour begins : 7:00 AM Peak Volume : 1,359 AM Peak Hour Factor : 0.93
 PM Peak Hour begins : 14:30 PM Peak Volume : 1,325 PM Peak Hour Factor : 0.94

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Armenia Ave at 300 ft South of SR 580

VHB Project #: 62966

3-May-17

Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	8	5	5	4	12	34	120	99	123	130	129
30	7	8	2	5	7	17	62	124	111	107	97	121
45	12	10	6	4	7	21	67	168	115	106	103	128
00	6	9	0	5	15	24	90	112	94	113	102	118
Hr Total	35	35	13	19	33	74	253	524	419	449	432	496

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	143	151	148	189	176	166	172	134	122	76	42	46
30	118	116	145	151	182	130	196	139	86	78	45	33
45	110	129	138	170	152	173	166	115	104	60	38	24
00	105	131	195	156	167	153	161	89	79	56	43	17
Hr Total	476	527	626	666	677	622	695	477	391	270	168	120

24 Hour Total : 8,497
 AM Peak Hour begins : 7:00 AM Peak Volume : 524 AM Peak Hour Factor : 0.78
 PM Peak Hour begins : 14:45 PM Peak Volume : 705 PM Peak Hour Factor : 0.90

3-May-17

Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	6	3	8	4	9	39	210	178	172	109	117
30	13	9	5	5	3	10	64	225	199	148	129	113
45	19	7	7	0	7	14	104	217	154	133	113	131
00	13	9	13	2	13	37	141	185	144	149	114	127
Hr Total	54	31	28	15	27	70	348	837	675	602	465	488

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	133	128	153	140	119	142	150	117	82	80	66	18
30	134	135	139	124	116	132	135	119	109	60	46	40
45	116	133	155	150	140	147	137	98	80	60	43	24
00	120	116	144	120	146	137	119	84	79	56	22	24
Hr Total	503	512	591	534	521	558	541	418	350	256	177	106

24 Hour Total : 8,707
 AM Peak Hour begins : 7:00 AM Peak Volume : 837 AM Peak Hour Factor : 0.93
 PM Peak Hour begins : 14:00 PM Peak Volume : 591 PM Peak Hour Factor : 0.95

3-May-17

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	14	8	13	8	21	73	330	277	295	239	246
30	20	17	7	10	10	27	126	349	310	255	226	234
45	31	17	13	4	14	35	171	385	269	239	216	259
00	19	18	13	7	28	61	231	297	238	262	216	245
Hr Total	89	66	41	34	60	144	601	1,361	1,094	1,051	897	984

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	276	279	301	329	295	308	322	251	204	156	108	64
30	252	251	284	275	298	262	331	258	195	138	91	73
45	226	262	293	320	292	320	303	213	184	120	81	48
00	225	247	339	276	313	290	280	173	158	112	65	41
Hr Total	979	1,039	1,217	1,200	1,198	1,180	1,236	895	741	526	345	226

24 Hour Total : 17,204
 AM Peak Hour begins : 7:00 AM Peak Volume : 1,361 AM Peak Hour Factor : 0.88
 PM Peak Hour begins : 14:45 PM Peak Volume : 1,263 PM Peak Hour Factor : 0.93

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Armenia Ave at 300 ft South of SR 580

VHB Project #: 62966

AVERAGE		Northbound Volume for Lane 1										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	10	5	3	4	11	34	121	112	118	114	111
30	13	6	4	7	6	16	60	129	110	107	88	121
45	8	10	4	5	9	21	75	147	126	107	100	124
00	10	8	3	4	14	26	92	119	117	105	110	110
Hr Total	45	34	16	19	33	74	261	516	465	437	412	466

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	128	144	148	180	176	173	173	140	108	73	50	38
30	119	139	142	167	172	152	175	124	100	70	47	26
45	109	120	161	172	167	175	169	116	95	59	39	23
00	119	133	181	175	168	169	151	95	78	61	39	22
Hr Total	475	536	632	694	683	669	668	475	381	263	175	109

24 Hour Total : 8,538
 AM Peak Hour begins : 7:00 AM Peak Volume : 516 AM Peak Hour Factor : 0.88
 PM Peak Hour begins : 14:45 PM Peak Volume : 700 PM Peak Hour Factor : 0.97

AVERAGE		Southbound Volume for Lane 2										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	6	5	5	5	12	39	198	187	166	112	113
30	11	10	6	5	4	11	64	220	190	140	132	100
45	16	7	10	2	8	17	96	216	157	129	110	124
00	11	7	9	3	12	35	136	199	154	133	114	110
Hr Total	51	30	30	15	29	75	335	833	688	568	468	447

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	124	123	126	150	133	134	139	111	88	82	52	25
30	117	128	135	141	129	137	133	110	104	65	45	30
45	117	125	160	147	137	143	130	91	86	53	39	27
00	122	127	148	138	138	137	121	89	72	58	31	18
Hr Total	480	503	569	576	537	551	523	401	350	258	167	100

24 Hour Total : 8,584
 AM Peak Hour begins : 7:00 AM Peak Volume : 833 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 14:30 PM Peak Volume : 599 PM Peak Hour Factor : 0.94

AVERAGE		Total Volume for All Lanes										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	16	10	8	9	23	73	319	299	284	226	224
30	24	16	10	12	10	27	124	349	300	247	220	221
45	24	17	14	7	17	38	171	363	283	236	210	248
00	21	15	12	7	26	61	228	318	271	238	224	220
Hr Total	96	64	46	34	62	149	596	1,349	1,153	1,005	880	913

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	252	267	274	330	309	307	312	251	196	155	102	63
30	236	267	277	308	301	289	308	234	204	135	92	56
45	226	245	321	319	304	318	299	207	181	112	78	50
00	241	260	329	313	306	306	272	184	150	119	70	40
Hr Total	955	1,039	1,201	1,270	1,220	1,220	1,191	876	731	521	342	209

24 Hour Total : 17,122
 AM Peak Hour begins : 7:00 AM Peak Volume : 1,349 AM Peak Hour Factor : 0.93
 PM Peak Hour begins : 14:30 PM Peak Volume : 1,288 PM Peak Hour Factor : 0.98

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017 Start Time 00:00
 Stop Date : May 19, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Armenia Ave at 500 ft North of SR 580 Busch Blvd

VHB Project #: 62966

16-May-17 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	6	5	8	9	48	119	126	109	92	56
30	8	6	1	7	7	14	62	90	111	105	88	75
45	8	3	3	12	9	19	108	104	130	90	74	81
00	8	4	1	5	9	34	108	100	114	96	68	80
Hr Total	30	17	11	29	33	76	326	413	481	400	322	292

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	83	95	92	110	97	137	93	76	53	46	24	19
30	87	95	92	101	106	109	100	69	51	43	29	9
45	77	96	124	96	111	120	102	66	51	57	18	10
00	84	83	85	106	125	126	73	65	57	26	19	7
Hr Total	331	369	393	413	439	492	368	276	212	172	90	45

24 Hour Total : 6,030
 AM Peak Hour begins : 8:00 AM Peak Volume : 481 AM Peak Hour Factor : 0.93
 PM Peak Hour begins : 17:00 PM Peak Volume : 492 PM Peak Hour Factor : 0.90

16-May-17 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	9	2	5	1	5	14	50	66	53	44	66
30	9	3	2	3	3	6	18	45	58	59	64	61
45	9	3	1	1	2	7	29	67	64	57	59	62
00	3	7	1	2	4	5	35	71	50	61	55	54
Hr Total	28	22	6	11	10	23	96	233	238	230	222	243

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	71	71	75	69	106	113	129	86	50	41	18	22
30	63	70	76	83	110	113	113	71	65	51	27	10
45	59	76	72	90	115	103	103	66	56	32	22	15
00	63	105	89	102	114	125	106	72	40	32	19	9
Hr Total	256	322	312	344	445	454	451	295	211	156	86	56

24 Hour Total : 4,750
 AM Peak Hour begins : 7:30 AM Peak Volume : 262 AM Peak Hour Factor : 0.92
 PM Peak Hour begins : 17:15 PM Peak Volume : 470 PM Peak Hour Factor : 0.91

16-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	13	8	10	9	14	62	169	192	162	136	122
30	17	9	3	10	10	20	80	135	169	164	152	136
45	17	6	4	13	11	26	137	171	194	147	133	143
00	11	11	2	7	13	39	143	171	164	157	123	134
Hr Total	58	39	17	40	43	99	422	646	719	630	544	535

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	154	166	167	179	203	250	222	162	103	87	42	41
30	150	165	168	184	216	222	213	140	116	94	56	19
45	136	172	196	186	226	223	205	132	107	89	40	25
00	147	188	174	208	239	251	179	137	97	58	38	16
Hr Total	587	691	705	757	884	946	819	571	423	328	176	101

24 Hour Total : 10,780
 AM Peak Hour begins : 7:45 AM Peak Volume : 726 AM Peak Hour Factor : 0.94
 PM Peak Hour begins : 17:00 PM Peak Volume : 946 PM Peak Hour Factor : 0.94

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017 Start Time : 00:00
Stop Date : May 19, 2017 Stop Time : 24:00
County : Hillsborough
Location : N Armenia Ave at 500 ft North of SR 580 Busch Blvd

VHB Project #: 62966

17-May-17

Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	6	4	5	5	9	54	124	129	108	83	88
30	12	12	8	3	6	12	74	99	110	96	97	68
45	7	14	2	8	9	21	104	97	123	96	68	76
00	3	6	2	6	16	36	107	84	114	72	79	97
Hr Total	36	38	16	22	36	78	339	404	476	372	327	329

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	86	68	84	115	92	122	111	60	62	42	32	21
30	84	71	76	90	129	128	120	60	63	43	24	21
45	90	67	111	100	116	106	71	59	50	47	21	15
00	79	74	106	107	111	117	82	57	55	26	19	10
Hr Total	339	280	377	412	448	473	384	236	230	158	96	67

24 Hour Total : 5,973
AM Peak Hour begins : 8:00
PM Peak Hour begins : 16:15

AM Peak Volume : 476 AM Peak Hour Factor : 0.92
PM Peak Volume : 478 PM Peak Hour Factor : 0.93

17-May-17

Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	2	3	0	2	3	12	51	48	47	66	60
30	13	3	5	3	0	7	23	71	47	53	51	50
45	1	4	6	3	2	8	25	67	51	61	50	80
00	7	3	2	3	1	10	40	49	46	59	63	59
Hr Total	33	12	16	9	5	28	100	238	192	220	230	249

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	67	78	88	128	113	113	74	50	56	33	25
30	64	70	71	93	91	125	116	68	62	55	24	9
45	74	67	85	106	103	128	107	51	54	37	27	14
00	62	83	85	110	91	126	90	68	48	31	21	12
Hr Total	274	287	319	397	413	492	426	261	214	179	105	60

24 Hour Total : 4,759
AM Peak Hour begins : 10:45
PM Peak Hour begins : 17:00

AM Peak Volume : 253 AM Peak Hour Factor : 0.79
PM Peak Volume : 492 PM Peak Hour Factor : 0.96

17-May-17

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	8	7	5	7	12	66	175	177	155	149	148
30	25	15	13	6	6	19	97	170	157	149	148	118
45	8	18	8	11	11	29	129	164	174	157	118	156
00	10	9	4	9	17	46	147	133	160	131	142	156
Hr Total	69	50	32	31	41	106	439	642	668	592	557	578

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	160	135	162	203	220	235	224	134	112	98	65	46
30	148	141	147	183	220	253	236	128	125	98	48	30
45	164	134	196	206	219	234	178	110	104	84	48	29
00	141	157	191	217	202	243	172	125	103	57	40	22
Hr Total	613	567	696	809	861	965	810	497	444	337	201	127

24 Hour Total : 10,732
AM Peak Hour begins : 8:00
PM Peak Hour begins : 17:00

AM Peak Volume : 668 AM Peak Hour Factor : 0.94
PM Peak Volume : 965 PM Peak Hour Factor : 0.95

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017 Start Time 00:00
 Stop Date : May 19, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Armenia Ave at 500 ft North of SR 580 Busch Blvd

VHB Project #: 62966

18-May-17 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	3	1	6	12	16	51	109	139	107	85	83
30	11	7	5	5	3	15	75	107	137	86	77	67
45	8	11	4	4	12	33	108	104	126	70	73	98
00	0	7	1	3	10	29	117	108	121	98	73	81
Hr Total	30	28	11	18	37	93	351	428	523	361	308	329

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	106	76	88	110	101	136	124	74	84	36	31	22
30	94	84	105	125	140	143	101	75	60	38	39	22
45	98	90	95	86	125	142	95	71	54	34	25	20
00	83	91	111	85	109	123	73	62	54	28	21	14
Hr Total	381	341	399	406	475	544	393	282	252	136	116	78

24 Hour Total : 6,320
 AM Peak Hour begins : 8:00 AM Peak Volume : 523 AM Peak Hour Factor : 0.94
 PM Peak Hour begins : 17:00 PM Peak Volume : 544 PM Peak Hour Factor : 0.95

18-May-17 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	6	4	7	1	3	12	46	51	56	55	65
30	9	6	4	2	1	12	21	60	56	50	74	57
45	8	4	4	0	2	8	25	60	51	60	54	61
00	9	1	2	1	5	10	41	64	52	46	66	65
Hr Total	43	17	14	10	9	33	99	230	210	212	249	248

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	78	74	85	119	116	109	91	60	43	31	15
30	52	72	76	90	110	117	124	87	50	41	39	20
45	57	67	77	93	102	117	107	71	54	43	21	17
00	69	79	91	86	113	122	84	41	50	45	28	16
Hr Total	238	296	318	354	444	472	424	290	214	172	119	68

24 Hour Total : 4,783
 AM Peak Hour begins : 10:15 AM Peak Volume : 259 AM Peak Hour Factor : 0.88
 PM Peak Hour begins : 17:00 PM Peak Volume : 472 PM Peak Hour Factor : 0.97

18-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	9	5	13	13	19	63	155	190	163	140	148
30	20	13	9	7	4	27	96	167	193	136	151	124
45	16	15	8	4	14	41	133	164	177	130	127	159
00	9	8	3	4	15	39	158	172	173	144	139	146
Hr Total	73	45	25	28	46	126	450	658	733	573	557	577

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	166	154	162	195	220	252	233	165	144	79	62	37
30	146	156	181	215	250	260	225	162	110	79	78	42
45	155	157	172	179	227	259	202	142	108	77	46	37
00	152	170	202	171	222	245	157	103	104	73	49	30
Hr Total	619	637	717	760	919	1,016	817	572	466	308	235	146

24 Hour Total : 11,103
 AM Peak Hour begins : 8:00 AM Peak Volume : 733 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 17:00 PM Peak Volume : 1,016 PM Peak Hour Factor : 0.98

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017 Start Time 00:00
 Stop Date : May 19, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Armenia Ave at 500 ft North of SR 580 Busch Blvd

VHB Project #: 62966

AVERAGE **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	4	4	5	8	11	51	117	131	108	87	76
30	10	8	5	5	5	14	70	99	119	96	87	70
45	8	9	3	8	10	24	107	102	126	85	72	85
00	4	6	1	5	12	33	111	97	116	89	73	86
Hr Total	32	27	13	23	35	82	339	415	492	378	319	317

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	92	80	88	112	97	132	109	70	66	41	29	21
30	88	83	91	105	125	127	107	68	58	41	31	17
45	88	84	110	94	117	123	89	65	52	46	21	15
00	82	83	101	99	115	122	76	61	55	27	20	10
Hr Total	350	330	390	410	454	504	381	264	231	155	101	63

24 Hour Total : 6,105
 AM Peak Hour begins : 8:00 AM Peak Volume : 492 AM Peak Hour Factor : 0.94
 PM Peak Hour begins : 17:00 PM Peak Volume : 504 PM Peak Hour Factor : 0.96

AVERAGE **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	6	3	4	1	4	13	49	55	52	55	64
30	10	4	4	3	1	8	21	59	54	54	63	56
45	6	4	4	1	2	8	26	65	55	59	54	68
00	6	4	2	2	3	8	39	61	49	55	61	59
Hr Total	34	18	13	10	7	28	99	234	213	220	233	247

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	72	76	81	118	114	117	84	53	47	27	21
30	60	71	74	89	104	118	118	75	59	49	30	13
45	63	70	78	96	107	116	106	63	55	37	23	15
00	65	89	88	99	106	124	93	60	46	36	23	12
Hr Total	256	302	316	365	435	472	434	282	213	169	103	61

24 Hour Total : 4,764
 AM Peak Hour begins : 10:45 AM Peak Volume : 249 AM Peak Hour Factor : 0.92
 PM Peak Hour begins : 17:15 PM Peak Volume : 475 PM Peak Hour Factor : 0.96

AVERAGE **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	10	7	9	9	15	64	166	186	160	142	140
30	20	12	9	8	6	22	91	158	173	150	150	126
45	14	13	7	9	12	32	133	167	181	144	126	153
00	10	10	3	7	15	41	150	158	165	144	134	145
Hr Total	66	45	26	33	42	110	438	649	705	598	552	564

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	160	152	164	193	215	246	226	154	119	88	56	42
30	148	154	165	194	229	245	225	143	117	90	61	30
45	151	154	188	190	224	239	195	128	107	83	44	30
00	147	172	189	198	221	246	169	121	101	63	43	22
Hr Total	606	632	706	775	889	976	815	546	444	324	204	124

24 Hour Total : 10,869
 AM Peak Hour begins : 8:00 AM Peak Volume : 705 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 17:00 PM Peak Volume : 976 PM Peak Hour Factor : 0.99

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017 Start Time 00:00
 Stop Date : May 19, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Boulevard at 300 ft South of SR 580 Busch Blvd

VHB Project #: 62966

16-May-17 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	5	2	1	0	2	19	132	158	99	63	46
30	11	3	2	2	3	4	34	169	149	60	60	34
45	2	4	3	1	1	9	67	172	130	61	60	53
00	4	2	4	2	4	7	102	178	125	61	25	52
Hr Total	20	14	11	6	8	22	222	651	562	281	208	185

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	57	57	58	96	73	78	65	49	34	27	20	12
30	45	37	55	73	86	94	62	51	53	30	15	10
45	49	62	89	76	81	65	56	46	51	23	19	5
00	48	60	90	60	67	90	62	58	43	23	18	5
Hr Total	199	216	292	305	307	327	245	204	181	103	72	32

24 Hour Total : 4,673
 AM Peak Hour begins : 7:15 AM Peak Volume : 677 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 14:30 PM Peak Volume : 348 PM Peak Hour Factor : 0.91

16-May-17 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	0	0	0	2	2	23	82	54	46	45	47
30	1	4	2	4	1	7	16	91	70	44	44	34
45	7	7	1	0	5	7	46	71	81	33	42	48
00	3	3	1	1	4	17	57	59	56	42	40	48
Hr Total	19	14	4	5	12	33	142	303	261	165	171	177

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	55	49	74	92	101	103	61	42	21	24	12
30	50	56	60	77	89	91	80	62	38	20	14	8
45	55	66	74	85	101	89	82	37	33	25	8	5
00	52	54	75	91	88	98	57	38	31	15	14	4
Hr Total	212	231	258	327	370	379	322	198	144	81	60	29

24 Hour Total : 3,917
 AM Peak Hour begins : 7:00 AM Peak Volume : 303 AM Peak Hour Factor : 0.83
 PM Peak Hour begins : 16:30 PM Peak Volume : 381 PM Peak Hour Factor : 0.94

16-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	5	2	1	2	4	42	214	212	145	108	93
30	12	7	4	6	4	11	50	260	219	104	104	68
45	9	11	4	1	6	16	113	243	211	94	102	101
00	7	5	5	3	8	24	159	237	181	103	65	100
Hr Total	39	28	15	11	20	55	364	954	823	446	379	362

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	112	112	107	170	165	179	168	110	76	48	44	24
30	95	93	115	150	175	185	142	113	91	50	29	18
45	104	128	163	161	182	154	138	83	84	48	27	10
00	100	114	165	151	155	188	119	96	74	38	32	9
Hr Total	411	447	550	632	677	706	567	402	325	184	132	61

24 Hour Total : 8,590
 AM Peak Hour begins : 7:00 AM Peak Volume : 954 AM Peak Hour Factor : 0.92
 PM Peak Hour begins : 17:00 PM Peak Volume : 706 PM Peak Hour Factor : 0.94

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017 Start Time 00:00
 Stop Date : May 19, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Boulevard at 300 ft South of SR 580 Busch Blvd

VHB Project #: 62966

17-May-17 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	7	10	1	4	4	24	152	171	82	49	39
30	5	22	15	0	0	7	31	173	148	72	41	46
45	7	24	3	2	3	8	66	171	135	54	56	61
00	5	26	2	2	3	13	103	186	123	42	38	45
Hr Total	24	79	30	5	10	32	224	682	577	250	184	191

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	58	66	115	71	96	78	49	34	31	33	14
30	45	50	59	54	80	82	63	48	39	21	13	21
45	53	61	81	67	87	92	72	57	38	24	17	13
00	61	45	73	66	85	69	52	41	44	23	7	7
Hr Total	218	214	279	302	323	339	265	195	155	99	70	55

24 Hour Total : 4,802
 AM Peak Hour begins : 7:15 AM Peak Volume : 701 AM Peak Hour Factor : 0.94
 PM Peak Hour begins : 16:45 PM Peak Volume : 355 PM Peak Hour Factor : 0.92

17-May-17 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	6	3	2	2	6	18	84	57	41	43	46
30	8	2	2	1	4	12	17	99	60	47	45	36
45	2	0	1	1	6	10	32	64	73	48	51	49
00	1	4	2	3	3	12	68	50	69	42	41	52
Hr Total	18	12	8	7	15	40	135	297	259	178	180	183

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	45	55	77	75	90	106	56	39	29	27	7
30	54	44	73	73	85	99	96	70	51	32	20	9
45	56	61	83	74	100	104	60	36	37	30	22	8
00	55	57	75	97	86	85	52	38	35	29	13	7
Hr Total	223	207	286	321	346	378	314	200	162	120	82	31

24 Hour Total : 4,002
 AM Peak Hour begins : 6:45 AM Peak Volume : 315 AM Peak Hour Factor : 0.80
 PM Peak Hour begins : 17:15 PM Peak Volume : 394 PM Peak Hour Factor : 0.93

17-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	13	13	3	6	10	42	236	228	123	92	85
30	13	24	17	1	4	19	48	272	208	119	86	82
45	9	24	4	3	9	18	98	235	208	102	107	110
00	6	30	4	5	6	25	171	236	192	84	79	97
Hr Total	42	91	38	12	25	72	359	979	836	428	364	374

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	117	103	121	192	146	186	184	105	73	60	60	21
30	99	94	132	127	165	181	159	118	90	53	33	30
45	109	122	164	141	187	196	132	93	75	54	39	21
00	116	102	148	163	171	154	104	79	79	52	20	14
Hr Total	441	421	565	623	669	717	579	395	317	219	152	86

24 Hour Total : 8,804
 AM Peak Hour begins : 7:00 AM Peak Volume : 979 AM Peak Hour Factor : 0.90
 PM Peak Hour begins : 16:45 PM Peak Volume : 734 PM Peak Hour Factor : 0.94

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017 Start Time 00:00
 Stop Date : May 19, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Boulevard at 300 ft South of SR 580 Busch Blvd

VHB Project #: 62966

18-May-17 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	4	5	2	3	1	19	128	148	93	50	53
30	3	3	4	2	1	6	32	157	147	65	38	54
45	9	3	2	0	6	10	88	174	125	63	50	43
00	7	4	3	0	3	11	112	195	129	56	41	48
Hr Total	29	14	14	4	13	28	251	654	549	277	179	198

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	58	58	100	78	90	82	60	49	39	24	18
30	50	56	63	73	84	92	59	52	43	38	29	15
45	46	60	97	83	89	82	68	57	49	30	18	15
00	51	38	72	70	84	84	52	58	48	29	19	14
Hr Total	196	212	290	326	335	348	261	227	189	136	90	62

24 Hour Total : 4,882
 AM Peak Hour begins : 7:15 AM Peak Volume : 674 AM Peak Hour Factor : 0.86
 PM Peak Hour begins : 16:30 PM Peak Volume : 355 PM Peak Hour Factor : 0.97

18-May-17 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	6	3	1	1	5	13	75	50	42	44	39
30	3	3	1	1	3	9	23	79	51	34	47	43
45	5	3	2	2	5	17	45	74	83	49	41	38
00	2	3	1	0	4	9	53	55	57	56	49	50
Hr Total	17	15	7	4	13	40	134	283	241	181	181	170

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	49	66	81	114	99	123	65	36	33	22	8
30	44	47	75	68	83	110	92	49	29	27	19	15
45	53	46	85	70	99	104	75	45	21	21	19	11
00	52	52	88	80	95	92	60	39	20	27	17	9
Hr Total	193	194	314	299	391	405	350	198	106	108	77	43

24 Hour Total : 3,964
 AM Peak Hour begins : 7:00 AM Peak Volume : 283 AM Peak Hour Factor : 0.90
 PM Peak Hour begins : 17:15 PM Peak Volume : 429 PM Peak Hour Factor : 0.87

18-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	10	8	3	4	6	32	203	198	135	94	92
30	6	6	5	3	4	15	55	236	198	99	85	97
45	14	6	4	2	11	27	133	248	208	112	91	81
00	9	7	4	0	7	20	165	250	186	112	90	98
Hr Total	46	29	21	8	26	68	385	937	790	458	360	368

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	93	107	124	181	192	189	205	125	85	72	46	26
30	94	103	138	141	167	202	151	101	72	65	48	30
45	99	106	182	153	188	186	143	102	70	51	37	26
00	103	90	160	150	179	176	112	97	68	56	36	23
Hr Total	389	406	604	625	726	753	611	425	295	244	167	105

24 Hour Total : 8,846
 AM Peak Hour begins : 7:00 AM Peak Volume : 937 AM Peak Hour Factor : 0.94
 PM Peak Hour begins : 17:15 PM Peak Volume : 769 PM Peak Hour Factor : 0.94

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017 Start Time 00:00
 Stop Date : May 19, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Boulevard at 300 ft South of SR 580 Busch Blvd

VHB Project #: 62966

AVERAGE **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	6	1	2	2	21	137	159	91	54	46
30	6	9	7	1	1	6	32	166	148	66	46	45
45	6	10	3	1	3	9	74	172	130	59	55	52
00	5	11	3	1	3	10	106	186	126	53	35	48
Hr Total	24	35	19	4	9	27	233	661	563	269	190	191

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	58	61	104	74	88	75	53	39	32	26	15
30	47	48	59	67	83	89	61	50	45	30	19	15
45	49	61	89	75	86	80	65	53	46	26	18	11
00	53	48	78	65	79	81	55	52	45	25	15	9
Hr Total	204	215	287	311	322	338	256	208	175	113	78	50

24 Hour Total : 4,782
 AM Peak Hour begins : 7:15 AM Peak Volume : 683 AM Peak Hour Factor : 0.92
 PM Peak Hour begins : 16:30 PM Peak Volume : 342 PM Peak Hour Factor : 0.96

AVERAGE **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	2	1	2	4	18	80	54	43	44	44
30	4	3	2	2	3	9	19	90	60	42	45	38
45	5	3	1	1	5	11	41	70	79	43	45	45
00	2	3	1	1	4	13	59	55	61	47	43	50
Hr Total	18	13	6	5	14	37	137	295	254	175	177	177

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	50	57	77	94	97	111	61	39	28	24	9
30	49	49	69	73	86	100	89	60	39	26	18	11
45	55	58	81	76	100	99	72	39	30	25	16	8
00	53	54	79	89	90	92	56	38	29	24	15	7
Hr Total	209	211	286	315	370	388	328	198	137	103	73	35

24 Hour Total : 3,961
 AM Peak Hour begins : 6:45 AM Peak Volume : 299 AM Peak Hour Factor : 0.83
 PM Peak Hour begins : 17:15 PM Peak Volume : 402 PM Peak Hour Factor : 0.91

AVERAGE **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	9	8	2	4	6	39	217	213	134	98	90
30	10	12	9	3	4	15	51	256	208	108	91	83
45	11	13	4	2	8	20	115	242	209	102	100	97
00	7	14	4	2	7	23	165	241	187	100	78	98
Hr Total	42	48	25	9	23	64	370	956	817	444	367	368

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	108	118	181	168	185	186	114	78	60	50	24
30	96	97	128	140	169	189	150	110	84	56	37	26
45	104	119	170	151	186	179	137	92	76	51	34	19
00	106	102	157	154	169	173	111	90	74	49	30	16
Hr Total	413	426	573	626	692	726	584	406	312	216	151	85

24 Hour Total : 8,743
 AM Peak Hour begins : 7:00 AM Peak Volume : 956 AM Peak Hour Factor : 0.93
 PM Peak Hour begins : 16:30 PM Peak Volume : 729 PM Peak Hour Factor : 0.96

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
Stop Date : May 5, 2017 Stop Time 24:00
County : Hillsborough
Location : N Boulevard at 300 ft North of SR 580

VHB Project #: 62966

2-May-17		Northbound Volume for Lane 1											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	7	1	2	1	0	4	17	134	47	56	47	33	
30	4	1	1	1	0	1	18	194	56	39	38	38	
45	7	3	2	4	4	8	37	79	58	40	44	46	
00	5	0	3	0	2	9	95	44	69	38	23	34	
Hr Total	23	5	8	6	6	22	167	451	230	173	152	151	

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	54	50	168	72	80	127	67	40	17	13	8
30	51	56	61	112	81	99	89	58	45	17	12	13
45	49	49	80	79	76	108	73	40	38	24	11	5
00	48	66	58	70	72	111	63	40	25	20	9	3
Hr Total	196	225	249	429	301	398	352	205	148	78	45	29

24 Hour Total : 4,049
AM Peak Hour begins : 6:45 AM Peak Volume : 502 AM Peak Hour Factor : 0.65
PM Peak Hour begins : 17:15 PM Peak Volume : 445 PM Peak Hour Factor : 0.88

2-May-17		Southbound Volume for Lane 2											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	1	1	2	2	4	37	146	177	80	39	43	
30	5	1	1	0	4	9	48	153	164	71	38	36	
45	2	4	2	2	6	13	88	128	113	59	52	46	
00	5	0	3	2	5	16	132	166	136	49	43	44	
Hr Total	12	6	7	6	17	42	305	593	590	259	172	169	

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	47	59	76	78	79	61	33	42	28	15	9
30	44	50	42	64	77	50	68	41	32	34	12	14
45	45	43	72	64	72	69	36	38	58	17	13	5
00	53	48	82	48	51	70	46	32	37	21	8	6
Hr Total	198	188	255	252	278	268	211	144	169	100	48	34

24 Hour Total : 4,323
AM Peak Hour begins : 7:30 AM Peak Volume : 635 AM Peak Hour Factor : 0.90
PM Peak Hour begins : 14:30 PM Peak Volume : 294 PM Peak Hour Factor : 0.90

2-May-17		Total Volume for All Lanes											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	7	2	3	3	2	8	54	280	224	136	86	76	
30	9	2	2	1	4	10	66	347	220	110	76	74	
45	9	7	4	6	10	21	125	207	171	99	96	92	
00	10	0	6	2	7	25	227	210	205	87	66	78	
Hr Total	35	11	15	12	23	64	472	1,044	820	432	324	320	

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	104	101	109	244	150	159	188	100	82	45	28	17
30	95	106	103	176	158	149	157	99	77	51	24	27
45	94	92	152	143	148	177	109	78	96	41	24	10
00	101	114	140	118	123	181	109	72	62	41	17	9
Hr Total	394	413	504	681	579	666	563	349	317	178	93	63

24 Hour Total : 8,372
AM Peak Hour begins : 6:45 AM Peak Volume : 1,061 AM Peak Hour Factor : 0.76
PM Peak Hour begins : 14:30 PM Peak Volume : 712 PM Peak Hour Factor : 0.73

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Boulevard at 300 ft North of SR 580

VHB Project #: 62966

3-May-17 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	1	2	2	2	23	131	55	49	44	46
30	3	1	4	1	0	6	17	197	53	36	52	66
45	8	2	1	1	2	6	41	79	60	44	26	80
00	3	2	1	0	5	11	94	46	63	41	42	40
Hr Total	18	8	7	4	9	25	175	453	231	170	164	232

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	39	56	141	81	106	103	54	35	24	11	7
30	61	46	57	86	86	96	101	67	42	26	12	15
45	53	56	83	69	78	107	91	35	40	19	4	6
00	45	46	72	88	85	120	73	33	27	15	9	2
Hr Total	192	187	268	384	330	429	368	189	144	84	36	30

24 Hour Total : 4,137
 AM Peak Hour begins : 6:45 AM Peak Volume : 501 AM Peak Hour Factor : 0.64
 PM Peak Hour begins : 17:30 PM Peak Volume : 431 PM Peak Hour Factor : 0.90

3-May-17 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	1	1	5	35	153	142	79	41	49
30	8	1	2	1	1	7	48	150	157	57	51	38
45	6	1	1	0	4	13	82	137	131	62	38	54
00	3	3	0	2	5	24	130	165	121	46	38	49
Hr Total	19	6	4	4	11	49	295	605	551	244	168	190

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	60	54	82	60	80	75	47	33	29	17	8
30	58	55	47	73	109	87	56	32	36	23	12	19
45	50	52	82	70	89	71	51	44	59	18	17	9
00	38	48	84	62	69	75	52	42	45	24	12	4
Hr Total	188	215	267	287	327	313	234	165	173	94	58	40

24 Hour Total : 4,507
 AM Peak Hour begins : 7:00 AM Peak Volume : 605 AM Peak Hour Factor : 0.92
 PM Peak Hour begins : 16:15 PM Peak Volume : 347 PM Peak Hour Factor : 0.80

3-May-17 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	2	3	3	7	58	284	197	128	85	95
30	11	2	6	2	1	13	65	347	210	93	103	104
45	14	3	2	1	6	19	123	216	191	106	64	134
00	6	5	1	2	10	35	224	211	184	87	80	89
Hr Total	37	14	11	8	20	74	470	1,058	782	414	332	422

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	99	110	223	141	186	178	101	68	53	28	15
30	119	101	104	159	195	183	157	99	78	49	24	34
45	103	108	165	139	167	178	142	79	99	37	21	15
00	83	94	156	150	154	195	125	75	72	39	21	6
Hr Total	380	402	535	671	657	742	602	354	317	178	94	70

24 Hour Total : 8,644
 AM Peak Hour begins : 6:45 AM Peak Volume : 1,071 AM Peak Hour Factor : 0.77
 PM Peak Hour begins : 17:00 PM Peak Volume : 742 PM Peak Hour Factor : 0.95

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Boulevard at 300 ft North of SR 580

VHB Project #: 62966

4-May-17 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	0	0	1	2	14	123	45	29	31	32
30	6	3	1	5	5	4	20	202	61	45	33	47
45	3	4	2	3	4	10	41	73	65	34	39	30
00	4	2	3	0	2	6	92	47	70	33	51	41
Hr Total	18	13	6	8	12	22	167	445	241	141	154	150

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	45	64	158	77	93	104	46	31	21	13	6
30	44	59	53	86	97	99	103	29	57	21	16	7
45	40	43	67	83	67	103	104	29	42	18	10	5
00	50	53	84	86	63	116	55	35	25	24	12	5
Hr Total	173	200	268	413	304	411	366	139	155	84	51	23

24 Hour Total : 3,964
 AM Peak Hour begins : 6:45 AM Peak Volume : 490 AM Peak Hour Factor : 0.61
 PM Peak Hour begins : 17:45 PM Peak Volume : 427 PM Peak Hour Factor : 0.92

4-May-17 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	1	4	2	1	39	164	147	84	42	44
30	2	0	2	2	2	10	50	153	134	73	47	44
45	3	2	2	0	4	16	89	135	118	61	52	51
00	2	1	2	3	5	23	110	167	113	47	40	50
Hr Total	11	4	7	9	13	50	288	619	512	265	181	189

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	57	49	106	71	76	68	49	47	18	15	16
30	38	49	56	65	86	62	77	41	39	21	15	7
45	42	39	80	83	75	75	54	35	52	24	15	9
00	51	46	89	41	71	93	45	35	42	23	9	10
Hr Total	179	191	274	295	303	306	244	160	180	86	54	42

24 Hour Total : 4,462
 AM Peak Hour begins : 7:00 AM Peak Volume : 619 AM Peak Hour Factor : 0.93
 PM Peak Hour begins : 14:45 PM Peak Volume : 343 PM Peak Hour Factor : 0.81

4-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	5	1	4	3	3	53	287	192	113	73	76
30	8	3	3	7	7	14	70	355	195	118	80	91
45	6	6	4	3	8	26	130	208	183	95	91	81
00	6	3	5	3	7	29	202	214	183	80	91	91
Hr Total	29	17	13	17	25	72	455	1,064	753	406	335	339

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	87	102	113	264	148	169	172	95	78	39	28	22
30	82	108	109	151	183	161	180	70	96	42	31	14
45	82	82	147	166	142	178	158	64	94	42	25	14
00	101	99	173	127	134	209	100	70	67	47	21	15
Hr Total	352	391	542	708	607	717	610	299	335	170	105	65

24 Hour Total : 8,426
 AM Peak Hour begins : 7:00 AM Peak Volume : 1,064 AM Peak Hour Factor : 0.75
 PM Peak Hour begins : 14:45 PM Peak Volume : 754 PM Peak Hour Factor : 0.71

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Boulevard at 300 ft North of SR 580

VHB Project #: 62966

AVERAGE Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	1	1	1	3	18	129	49	45	41	37
30	4	2	2	2	2	4	18	198	57	40	41	50
45	6	3	2	3	3	8	40	77	61	39	36	52
00	4	1	2	0	3	9	94	46	67	37	39	38
Hr Total	19	9	7	6	9	24	170	450	234	161	157	177

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	40	46	57	156	77	93	111	56	35	21	12	7
30	52	54	57	95	88	98	98	51	48	21	13	12
45	47	49	77	77	74	106	89	35	40	20	8	5
00	48	55	71	81	73	116	64	36	26	20	10	3
Hr Total	187	204	262	409	312	413	362	178	149	82	43	27

24 Hour Total : 4,051
 AM Peak Hour begins : 6:45 AM Peak Volume : 498 AM Peak Hour Factor : 0.63
 PM Peak Hour begins : 17:15 PM Peak Volume : 431 PM Peak Hour Factor : 0.93

AVERAGE Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	2	2	3	37	154	155	81	41	45
30	5	1	2	1	2	9	49	152	152	67	45	39
45	4	2	2	1	5	14	86	133	121	61	47	50
00	3	1	2	2	5	21	124	166	123	47	40	48
Hr Total	14	5	7	6	14	47	296	605	551	256	173	182

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	55	54	88	70	78	68	43	41	25	16	11
30	47	51	48	67	91	66	67	38	36	26	13	13
45	46	45	78	72	79	72	47	39	56	20	15	8
00	47	47	85	50	64	79	48	36	41	23	10	7
Hr Total	189	198	265	277	304	295	230	156	174	94	54	39

24 Hour Total : 4,431
 AM Peak Hour begins : 7:15 AM Peak Volume : 606 AM Peak Hour Factor : 0.91
 PM Peak Hour begins : 14:30 PM Peak Volume : 318 PM Peak Hour Factor : 0.90

AVERAGE Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	2	3	3	6	55	283	204	126	82	82
30	9	3	4	3	4	13	67	350	209	107	86	89
45	10	5	4	4	8	22	126	210	182	100	83	102
00	7	2	4	2	8	30	218	212	190	84	79	86
Hr Total	33	14	14	12	23	71	466	1,055	785	417	330	359

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	89	101	111	244	147	171	179	99	76	46	28	18
30	99	105	105	162	179	164	165	89	84	47	26	25
45	93	94	155	149	153	178	136	74	96	40	23	13
00	95	102	156	131	137	195	112	72	67	43	20	10
Hr Total	376	402	527	686	616	708	592	334	323	176	97	66

24 Hour Total : 8,482
 AM Peak Hour begins : 6:45 AM Peak Volume : 1,061 AM Peak Hour Factor : 0.76
 PM Peak Hour begins : 14:30 PM Peak Volume : 717 PM Peak Hour Factor : 0.74

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Florida Ave at 500 ft South of SR 580

VHB Project #: 62966

3-May-17 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	15	7	16	17	22	72	147	184	194	217	234
30	27	21	15	10	17	29	75	195	186	187	206	234
45	21	14	14	15	17	51	122	172	224	196	216	225
00	25	15	10	16	20	58	113	220	217	211	237	209
Hr Total	111	65	46	57	71	160	382	734	811	788	876	902

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	229	240	247	270	324	359	351	255	174	124	92	57
30	232	247	266	237	324	336	344	239	159	119	83	52
45	235	223	283	266	346	351	344	174	135	118	70	41
00	221	265	258	304	329	334	326	169	138	112	59	51
Hr Total	917	975	1,054	1,077	1,323	1,380	1,365	837	606	473	304	201

24 Hour Total : 15,515
 AM Peak Hour begins : 10:45 AM Peak Volume : 930 AM Peak Hour Factor : 0.98
 PM Peak Hour begins : 17:00 PM Peak Volume : 1,380 PM Peak Hour Factor : 0.96

3-May-17 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	19	11	14	8	21	113	394	376	282	227	275
30	20	16	12	9	19	36	193	422	406	214	230	236
45	19	8	10	17	13	56	252	426	388	238	213	233
00	24	18	8	6	25	75	369	403	319	244	253	206
Hr Total	95	61	41	46	65	188	927	1,645	1,489	978	923	950

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	186	213	205	217	226	241	243	162	158	112	76	43
30	240	252	247	230	270	214	255	152	145	101	65	38
45	248	213	234	217	261	253	205	157	126	89	47	36
00	227	222	255	237	252	274	194	146	127	81	56	28
Hr Total	901	900	941	901	1,009	982	897	617	556	383	244	145

24 Hour Total : 15,884
 AM Peak Hour begins : 7:00 AM Peak Volume : 1,645 AM Peak Hour Factor : 0.97
 PM Peak Hour begins : 17:30 PM Peak Volume : 1,025 PM Peak Hour Factor : 0.94

3-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	34	18	30	25	43	185	541	560	476	444	509
30	47	37	27	19	36	65	268	617	592	401	436	470
45	40	22	24	32	30	107	374	598	612	434	429	458
00	49	33	18	22	45	133	482	623	536	455	490	415
Hr Total	206	126	87	103	136	348	1,309	2,379	2,300	1,766	1,799	1,852

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	415	453	452	487	550	600	594	417	332	236	168	100
30	472	499	513	467	594	550	599	391	304	220	148	90
45	483	436	517	483	607	604	549	331	261	207	117	77
00	448	487	513	541	581	608	520	315	265	193	115	79
Hr Total	1,818	1,875	1,995	1,978	2,332	2,362	2,262	1,454	1,162	856	548	346

24 Hour Total : 31,399
 AM Peak Hour begins : 7:15 AM Peak Volume : 2,398 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 17:30 PM Peak Volume : 2,405 PM Peak Hour Factor : 0.99

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Florida Ave at 500 ft South of SR 580

VHB Project #: 62966

AVERAGE **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	17	10	15	11	20	73	156	192	204	202	206
30	29	21	13	14	16	27	80	193	185	190	199	223
45	22	18	16	14	15	43	117	185	212	203	198	227
00	26	13	12	10	22	56	123	215	204	210	227	215
Hr Total	113	69	51	53	64	146	393	749	793	807	826	871

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	229	235	252	257	340	362	342	237	173	130	97	59
30	238	237	249	260	316	348	360	218	167	120	82	55
45	240	243	246	292	331	344	331	184	136	102	68	48
00	235	249	254	305	319	358	292	166	140	108	70	42
Hr Total	942	964	1,001	1,114	1,306	1,412	1,325	805	616	460	317	204

24 Hour Total : 15,401
 AM Peak Hour begins : 10:45 AM Peak Volume : 883 AM Peak Hour Factor : 0.97
 PM Peak Hour begins : 17:00 PM Peak Volume : 1,412 PM Peak Hour Factor : 0.98

AVERAGE **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	17	13	11	10	24	120	384	386	278	216	226
30	27	17	14	12	13	36	177	408	385	232	227	226
45	27	13	10	14	19	56	250	423	369	239	200	214
00	18	12	11	8	25	77	357	414	331	228	233	219
Hr Total	104	59	48	45	67	193	904	1,629	1,471	977	876	885

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	212	242	222	225	261	251	238	180	149	111	77	43
30	244	245	233	265	258	236	238	165	141	105	67	43
45	230	216	234	234	265	257	200	155	136	85	56	36
00	239	236	248	233	250	252	196	149	125	87	59	31
Hr Total	925	939	937	957	1,034	996	872	649	551	388	259	153

24 Hour Total : 15,918
 AM Peak Hour begins : 7:15 AM Peak Volume : 1,631 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 16:00 PM Peak Volume : 1,034 PM Peak Hour Factor : 0.98

AVERAGE **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	68	34	23	26	21	44	193	540	578	482	418	432
30	56	38	27	26	29	63	257	601	570	422	426	449
45	49	31	26	28	34	99	367	608	581	442	398	441
00	44	25	23	18	47	133	480	629	535	438	460	434
Hr Total	217	128	99	98	131	339	1,297	2,378	2,264	1,784	1,702	1,756

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	441	477	474	482	601	613	580	417	322	241	174	102
30	482	482	482	525	574	584	598	383	308	225	149	98
45	470	459	480	526	596	601	531	339	272	187	124	84
00	474	485	502	538	569	610	488	315	265	195	129	73
Hr Total	1,867	1,903	1,938	2,071	2,340	2,408	2,197	1,454	1,167	848	576	357

24 Hour Total : 31,319
 AM Peak Hour begins : 7:15 AM Peak Volume : 2,416 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 17:00 PM Peak Volume : 2,408 PM Peak Hour Factor : 0.98

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Florida Ave at 500 ft North of SR 580

VHB Project #: 62966

2-May-17 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	15	7	17	2	15	49	137	148	190	181	173
30	34	14	6	6	8	17	64	159	169	172	178	192
45	16	12	8	6	7	17	81	165	173	196	161	190
00	17	12	5	2	17	33	94	178	185	192	182	177
Hr Total	90	53	26	31	34	82	288	639	675	750	702	732

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	168	171	204	223	292	331	317	199	145	91	67	45
30	213	246	231	247	273	321	307	176	122	85	57	39
45	200	191	193	280	295	297	270	163	124	64	55	32
00	210	248	233	270	317	326	235	124	113	79	67	30
Hr Total	791	856	861	1,020	1,177	1,275	1,129	662	504	319	246	146

24 Hour Total : 13,088
 AM Peak Hour begins : 9:00 AM Peak Volume : 750 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 17:00 PM Peak Volume : 1,275 PM Peak Hour Factor : 0.96

2-May-17 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	15	11	14	5	17	94	353	344	269	165	196
30	18	13	13	6	11	28	140	339	333	206	215	182
45	24	11	4	8	12	39	278	361	302	167	181	197
00	14	9	6	1	13	55	316	303	270	188	214	172
Hr Total	76	48	34	29	41	139	828	1,356	1,249	830	775	747

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	196	231	199	209	236	267	193	142	155	114	65	25
30	195	222	192	215	226	233	189	138	100	75	48	28
45	223	204	196	218	231	201	174	107	116	55	42	21
00	194	205	232	193	227	206	132	125	120	66	46	22
Hr Total	808	862	819	835	920	907	688	512	491	310	201	96

24 Hour Total : 13,601
 AM Peak Hour begins : 6:45 AM Peak Volume : 1,369 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 16:30 PM Peak Volume : 958 PM Peak Hour Factor : 0.90

2-May-17 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	30	18	31	7	32	143	490	492	459	346	369
30	52	27	19	12	19	45	204	498	502	378	393	374
45	40	23	12	14	19	56	359	526	475	363	342	387
00	31	21	11	3	30	88	410	481	455	380	396	349
Hr Total	166	101	60	60	75	221	1,116	1,995	1,924	1,580	1,477	1,479

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	364	402	403	432	528	598	510	341	300	205	132	70
30	408	468	423	462	499	554	496	314	222	160	105	67
45	423	395	389	498	526	498	444	270	240	119	97	53
00	404	453	465	463	544	532	367	249	233	145	113	52
Hr Total	1,599	1,718	1,680	1,855	2,097	2,182	1,817	1,174	995	629	447	242

24 Hour Total : 26,689
 AM Peak Hour begins : 7:30 AM Peak Volume : 2,001 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 16:30 PM Peak Volume : 2,222 PM Peak Hour Factor : 0.93

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Florida Ave at 500 ft North of SR 580

VHB Project #: 62966

4-May-17 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	14	11	11	5	11	55	147	162	182	156	165
30	17	14	6	6	12	16	59	144	171	187	184	217
45	18	22	12	4	3	19	85	141	164	188	179	202
00	19	6	13	7	13	22	97	171	205	213	206	211
Hr Total	78	56	42	28	33	68	296	603	702	770	725	795

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	228	220	206	226	306	313	290	195	103	99	69	66
30	232	217	234	287	288	294	294	200	113	76	63	47
45	235	215	219	260	292	281	263	169	107	68	48	38
00	239	234	237	265	277	301	225	137	94	65	62	36
Hr Total	934	886	896	1,038	1,163	1,189	1,072	701	417	308	242	187

24 Hour Total : 13,229
 AM Peak Hour begins : 11:00 AM Peak Volume : 795 AM Peak Hour Factor : 0.92
 PM Peak Hour begins : 17:00 PM Peak Volume : 1,189 PM Peak Hour Factor : 0.95

4-May-17 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	14	4	5	7	20	95	328	282	212	202	192
30	17	11	7	10	9	28	148	363	272	206	168	195
45	17	12	12	9	22	38	252	343	285	199	170	198
00	9	3	6	11	14	61	328	315	268	203	215	199
Hr Total	77	40	29	35	52	147	823	1,349	1,107	820	755	784

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	204	237	208	248	225	266	267	160	109	92	57	37
30	229	223	190	235	260	239	207	138	120	76	55	26
45	233	192	231	212	265	216	161	140	97	71	53	19
00	221	202	219	219	235	222	165	124	100	78	43	26
Hr Total	887	854	848	914	985	943	800	562	426	317	208	108

24 Hour Total : 13,870
 AM Peak Hour begins : 6:45 AM Peak Volume : 1,362 AM Peak Hour Factor : 0.94
 PM Peak Hour begins : 16:15 PM Peak Volume : 1,026 PM Peak Hour Factor : 0.96

4-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	58	28	15	16	12	31	150	475	444	394	358	357
30	34	25	13	16	21	44	207	507	443	393	352	412
45	35	34	24	13	25	57	337	484	449	387	349	400
00	28	9	19	18	27	83	425	486	473	416	421	410
Hr Total	155	96	71	63	85	215	1,119	1,952	1,809	1,590	1,480	1,579

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	432	457	414	474	531	579	557	355	212	191	126	103
30	461	440	424	522	548	533	501	338	233	152	118	73
45	468	407	450	472	557	497	424	309	204	139	101	57
00	460	436	456	484	512	523	390	261	194	143	105	62
Hr Total	1,821	1,740	1,744	1,952	2,148	2,132	1,872	1,263	843	625	450	295

24 Hour Total : 27,099
 AM Peak Hour begins : 7:00 AM Peak Volume : 1,952 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 16:15 PM Peak Volume : 2,196 PM Peak Hour Factor : 0.95

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Florida Ave at 500 ft North of SR 580

VHB Project #: 62966

AVERAGE **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	15	9	11	5	15	46	137	154	188	172	190
30	23	15	7	7	10	17	61	155	172	175	197	209
45	16	15	10	4	5	18	83	153	176	194	174	194
00	17	12	8	7	14	30	98	178	188	200	201	206
Hr Total	82	57	34	29	34	80	288	623	690	757	744	799

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	198	203	209	229	295	320	303	206	128	93	68	54
30	222	239	245	256	292	300	299	192	116	85	59	47
45	221	197	216	259	294	286	272	161	117	74	56	38
00	223	243	240	268	291	304	243	131	100	79	58	32
Hr Total	864	882	910	1,012	1,172	1,210	1,117	690	461	331	241	171

24 Hour Total : 13,278
 AM Peak Hour begins : 11:00 AM Peak Volume : 799 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 17:00 PM Peak Volume : 1,210 PM Peak Hour Factor : 0.95

AVERAGE **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	14	8	8	6	16	94	333	317	249	178	204
30	17	12	10	7	9	29	150	351	312	201	200	207
45	17	10	9	11	17	38	267	352	290	187	184	200
00	14	7	7	5	15	57	318	326	274	197	215	193
Hr Total	75	43	34	31	47	140	829	1,362	1,193	834	777	804

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	199	222	206	231	226	273	235	147	139	99	61	34
30	219	238	210	218	243	241	197	136	109	83	47	24
45	238	194	209	211	256	218	167	127	101	67	44	23
00	210	191	227	215	236	220	161	126	113	68	42	23
Hr Total	866	845	852	875	961	952	760	536	462	317	194	104

24 Hour Total : 13,893
 AM Peak Hour begins : 7:00 AM Peak Volume : 1,362 AM Peak Hour Factor : 0.97
 PM Peak Hour begins : 16:15 PM Peak Volume : 1,008 PM Peak Hour Factor : 0.92

AVERAGE **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	53	29	17	19	11	31	140	470	471	437	350	394
30	40	27	17	14	19	46	211	506	484	376	397	416
45	33	25	19	15	22	56	350	505	466	381	358	394
00	31	19	15	12	29	87	416	504	462	397	416	399
Hr Total	157	100	68	60	81	220	1,117	1,985	1,883	1,591	1,521	1,603

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	397	425	415	460	521	593	538	353	267	192	129	88
30	441	477	455	474	535	541	496	328	225	168	106	71
45	459	391	425	470	550	504	439	288	218	141	100	61
00	433	434	467	483	527	524	404	257	213	147	100	55
Hr Total	1,730	1,727	1,762	1,887	2,133	2,162	1,877	1,226	923	648	435	275

24 Hour Total : 27,171
 AM Peak Hour begins : 7:15 AM Peak Volume : 1,986 AM Peak Hour Factor : 0.98
 PM Peak Hour begins : 16:30 PM Peak Volume : 2,211 PM Peak Hour Factor : 0.93

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : I-275 SB On Ramp from SR 580 Busch Blvd

VHB Project #: 62966

4-May-17 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total : 0
 AM Peak Hour begins : 0:00 AM Peak Volume : 0 AM Peak Hour Factor : #DIV/0!
 PM Peak Hour begins : 12:00 PM Peak Volume : 0 PM Peak Hour Factor : #DIV/0!

4-May-17 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	24	20	22	29	55	168	224	165	184	172	194
30	40	36	19	28	50	71	227	224	190	162	179	163
45	35	29	16	23	49	132	199	228	181	207	199	187
00	38	30	27	31	48	114	182	199	150	156	172	169
Hr Total	144	119	82	104	176	372	776	875	686	709	722	713

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	196	178	220	186	177	233	236	183	156	105	95	58
30	164	165	216	169	150	262	204	153	112	88	89	55
45	213	225	219	163	181	213	211	164	118	98	104	47
00	169	184	198	145	244	196	150	117	123	106	87	42
Hr Total	742	752	853	663	752	904	801	617	509	397	375	202

24 Hour Total : 13,045
 AM Peak Hour begins : 7:00 AM Peak Volume : 875 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 16:45 PM Peak Volume : 952 PM Peak Hour Factor : 0.91

4-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	24	20	22	29	55	168	224	165	184	172	194
30	40	36	19	28	50	71	227	224	190	162	179	163
45	35	29	16	23	49	132	199	228	181	207	199	187
00	38	30	27	31	48	114	182	199	150	156	172	169
Hr Total	144	119	82	104	176	372	776	875	686	709	722	713

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	196	178	220	186	177	233	236	183	156	105	95	58
30	164	165	216	169	150	262	204	153	112	88	89	55
45	213	225	219	163	181	213	211	164	118	98	104	47
00	169	184	198	145	244	196	150	117	123	106	87	42
Hr Total	742	752	853	663	752	904	801	617	509	397	375	202

24 Hour Total : 13,045
 AM Peak Hour begins : 7:00 AM Peak Volume : 875 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 16:45 PM Peak Volume : 952 PM Peak Hour Factor : 0.91

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : I-275 SB On Ramp from SR 580 Busch Blvd

VHB Project #: 62966

AVERAGE **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total : 0
 AM Peak Hour begins : 0:00 AM Peak Volume : 0 AM Peak Hour Factor : #DIV/0!
 PM Peak Hour begins : 12:00 PM Peak Volume : 0 PM Peak Hour Factor : #DIV/0!

AVERAGE **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	30	15	20	28	52	169	230	190	178	176	187
30	37	27	20	32	42	84	208	229	188	169	168	165
45	33	23	17	29	51	120	201	232	185	198	200	198
00	31	22	18	27	48	119	185	205	154	175	165	167
Hr Total	136	102	70	108	169	375	763	896	717	720	709	717

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	190	181	194	213	203	231	214	181	150	113	92	54
30	164	172	199	197	202	244	194	160	123	109	67	56
45	207	216	218	192	217	196	201	154	120	93	90	50
00	170	173	190	183	228	204	158	120	112	101	79	43
Hr Total	731	742	801	785	850	875	767	615	505	416	328	203

24 Hour Total : 13,100
 AM Peak Hour begins : 7:00 AM Peak Volume : 896 AM Peak Hour Factor : 0.97
 PM Peak Hour begins : 16:30 PM Peak Volume : 920 PM Peak Hour Factor : 0.94

AVERAGE **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	30	15	20	28	52	169	230	190	178	176	187
30	37	27	20	32	42	84	208	229	188	169	168	165
45	33	23	17	29	51	120	201	232	185	198	200	198
00	31	22	18	27	48	119	185	205	154	175	165	167
Hr Total	136	102	70	108	169	375	763	896	717	720	709	717

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	190	181	194	213	203	231	214	181	150	113	92	54
30	164	172	199	197	202	244	194	160	123	109	67	56
45	207	216	218	192	217	196	201	154	120	93	90	50
00	170	173	190	183	228	204	158	120	112	101	79	43
Hr Total	731	742	801	785	850	875	767	615	505	416	328	203

24 Hour Total : 13,100
 AM Peak Hour begins : 7:00 AM Peak Volume : 896 AM Peak Hour Factor : 0.97
 PM Peak Hour begins : 16:30 PM Peak Volume : 920 PM Peak Hour Factor : 0.94

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017
Stop Date : May 5, 2017
County : Hillsborough
Location : I-275 SB Off Ramp to SR 580 Busch Blvd

Start Time : 00:00
Stop Time : 24:00

VHB Project #: 62966

2-May-17 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total : 0
AM Peak Hour begins : 0:00 AM Peak Volume : 0 AM Peak Hour Factor : #DIV/0!
PM Peak Hour begins : 12:00 PM Peak Volume : 0 PM Peak Hour Factor : #DIV/0!

2-May-17 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	21	8	18	14	31	78	72	73	224	139	137
30	26	12	10	12	10	34	87	56	96	150	128	139
45	24	17	14	16	26	61	69	50	108	120	130	126
00	18	16	12	13	19	72	72	70	155	135	145	147
Hr Total	105	66	44	59	69	198	306	248	432	629	542	549

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	129	122	150	139	143	125	115	124	99	95	56	49
30	134	131	147	134	136	143	112	102	78	100	53	43
45	124	182	143	167	133	158	126	98	91	76	40	22
00	117	152	150	149	129	123	122	104	78	64	54	37
Hr Total	504	587	590	589	541	549	475	428	346	335	203	151

24 Hour Total : 8,545
AM Peak Hour begins : 8:45 AM Peak Volume : 649 AM Peak Hour Factor : 0.72
PM Peak Hour begins : 13:30 PM Peak Volume : 631 PM Peak Hour Factor : 0.87

2-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	21	8	18	14	31	78	72	73	224	139	137
30	26	12	10	12	10	34	87	56	96	150	128	139
45	24	17	14	16	26	61	69	50	108	120	130	126
00	18	16	12	13	19	72	72	70	155	135	145	147
Hr Total	105	66	44	59	69	198	306	248	432	629	542	549

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	129	122	150	139	143	125	115	124	99	95	56	49
30	134	131	147	134	136	143	112	102	78	100	53	43
45	124	182	143	167	133	158	126	98	91	76	40	22
00	117	152	150	149	129	123	122	104	78	64	54	37
Hr Total	504	587	590	589	541	549	475	428	346	335	203	151

24 Hour Total : 8,545
AM Peak Hour begins : 8:45 AM Peak Volume : 649 AM Peak Hour Factor : 0.72
PM Peak Hour begins : 13:30 PM Peak Volume : 631 PM Peak Hour Factor : 0.87

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : I-275 SB Off Ramp to SR 580 Busch Blvd

VHB Project #: 62966

3-May-17 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total : 0
 AM Peak Hour begins : 0:00 AM Peak Volume : 0 AM Peak Hour Factor : #DIV/0!
 PM Peak Hour begins : 12:00 PM Peak Volume : 0 PM Peak Hour Factor : #DIV/0!

3-May-17 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	19	12	9	11	24	78	66	89	178	151	163
30	24	9	11	17	17	37	105	57	95	145	133	124
45	25	19	14	15	28	58	68	51	92	178	146	156
00	15	11	9	17	21	63	73	71	209	175	137	133
Hr Total	93	58	46	58	77	182	324	245	485	676	567	576

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	119	152	132	190	153	235	113	91	90	64	36
30	145	123	149	140	195	184	164	110	97	80	58	33
45	129	143	171	173	158	215	113	89	81	89	56	28
00	183	167	165	174	110	261	144	109	108	72	42	29
Hr Total	594	552	637	619	653	813	656	421	377	331	220	126

24 Hour Total : 9,386
 AM Peak Hour begins : 8:45 AM Peak Volume : 710 AM Peak Hour Factor : 0.85
 PM Peak Hour begins : 17:15 PM Peak Volume : 895 PM Peak Hour Factor : 0.86

3-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	19	12	9	11	24	78	66	89	178	151	163
30	24	9	11	17	17	37	105	57	95	145	133	124
45	25	19	14	15	28	58	68	51	92	178	146	156
00	15	11	9	17	21	63	73	71	209	175	137	133
Hr Total	93	58	46	58	77	182	324	245	485	676	567	576

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	119	152	132	190	153	235	113	91	90	64	36
30	145	123	149	140	195	184	164	110	97	80	58	33
45	129	143	171	173	158	215	113	89	81	89	56	28
00	183	167	165	174	110	261	144	109	108	72	42	29
Hr Total	594	552	637	619	653	813	656	421	377	331	220	126

24 Hour Total : 9,386
 AM Peak Hour begins : 8:45 AM Peak Volume : 710 AM Peak Hour Factor : 0.85
 PM Peak Hour begins : 17:15 PM Peak Volume : 895 PM Peak Hour Factor : 0.86

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : I-275 SB Off Ramp to SR 580 Busch Blvd

VHB Project #: 62966

4-May-17 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total : 0
 AM Peak Hour begins : 0:00 AM Peak Volume : 0 AM Peak Hour Factor : #DIV/0!
 PM Peak Hour begins : 12:00 PM Peak Volume : 0 PM Peak Hour Factor : #DIV/0!

4-May-17 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	16	21	7	17	23	91	71	135	251	177	160
30	24	16	5	16	14	34	92	93	141	207	168	129
45	27	17	11	15	11	45	83	91	132	146	134	161
00	23	18	9	20	30	74	71	134	160	161	120	165
Hr Total	113	67	46	58	72	176	337	389	568	765	599	615

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	125	110	148	199	308	143	136	98	82	73	63	47
30	126	157	156	309	263	132	160	116	109	91	73	50
45	150	155	160	294	289	216	135	104	102	62	62	36
00	174	157	164	318	138	137	145	118	77	79	53	34
Hr Total	575	579	628	1,120	998	628	576	436	370	305	251	167

24 Hour Total : 10,438
 AM Peak Hour begins : 9:00 AM Peak Volume : 765 AM Peak Hour Factor : 0.76
 PM Peak Hour begins : 15:15 PM Peak Volume : 1,229 PM Peak Hour Factor : 0.97

4-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	16	21	7	17	23	91	71	135	251	177	160
30	24	16	5	16	14	34	92	93	141	207	168	129
45	27	17	11	15	11	45	83	91	132	146	134	161
00	23	18	9	20	30	74	71	134	160	161	120	165
Hr Total	113	67	46	58	72	176	337	389	568	765	599	615

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	125	110	148	199	308	143	136	98	82	73	63	47
30	126	157	156	309	263	132	160	116	109	91	73	50
45	150	155	160	294	289	216	135	104	102	62	62	36
00	174	157	164	318	138	137	145	118	77	79	53	34
Hr Total	575	579	628	1,120	998	628	576	436	370	305	251	167

24 Hour Total : 10,438
 AM Peak Hour begins : 9:00 AM Peak Volume : 765 AM Peak Hour Factor : 0.76
 PM Peak Hour begins : 15:15 PM Peak Volume : 1,229 PM Peak Hour Factor : 0.97

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : I-275 SB Off Ramp to SR 580 Busch Blvd

VHB Project #: 62966

AVERAGE		Northbound Volume for Lane 1											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	0	0	0	0	0	0	
30	0	0	0	0	0	0	0	0	0	0	0	0	
45	0	0	0	0	0	0	0	0	0	0	0	0	
00	0	0	0	0	0	0	0	0	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total : 0
 AM Peak Hour begins : 0:00 AM Peak Volume : 0 AM Peak Hour Factor : #DIV/0!
 PM Peak Hour begins : 12:00 PM Peak Volume : 0 PM Peak Hour Factor : #DIV/0!

AVERAGE		Southbound Volume for Lane 2											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	35	19	14	11	14	26	82	70	99	218	156	153	
30	25	12	9	15	14	35	95	69	111	167	143	131	
45	25	18	13	15	22	55	73	64	111	148	137	148	
00	19	15	10	17	23	70	72	92	175	157	134	148	
Hr Total	104	64	46	58	73	186	322	295	496	690	570	580	

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	130	117	150	157	214	140	162	112	91	86	61	44
30	135	137	151	194	198	153	145	109	95	90	61	42
45	134	160	158	211	193	196	125	97	91	76	53	29
00	158	159	160	214	126	174	137	110	88	72	50	33
Hr Total	557	573	619	776	731	663	569	428	365	324	225	148

24 Hour Total : 9.462
 AM Peak Hour begins : 8:45 AM Peak Volume : 708 AM Peak Hour Factor : 0.81
 PM Peak Hour begins : 15:30 PM Peak Volume : 837 PM Peak Hour Factor : 0.98

AVERAGE		Total Volume for All Lanes											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	35	19	14	11	14	26	82	70	99	218	156	153	
30	25	12	9	15	14	35	95	69	111	167	143	131	
45	25	18	13	15	22	55	73	64	111	148	137	148	
00	19	15	10	17	23	70	72	92	175	157	134	148	
Hr Total	104	64	46	58	73	186	322	295	496	690	570	580	

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	130	117	150	157	214	140	162	112	91	86	61	44
30	135	137	151	194	198	153	145	109	95	90	61	42
45	134	160	158	211	193	196	125	97	91	76	53	29
00	158	159	160	214	126	174	137	110	88	72	50	33
Hr Total	557	573	619	776	731	663	569	428	365	324	225	148

24 Hour Total : 9.462
 AM Peak Hour begins : 8:45 AM Peak Volume : 708 AM Peak Hour Factor : 0.81
 PM Peak Hour begins : 15:30 PM Peak Volume : 837 PM Peak Hour Factor : 0.98

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017 Start Time 00:00
 Stop Date : May 19, 2017 Stop Time 24:00
 County : Hillsborough
 Location : I-275 NB Off Ramp to SR 580 Busch Blvd

VHB Project #: 62966

16-May-17 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	33	27	13	13	16	55	155	189	159	185	182
30	56	37	18	25	28	34	93	192	171	161	180	148
45	53	27	23	12	25	47	88	201	183	205	173	181
00	27	16	21	14	18	64	131	185	250	177	184	173
Hr Total	186	113	89	64	84	161	367	733	793	702	722	684

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	191	186	191	206	101	125	148	149	139	119	97	76
30	167	173	183	208	108	138	141	162	143	129	105	85
45	181	178	213	109	124	123	168	171	130	105	83	72
00	177	206	196	104	105	135	184	161	120	127	99	51
Hr Total	716	743	783	627	438	521	641	643	532	480	384	284

24 Hour Total : 11,490
 AM Peak Hour begins : 8:00 AM Peak Volume : 793 AM Peak Hour Factor : 0.79
 PM Peak Hour begins : 14:30 PM Peak Volume : 823 PM Peak Hour Factor : 0.97

16-May-17 Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total : 0
 AM Peak Hour begins : AM Peak Volume : 0 AM Peak Hour Factor :
 PM Peak Hour begins : PM Peak Volume : 0 PM Peak Hour Factor :

16-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	33	27	13	13	16	55	155	189	159	185	182
30	56	37	18	25	28	34	93	192	171	161	180	148
45	53	27	23	12	25	47	88	201	183	205	173	181
00	27	16	21	14	18	64	131	185	250	177	184	173
Hr Total	186	113	89	64	84	161	367	733	793	702	722	684

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	191	186	191	206	101	125	148	149	139	119	97	76
30	167	173	183	208	108	138	141	162	143	129	105	85
45	181	178	213	109	124	123	168	171	130	105	83	72
00	177	206	196	104	105	135	184	161	120	127	99	51
Hr Total	716	743	783	627	438	521	641	643	532	480	384	284

24 Hour Total : 11,490
 AM Peak Hour begins : 8:00 AM Peak Volume : 793 AM Peak Hour Factor : 0.79
 PM Peak Hour begins : 14:30 PM Peak Volume : 823 PM Peak Hour Factor : 0.97

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017 Start Time 00:00
Stop Date : May 19, 2017 Stop Time 24:00
County : Hillsborough
Location : I-275 NB Off Ramp to SR 580 Busch Blvd

VHB Project #: 62966

17-May-17 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	32	17	13	20	20	74	157	181	160	178	206
30	35	36	18	17	13	23	70	174	185	177	168	177
45	35	24	20	17	12	38	95	159	190	179	168	200
00	36	25	15	14	20	59	130	212	207	192	166	180
Hr Total	161	117	70	61	65	140	369	702	763	708	680	763

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	197	222	187	193	149	134	135	157	123	126	116	75
30	197	162	209	225	149	136	156	186	138	159	101	95
45	171	201	203	195	137	145	146	129	127	124	75	79
00	177	182	211	174	141	138	165	149	155	128	95	64
Hr Total	742	767	810	787	576	553	602	621	543	537	387	313

24 Hour Total : 11,837
AM Peak Hour begins : 7:45 AM Peak Volume : 768 AM Peak Hour Factor : 0.91
PM Peak Hour begins : 14:30 PM Peak Volume : 832 PM Peak Hour Factor : 0.92

17-May-17 Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total : 0
AM Peak Hour begins : AM Peak Volume : 0 AM Peak Hour Factor :
PM Peak Hour begins : PM Peak Volume : 0 PM Peak Hour Factor :

17-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	55	32	17	13	20	20	74	157	181	160	178	206
30	35	36	18	17	13	23	70	174	185	177	168	177
45	35	24	20	17	12	38	95	159	190	179	168	200
00	36	25	15	14	20	59	130	212	207	192	166	180
Hr Total	161	117	70	61	65	140	369	702	763	708	680	763

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	197	222	187	193	149	134	135	157	123	126	116	75
30	197	162	209	225	149	136	156	186	138	159	101	95
45	171	201	203	195	137	145	146	129	127	124	75	79
00	177	182	211	174	141	138	165	149	155	128	95	64
Hr Total	742	767	810	787	576	553	602	621	543	537	387	313

24 Hour Total : 11,837
AM Peak Hour begins : 7:45 AM Peak Volume : 768 AM Peak Hour Factor : 0.91
PM Peak Hour begins : 14:30 PM Peak Volume : 832 PM Peak Hour Factor : 0.92

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017 Start Time 00:00
 Stop Date : May 19, 2017 Stop Time 24:00
 County : Hillsborough
 Location : I-275 NB Off Ramp to SR 580 Busch Blvd

VHB Project #: 62966

AVERAGE		Northbound Volume for Lane 1											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	53	31	25	15	17	17	60	161	181	155	179	193	
30	50	35	20	19	21	33	88	172	176	162	174	179	
45	46	22	22	14	20	40	95	183	189	183	169	190	
00	35	23	18	14	21	59	131	201	227	181	170	166	
Hr Total	184	111	85	62	79	149	374	717	773	681	692	728	

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	192	198	191	204	143	137	141	158	126	123	109	78
30	189	178	183	211	138	136	148	170	141	145	107	81
45	172	187	204	168	136	135	163	147	129	131	89	76
00	182	192	213	147	125	141	171	156	144	132	99	60
Hr Total	735	755	791	730	542	549	623	631	540	531	404	295

24 Hour Total : 11,761
 AM Peak Hour begins : 8:00 AM Peak Volume : 773 AM Peak Hour Factor : 0.85
 PM Peak Hour begins : 14:30 PM Peak Volume : 832 PM Peak Hour Factor : 0.98

AVERAGE		Lane 2											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	0	0	0	0	0	0	
30	0	0	0	0	0	0	0	0	0	0	0	0	
45	0	0	0	0	0	0	0	0	0	0	0	0	
00	0	0	0	0	0	0	0	0	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total : 0
 AM Peak Hour begins : 0:00 AM Peak Volume : 0 AM Peak Hour Factor : #DIV/0!
 PM Peak Hour begins : 12:00 PM Peak Volume : 0 PM Peak Hour Factor : #DIV/0!

AVERAGE		Total Volume for All Lanes											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	53	31	25	15	17	17	60	161	181	155	179	193	
30	50	35	20	19	21	33	88	172	176	162	174	179	
45	46	22	22	14	20	40	95	183	189	183	169	190	
00	35	23	18	14	21	59	131	201	227	181	170	166	
Hr Total	184	111	85	62	79	149	374	717	773	681	692	728	

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	192	198	191	204	143	137	141	158	126	123	109	78
30	189	178	183	211	138	136	148	170	141	145	107	81
45	172	187	204	168	136	135	163	147	129	131	89	76
00	182	192	213	147	125	141	171	156	144	132	99	60
Hr Total	735	755	791	730	542	549	623	631	540	531	404	295

24 Hour Total : 11,761
 AM Peak Hour begins : 8:00 AM Peak Volume : 773 AM Peak Hour Factor : 0.85
 PM Peak Hour begins : 14:30 PM Peak Volume : 832 PM Peak Hour Factor : 0.98

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : I-275 NB On Ramp from SR 580 Busch Blvd

VHB Project #: 62966

2-May-17 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	18	7	7	13	17	58	67	102	91	77	82
30	27	11	11	11	9	34	76	85	114	117	103	93
45	12	16	7	16	18	35	94	102	118	92	85	98
00	27	15	7	5	24	47	92	94	105	121	99	97
Hr Total	91	60	32	39	64	133	320	348	439	421	364	370

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	93	106	102	135	184	208	192	122	98	85	68	42
30	110	116	123	125	186	222	179	125	87	90	72	51
45	102	112	102	152	188	218	147	100	92	94	50	25
00	103	118	135	163	178	177	145	98	88	73	46	37
Hr Total	408	452	462	575	736	825	663	445	365	342	236	155

24 Hour Total : 8,345
 AM Peak Hour begins : 8:00 AM Peak Volume : 439 AM Peak Hour Factor : 0.93
 PM Peak Hour begins : 16:45 PM Peak Volume : 826 PM Peak Hour Factor : 0.93

2-May-17 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total : 0
 AM Peak Hour begins : AM Peak Volume : 0 AM Peak Hour Factor :
 PM Peak Hour begins : PM Peak Volume : 0 PM Peak Hour Factor :

2-May-17 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	18	7	7	13	17	58	67	102	91	77	82
30	27	11	11	11	9	34	76	85	114	117	103	93
45	12	16	7	16	18	35	94	102	118	92	85	98
00	27	15	7	5	24	47	92	94	105	121	99	97
Hr Total	91	60	32	39	64	133	320	348	439	421	364	370

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	93	106	102	135	184	208	192	122	98	85	68	42
30	110	116	123	125	186	222	179	125	87	90	72	51
45	102	112	102	152	188	218	147	100	92	94	50	25
00	103	118	135	163	178	177	145	98	88	73	46	37
Hr Total	408	452	462	575	736	825	663	445	365	342	236	155

24 Hour Total : 8,345
 AM Peak Hour begins : 8:00 AM Peak Volume : 439 AM Peak Hour Factor : 0.93
 PM Peak Hour begins : 16:45 PM Peak Volume : 826 PM Peak Hour Factor : 0.93

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : I-275 NB On Ramp from SR 580 Busch Blvd

VHB Project #: 62966

3-May-17 **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	23	5	12	12	20	64	70	107	97	93	97
30	16	12	7	13	16	29	74	79	95	100	99	100
45	27	14	15	11	14	37	95	109	97	80	96	101
00	17	12	11	12	19	49	90	99	115	97	103	126
Hr Total	87	61	38	48	61	135	323	357	414	374	391	424

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	106	97	119	127	161	212	163	128	89	78	67	51
30	111	131	127	139	191	188	156	127	129	88	52	43
45	126	115	128	151	195	175	44	103	135	81	46	32
00	108	132	121	161	188	172	98	113	97	78	54	29
Hr Total	451	475	495	578	735	747	461	471	450	325	219	155

24 Hour Total : 8,275
 AM Peak Hour begins : 11:00 AM Peak Volume : 424 AM Peak Hour Factor : 0.84
 PM Peak Hour begins : 16:15 PM Peak Volume : 786 PM Peak Hour Factor : 0.93

3-May-17 **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total : 0
 AM Peak Hour begins : AM Peak Volume : 0 AM Peak Hour Factor :
 PM Peak Hour begins : PM Peak Volume : 0 PM Peak Hour Factor :

3-May-17 **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	23	5	12	12	20	64	70	107	97	93	97
30	16	12	7	13	16	29	74	79	95	100	99	100
45	27	14	15	11	14	37	95	109	97	80	96	101
00	17	12	11	12	19	49	90	99	115	97	103	126
Hr Total	87	61	38	48	61	135	323	357	414	374	391	424

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	106	97	119	127	161	212	163	128	89	78	67	51
30	111	131	127	139	191	188	156	127	129	88	52	43
45	126	115	128	151	195	175	44	103	135	81	46	32
00	108	132	121	161	188	172	98	113	97	78	54	29
Hr Total	451	475	495	578	735	747	461	471	450	325	219	155

24 Hour Total : 8,275
 AM Peak Hour begins : 11:00 AM Peak Volume : 424 AM Peak Hour Factor : 0.84
 PM Peak Hour begins : 16:15 PM Peak Volume : 786 PM Peak Hour Factor : 0.93

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : I-275 NB On Ramp from SR 580 Busch Blvd

VHB Project #: 62966

AVERAGE		Northbound Volume for Lane 1											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	28	23	9	10	13	21	62	76	110	100	89	88	
30	22	13	10	11	11	30	79	86	100	107	103	97	
45	21	15	12	13	19	36	90	101	104	89	89	105	
00	18	14	9	10	20	47	83	102	102	103	104	115	
Hr Total	89	65	40	44	63	134	314	365	416	399	385	405	

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	100	103	113	128	174	214	179	129	103	82	73	49
30	114	127	128	140	184	214	165	125	102	97	62	46
45	109	118	116	156	186	200	124	100	105	83	52	31
00	107	130	128	167	188	177	138	105	85	79	53	37
Hr Total	430	478	485	591	732	805	606	459	395	341	240	163

24 Hour Total : 8,444
 AM Peak Hour begins : 7:45 AM Peak Volume : 416 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 16:45 PM Peak Volume : 816 PM Peak Hour Factor : 0.95

AVERAGE		Southbound Volume for Lane 2											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	0	0	0	0	0	0	0	0	0	0	0	0	
30	0	0	0	0	0	0	0	0	0	0	0	0	
45	0	0	0	0	0	0	0	0	0	0	0	0	
00	0	0	0	0	0	0	0	0	0	0	0	0	
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0

24 Hour Total : 0
 AM Peak Hour begins : 0:00 AM Peak Volume : 0 AM Peak Hour Factor : #DIV/0!
 PM Peak Hour begins : 12:00 PM Peak Volume : 0 PM Peak Hour Factor : #DIV/0!

AVERAGE		Total Volume for All Lanes											
End Time	00	01	02	03	04	05	06	07	08	09	10	11	
15	28	23	9	10	13	21	62	76	110	100	89	88	
30	22	13	10	11	11	30	79	86	100	107	103	97	
45	21	15	12	13	19	36	90	101	104	89	89	105	
00	18	14	9	10	20	47	83	102	102	103	104	115	
Hr Total	89	65	40	44	63	134	314	365	416	399	385	405	

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	100	103	113	128	174	214	179	129	103	82	73	49
30	114	127	128	140	184	214	165	125	102	97	62	46
45	109	118	116	156	186	200	124	100	105	83	52	31
00	107	130	128	167	188	177	138	105	85	79	53	37
Hr Total	430	478	485	591	732	805	606	459	395	341	240	163

24 Hour Total : 8,444
 AM Peak Hour begins : 7:45 AM Peak Volume : 416 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 16:45 PM Peak Volume : 816 PM Peak Hour Factor : 0.95

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Nebraska Ave at 300 ft South of SR 580 Busch Blvd

VHB Project #: 62966

2-May-17 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	30	19	18	25	35	65	111	147	137	165	160
30	36	17	19	21	15	38	88	154	155	137	157	188
45	43	29	19	17	22	47	98	162	156	158	152	170
00	32	21	16	18	34	73	111	185	164	162	161	151
Hr Total	152	97	73	74	96	193	362	612	622	594	635	669

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	178	155	178	192	230	231	232	180	118	111	79	63
30	183	168	213	204	223	232	246	143	121	92	58	45
45	171	183	198	196	213	232	218	117	117	99	76	49
00	161	217	152	233	224	258	216	113	108	85	54	48
Hr Total	693	723	741	825	890	953	912	553	464	387	267	205

24 Hour Total : 11,792
 AM Peak Hour begins : 10:45 AM Peak Volume : 679 AM Peak Hour Factor : 0.90
 PM Peak Hour begins : 17:30 PM Peak Volume : 968 PM Peak Hour Factor : 0.94

2-May-17 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	18	12	16	11	26	80	315	302	210	140	126
30	35	23	19	15	14	31	122	299	286	159	146	151
45	26	19	19	16	24	53	182	298	275	136	139	166
00	27	18	19	20	28	58	244	313	263	146	178	170
Hr Total	117	78	69	67	77	168	628	1,225	1,126	651	603	613

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	190	152	159	189	161	167	145	113	115	92	61	33
30	170	146	167	192	192	220	164	118	86	74	42	55
45	167	165	151	175	199	170	132	91	89	81	41	43
00	163	168	165	174	181	196	130	132	91	56	43	31
Hr Total	690	631	642	730	733	753	571	454	381	303	187	162

24 Hour Total : 11,659
 AM Peak Hour begins : 7:00 AM Peak Volume : 1,225 AM Peak Hour Factor : 0.97
 PM Peak Hour begins : 16:30 PM Peak Volume : 767 PM Peak Hour Factor : 0.87

2-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	48	31	34	36	61	145	426	449	347	305	286
30	71	40	38	36	29	69	210	453	441	296	303	339
45	69	48	38	33	46	100	280	460	431	294	291	336
00	59	39	35	38	62	131	355	498	427	308	339	321
Hr Total	269	175	142	141	173	361	990	1,837	1,748	1,245	1,238	1,282

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	368	307	337	381	391	398	377	293	233	203	140	96
30	353	314	380	396	415	452	410	261	207	166	100	100
45	338	348	349	371	412	402	350	208	206	180	117	92
00	324	385	317	407	405	454	346	245	199	141	97	79
Hr Total	1,383	1,354	1,383	1,555	1,623	1,706	1,483	1,007	845	690	454	367

24 Hour Total : 23,451
 AM Peak Hour begins : 7:15 AM Peak Volume : 1,860 AM Peak Hour Factor : 0.93
 PM Peak Hour begins : 17:00 PM Peak Volume : 1,706 PM Peak Hour Factor : 0.94

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 2, 2017 Start Time 00:00
 Stop Date : May 5, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Nebraska Ave at 300 ft South of SR 580 Busch Blvd

VHB Project #: 62966

4-May-17

Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	37	22	20	15	37	69	123	144	134	136	169
30	43	26	21	19	18	29	82	162	159	154	175	167
45	31	23	24	24	16	37	116	193	122	159	159	170
00	46	23	18	22	27	51	117	163	141	166	152	173
Hr Total	159	109	85	85	76	154	384	641	566	613	622	679

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	179	172	166	170	202	226	209	220	113	114	87	67
30	166	174	176	204	211	224	212	177	109	94	80	55
45	158	181	175	223	203	209	212	130	118	95	67	67
00	169	184	162	226	225	244	207	137	111	81	69	63
Hr Total	672	711	679	823	841	903	840	664	451	384	303	252

24 Hour Total : 11,696
 AM Peak Hour begins : 11:00 AM Peak Volume : 679 AM Peak Hour Factor : 0.98
 PM Peak Hour begins : 17:00 PM Peak Volume : 903 PM Peak Hour Factor : 0.93

4-May-17

Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	21	15	21	14	20	68	293	292	210	142	162
30	24	14	20	9	12	28	136	299	270	181	163	178
45	28	18	11	16	28	57	183	313	244	162	148	145
00	25	35	24	10	33	61	253	282	208	147	174	158
Hr Total	120	88	70	56	87	166	640	1,187	1,014	700	627	643

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	159	155	152	179	202	214	197	139	98	94	70	50
30	191	171	148	229	225	207	159	127	81	61	55	41
45	181	139	153	215	217	189	153	102	102	84	55	44
00	179	179	156	230	184	203	144	111	94	53	47	41
Hr Total	710	644	609	853	828	813	653	479	375	292	227	176

24 Hour Total : 12,057
 AM Peak Hour begins : 7:00 AM Peak Volume : 1,187 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 15:15 PM Peak Volume : 876 PM Peak Hour Factor : 0.95

4-May-17

Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	82	58	37	41	29	57	137	416	436	344	278	331
30	67	40	41	28	30	57	218	461	429	335	338	345
45	59	41	35	40	44	94	299	506	366	321	307	315
00	71	58	42	32	60	112	370	445	349	313	326	331
Hr Total	279	197	155	141	163	320	1,024	1,828	1,580	1,313	1,249	1,322

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	338	327	318	349	404	440	406	359	211	208	157	117
30	357	345	324	433	436	431	371	304	190	155	135	96
45	339	320	328	438	420	398	365	232	220	179	122	111
00	348	363	318	456	409	447	351	248	205	134	116	104
Hr Total	1,382	1,355	1,288	1,676	1,669	1,716	1,493	1,143	826	676	530	428

24 Hour Total : 23,753
 AM Peak Hour begins : 7:15 AM Peak Volume : 1,848 AM Peak Hour Factor : 0.91
 PM Peak Hour begins : 15:30 PM Peak Volume : 1,734 PM Peak Hour Factor : 0.95

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017 Start Time 00:00
Stop Date : May 19, 2017 Stop Time 24:00
County : Hillsborough
Location : N Nebraska Ave at 300 ft North of SR 580 Busch Blvd

VHB Project #: 62966

16-May-17 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	37	26	13	12	33	55	109	129	108	128	120
30	36	34	26	21	14	27	61	126	98	158	153	163
45	48	33	24	14	19	35	78	140	160	130	139	131
00	23	19	23	20	31	38	69	141	129	163	167	179
Hr Total	158	123	99	68	76	133	263	516	516	559	587	593

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	144	124	171	148	201	210	212	130	111	83	75	54
30	209	179	154	197	208	213	202	137	133	98	86	62
45	144	151	172	188	220	248	205	135	132	86	77	50
00	179	174	184	212	234	241	132	105	92	74	75	56
Hr Total	676	628	681	745	863	912	751	507	468	341	313	222

24 Hour Total : 10,798
AM Peak Hour begins : 11:00 AM Peak Volume : 593 AM Peak Hour Factor : 0.83
PM Peak Hour begins : 17:15 PM Peak Volume : 914 PM Peak Hour Factor : 0.92

16-May-17 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	39	18	29	19	32	106	264	268	273	154	157
30	36	22	26	13	26	52	152	261	259	224	184	176
45	41	19	27	10	28	83	204	289	277	174	168	156
00	29	20	40	22	31	73	238	264	248	209	206	164
Hr Total	162	100	111	74	104	240	700	1,078	1,052	880	712	653

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	171	173	160	188	191	214	160	132	131	99	77	44
30	198	206	196	183	194	207	179	135	109	83	72	45
45	185	170	177	205	193	196	143	140	119	94	88	52
00	208	199	206	207	205	157	139	111	85	56	61	46
Hr Total	762	748	739	783	783	774	621	518	444	332	298	187

24 Hour Total : 12,855
AM Peak Hour begins : 7:15 AM Peak Volume : 1,082 AM Peak Hour Factor : 0.94
PM Peak Hour begins : 16:45 PM Peak Volume : 822 PM Peak Hour Factor : 0.96

16-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	107	76	44	42	31	65	161	373	397	381	282	277
30	72	56	52	34	40	79	213	387	357	382	337	339
45	89	52	51	24	47	118	282	429	437	304	307	287
00	52	39	63	42	62	111	307	405	377	372	373	343
Hr Total	320	223	210	142	180	373	963	1,594	1,568	1,439	1,299	1,246

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	315	297	331	336	392	424	372	262	242	182	152	98
30	407	385	350	380	402	420	381	272	242	181	158	107
45	329	321	349	393	413	444	348	275	251	180	165	102
00	387	373	390	419	439	398	271	216	177	130	136	102
Hr Total	1,438	1,376	1,420	1,528	1,646	1,686	1,372	1,025	912	673	611	409

24 Hour Total : 23,653
AM Peak Hour begins : 7:15 AM Peak Volume : 1,618 AM Peak Hour Factor : 0.94
PM Peak Hour begins : 16:45 PM Peak Volume : 1,727 PM Peak Hour Factor : 0.97

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017 Start Time 00:00
 Stop Date : May 19, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Nebraska Ave at 300 ft North of SR 580 Busch Blvd

VHB Project #: 62966

17-May-17												
Northbound Volume for Lane 1												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	37	27	24	22	29	56	114	134	94	130	153
30	53	34	20	21	13	31	68	103	132	134	138	169
45	40	27	24	14	16	33	85	139	119	122	156	143
00	34	30	22	19	35	40	98	123	142	142	171	167
Hr Total	161	128	93	78	86	133	307	479	527	492	595	632

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	157	150	149	162	214	240	239	168	115	122	78	73
30	173	182	188	200	208	226	211	139	114	101	78	56
45	147	141	159	176	191	212	214	117	146	101	74	71
00	196	182	171	197	184	236	183	137	108	109	76	55
Hr Total	673	655	667	735	797	914	847	561	483	433	306	255

24 Hour Total : 11,037
 AM Peak Hour begins : 10:30 AM Peak Volume : 649 AM Peak Hour Factor : 0.95
 PM Peak Hour begins : 17:00 PM Peak Volume : 914 PM Peak Hour Factor : 0.95

17-May-17												
Southbound Volume for Lane 2												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	28	18	33	13	34	93	253	239	218	161	181
30	37	27	26	42	33	39	145	235	232	199	149	160
45	37	33	25	28	38	71	209	245	243	158	147	168
00	26	31	18	29	35	92	224	242	238	156	175	178
Hr Total	139	119	87	132	119	236	671	975	952	731	632	687

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	195	197	189	216	203	206	189	147	139	109	94	55
30	175	195	207	193	185	184	187	117	118	87	101	40
45	160	177	185	150	217	208	143	119	119	93	67	47
00	190	185	172	197	216	166	144	98	83	80	66	42
Hr Total	720	754	753	756	821	764	663	481	459	369	328	184

24 Hour Total : 12,532
 AM Peak Hour begins : 7:00 AM Peak Volume : 975 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 16:15 PM Peak Volume : 824 PM Peak Hour Factor : 0.95

17-May-17												
Total Volume for All Lanes												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	73	65	45	57	35	63	149	367	373	312	291	334
30	90	61	46	63	46	70	213	338	364	333	287	329
45	77	60	49	42	54	104	294	384	362	280	303	311
00	60	61	40	48	70	132	322	365	380	298	346	345
Hr Total	300	247	180	210	205	369	978	1,454	1,479	1,223	1,227	1,319

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	352	347	338	378	417	446	428	315	254	231	172	128
30	348	377	395	393	393	410	398	256	232	188	179	96
45	307	318	344	326	408	420	357	236	265	194	141	118
00	386	367	343	394	400	402	327	235	191	189	142	97
Hr Total	1,393	1,409	1,420	1,491	1,618	1,678	1,510	1,042	942	802	634	439

24 Hour Total : 23,569
 AM Peak Hour begins : 7:30 AM Peak Volume : 1,486 AM Peak Hour Factor : 0.97
 PM Peak Hour begins : 17:00 PM Peak Volume : 1,678 PM Peak Hour Factor : 0.94

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017 Start Time 00:00
 Stop Date : May 19, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Nebraska Ave at 300 ft North of SR 580 Busch Blvd

VHB Project #: 62966

18-May-17 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	30	29	22	20	25	43	104	115	134	128	141
30	45	38	26	25	15	30	73	109	117	139	158	188
45	39	32	23	18	25	38	92	133	132	122	116	141
00	43	35	13	13	33	43	81	137	145	135	156	184
Hr Total	166	135	91	78	93	136	289	483	509	530	558	654

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	149	145	162	179	215	210	215	166	126	118	105	71
30	186	172	183	186	239	207	218	154	139	98	92	60
45	137	136	172	197	216	203	210	126	130	96	83	58
00	188	153	184	209	205	251	168	117	126	92	84	51
Hr Total	660	606	701	771	875	871	811	563	521	404	364	240

24 Hour Total : 11,109
 AM Peak Hour begins : 11:00 AM Peak Volume : 654 AM Peak Hour Factor : 0.87
 PM Peak Hour begins : 17:45 PM Peak Volume : 894 PM Peak Hour Factor : 0.89

18-May-17 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	29	19	25	21	45	106	246	226	208	144	151
30	31	31	30	20	17	45	154	241	225	168	156	182
45	33	31	30	19	33	63	205	233	225	157	159	150
00	28	25	41	14	29	76	214	229	227	142	192	166
Hr Total	142	116	120	78	100	229	679	949	903	675	651	649

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	160	173	174	192	188	223	208	143	104	102	95	62
30	170	175	173	188	192	219	159	118	111	102	78	72
45	151	174	165	174	175	192	161	131	128	102	75	66
00	188	179	212	182	175	182	171	123	118	75	73	46
Hr Total	669	701	724	736	730	816	699	515	461	381	321	246

24 Hour Total : 12,290
 AM Peak Hour begins : 7:00 AM Peak Volume : 949 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 17:00 PM Peak Volume : 816 PM Peak Hour Factor : 0.92

18-May-17 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	89	59	48	47	41	70	149	350	341	342	272	292
30	76	69	56	45	32	75	227	350	342	307	314	370
45	72	63	53	37	58	101	297	366	357	279	275	291
00	71	60	54	27	62	119	295	366	372	277	348	350
Hr Total	308	251	211	156	193	365	968	1,432	1,412	1,205	1,209	1,303

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	309	318	336	371	403	433	423	309	230	220	200	133
30	356	347	356	374	431	426	377	272	250	200	170	132
45	288	310	337	371	391	395	371	257	258	198	158	124
00	376	332	396	391	380	433	339	240	244	167	157	97
Hr Total	1,329	1,307	1,425	1,507	1,605	1,687	1,510	1,078	982	785	685	486

24 Hour Total : 23,399
 AM Peak Hour begins : 7:00 AM Peak Volume : 1,432 AM Peak Hour Factor : 0.98
 PM Peak Hour begins : 17:00 PM Peak Volume : 1,687 PM Peak Hour Factor : 0.97

Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

Start Date : May 16, 2017 Start Time 00:00
 Stop Date : May 19, 2017 Stop Time 24:00
 County : Hillsborough
 Location : N Nebraska Ave at 300 ft North of SR 580 Busch Blvd

VHB Project #: 62966

AVERAGE **Northbound Volume for Lane 1**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	35	27	20	18	29	51	109	126	112	129	138
30	45	35	24	22	14	29	67	113	116	144	150	173
45	42	31	24	15	20	35	85	137	137	125	137	138
00	33	28	19	17	33	40	83	134	139	147	165	177
Hr Total	161	129	94	74	85	133	286	493	518	528	581	626

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	150	140	161	163	210	220	222	155	117	108	86	66
30	189	178	175	194	218	215	210	143	129	99	85	59
45	143	143	168	187	209	221	210	126	136	94	78	60
00	188	170	180	206	208	243	161	120	109	92	78	54
Hr Total	670	631	684	750	845	899	803	544	491	393	327	239

24 Hour Total : 10,984
 AM Peak Hour begins : 11:00 AM Peak Volume : 626 AM Peak Hour Factor : 0.88
 PM Peak Hour begins : 17:15 PM Peak Volume : 901 PM Peak Hour Factor : 0.93

AVERAGE **Southbound Volume for Lane 2**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	48	32	18	29	18	37	102	254	244	233	153	163
30	35	27	27	25	25	45	150	246	239	197	163	173
45	37	28	27	19	33	72	206	256	248	163	158	158
00	28	25	33	22	32	80	225	245	238	169	191	169
Hr Total	148	112	105	95	108	234	683	1,001	969	762	665	663

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	175	181	174	199	194	214	186	141	125	103	89	54
30	181	192	192	188	190	203	175	123	113	91	84	52
45	165	174	176	176	195	199	149	130	122	96	77	55
00	195	188	197	195	199	168	151	111	95	70	67	45
Hr Total	716	735	739	758	778	784	661	505	455	360	317	206

24 Hour Total : 12,559
 AM Peak Hour begins : 7:00 AM Peak Volume : 1,001 AM Peak Hour Factor : 0.98
 PM Peak Hour begins : 16:45 PM Peak Volume : 815 PM Peak Hour Factor : 0.95

AVERAGE **Total Volume for All Lanes**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	89	67	45	49	36	66	153	363	370	345	282	301
30	80	62	51	47	39	74	217	359	355	341	313	346
45	79	59	51	34	53	107	291	393	385	288	295	296
00	61	53	52	39	65	120	308	379	377	316	356	346
Hr Total	309	241	199	169	193	367	969	1,494	1,487	1,290	1,246	1,289

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	325	321	335	362	404	434	408	296	242	211	175	120
30	370	370	367	382	408	418	385	266	242	190	169	111
45	308	317	344	363	404	420	359	256	258	190	155	115
00	383	358	377	401	407	411	312	231	204	162	145	99
Hr Total	1,386	1,366	1,423	1,508	1,623	1,683	1,464	1,049	946	753	644	445

24 Hour Total : 23,543
 AM Peak Hour begins : 7:15 AM Peak Volume : 1,501 AM Peak Hour Factor : 0.96
 PM Peak Hour begins : 17:00 PM Peak Volume : 1,683 PM Peak Hour Factor : 0.97

Appendix B

2017 FTI Factors

2016 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1000 HILLSBOROUGH COUNTYWIDE

MOCF: 0.97
 PSCF

WEEK	DATES	SF	PSCF
1	01/01/2016 - 01/02/2016	1.01	1.04
2	01/03/2016 - 01/09/2016	1.03	1.06
3	01/10/2016 - 01/16/2016	1.06	1.09
4	01/17/2016 - 01/23/2016	1.04	1.07
5	01/24/2016 - 01/30/2016	1.02	1.05
6	01/31/2016 - 02/06/2016	1.00	1.03
* 7	02/07/2016 - 02/13/2016	0.99	1.02
* 8	02/14/2016 - 02/20/2016	0.97	1.00
* 9	02/21/2016 - 02/27/2016	0.97	1.00
*10	02/28/2016 - 03/05/2016	0.96	0.99
*11	03/06/2016 - 03/12/2016	0.96	0.99
*12	03/13/2016 - 03/19/2016	0.96	0.99
*13	03/20/2016 - 03/26/2016	0.96	0.99
*14	03/27/2016 - 04/02/2016	0.97	1.00
*15	04/03/2016 - 04/09/2016	0.98	1.01
*16	04/10/2016 - 04/16/2016	0.98	1.01
*17	04/17/2016 - 04/23/2016	0.99	1.02
*18	04/24/2016 - 04/30/2016	0.99	1.02
*19	05/01/2016 - 05/07/2016	0.99	1.02
20	05/08/2016 - 05/14/2016	1.00	1.03
21	05/15/2016 - 05/21/2016	1.00	1.03
22	05/22/2016 - 05/28/2016	1.01	1.04
23	05/29/2016 - 06/04/2016	1.02	1.05
24	06/05/2016 - 06/11/2016	1.03	1.06
25	06/12/2016 - 06/18/2016	1.03	1.06
26	06/19/2016 - 06/25/2016	1.04	1.07
27	06/26/2016 - 07/02/2016	1.05	1.08
28	07/03/2016 - 07/09/2016	1.05	1.08
29	07/10/2016 - 07/16/2016	1.06	1.09
30	07/17/2016 - 07/23/2016	1.05	1.08
31	07/24/2016 - 07/30/2016	1.04	1.07
32	07/31/2016 - 08/06/2016	1.04	1.07
33	08/07/2016 - 08/13/2016	1.03	1.06
34	08/14/2016 - 08/20/2016	1.02	1.05
35	08/21/2016 - 08/27/2016	1.02	1.05
36	08/28/2016 - 09/03/2016	1.02	1.05
37	09/04/2016 - 09/10/2016	1.02	1.05
38	09/11/2016 - 09/17/2016	1.02	1.05
39	09/18/2016 - 09/24/2016	1.01	1.04
40	09/25/2016 - 10/01/2016	1.00	1.03
41	10/02/2016 - 10/08/2016	0.99	1.02
42	10/09/2016 - 10/15/2016	0.97	1.00
43	10/16/2016 - 10/22/2016	0.98	1.01
44	10/23/2016 - 10/29/2016	0.98	1.01
45	10/30/2016 - 11/05/2016	0.99	1.02
46	11/06/2016 - 11/12/2016	0.99	1.02
47	11/13/2016 - 11/19/2016	0.99	1.02
48	11/20/2016 - 11/26/2016	1.00	1.03
49	11/27/2016 - 12/03/2016	1.00	1.03
50	12/04/2016 - 12/10/2016	1.00	1.03
51	12/11/2016 - 12/17/2016	1.01	1.04
52	12/18/2016 - 12/24/2016	1.03	1.06
53	12/25/2016 - 12/31/2016	1.06	1.09

* PEAK SEASON

21-FEB-2017 10:54:35

830UPD

7_1000_PKSEASON.TXT

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	SR589, SR60	1046 - SR600	1047 SR580, PINELLAS-T'N'C	1048 SR580, T'N'C - SR600	1049 SR600, D MABRY - US41
1	01/01/2016 - 01/02/2016		1.00	0.99	0.98	0.98
2	01/03/2016 - 01/09/2016		1.00	0.99	0.98	0.98
3	01/10/2016 - 01/16/2016		1.00	0.99	0.98	0.98
4	01/17/2016 - 01/23/2016		1.00	0.99	0.98	0.98
5	01/24/2016 - 01/30/2016		1.00	0.99	0.98	0.98
6	01/31/2016 - 02/06/2016		1.00	0.99	0.98	0.98
7	02/07/2016 - 02/13/2016		1.00	0.99	0.98	0.98
8	02/14/2016 - 02/20/2016		1.00	0.99	0.98	0.98
9	02/21/2016 - 02/27/2016		1.00	0.99	0.98	0.98
10	02/28/2016 - 03/05/2016		1.00	0.99	0.98	0.98
11	03/06/2016 - 03/12/2016		1.00	0.99	0.98	0.98
12	03/13/2016 - 03/19/2016		1.00	0.99	0.98	0.98
13	03/20/2016 - 03/26/2016		1.00	0.99	0.98	0.98
14	03/27/2016 - 04/02/2016		1.00	0.99	0.98	0.98
15	04/03/2016 - 04/09/2016		1.00	0.99	0.98	0.98
16	04/10/2016 - 04/16/2016		1.00	0.99	0.98	0.98
17	04/17/2016 - 04/23/2016		1.00	0.99	0.98	0.98
18	04/24/2016 - 04/30/2016		1.00	0.99	0.98	0.98
19	05/01/2016 - 05/07/2016		1.00	0.99	0.98	0.98
20	05/08/2016 - 05/14/2016		1.00	0.99	0.98	0.98
21	05/15/2016 - 05/21/2016		1.00	0.99	0.98	0.98
22	05/22/2016 - 05/28/2016		1.00	0.99	0.98	0.98
23	05/29/2016 - 06/04/2016		1.00	0.99	0.98	0.98
24	06/05/2016 - 06/11/2016		1.00	0.99	0.98	0.98
25	06/12/2016 - 06/18/2016		1.00	0.99	0.98	0.98
26	06/19/2016 - 06/25/2016		1.00	0.99	0.98	0.98
27	06/26/2016 - 07/02/2016		1.00	0.99	0.98	0.98
28	07/03/2016 - 07/09/2016		1.00	0.99	0.98	0.98
29	07/10/2016 - 07/16/2016		1.00	0.99	0.98	0.98
30	07/17/2016 - 07/23/2016		1.00	0.99	0.98	0.98
31	07/24/2016 - 07/30/2016		1.00	0.99	0.98	0.98
32	07/31/2016 - 08/06/2016		1.00	0.99	0.98	0.98
33	08/07/2016 - 08/13/2016		1.00	0.99	0.98	0.98
34	08/14/2016 - 08/20/2016		1.00	0.99	0.98	0.98
35	08/21/2016 - 08/27/2016		1.00	0.99	0.98	0.98
36	08/28/2016 - 09/03/2016		1.00	0.99	0.98	0.98
37	09/04/2016 - 09/10/2016		1.00	0.99	0.98	0.98
38	09/11/2016 - 09/17/2016		1.00	0.99	0.98	0.98
39	09/18/2016 - 09/24/2016		1.00	0.99	0.98	0.98
40	09/25/2016 - 10/01/2016		1.00	0.99	0.98	0.98
41	10/02/2016 - 10/08/2016		1.00	0.99	0.98	0.98
42	10/09/2016 - 10/15/2016		1.00	0.99	0.98	0.98
43	10/16/2016 - 10/22/2016		1.00	0.99	0.98	0.98
44	10/23/2016 - 10/29/2016		1.00	0.99	0.98	0.98
45	10/30/2016 - 11/05/2016		1.00	0.99	0.98	0.98
46	11/06/2016 - 11/12/2016		1.00	0.99	0.98	0.98
47	11/13/2016 - 11/19/2016		1.00	0.99	0.98	0.98
48	11/20/2016 - 11/26/2016		1.00	0.99	0.98	0.98
49	11/27/2016 - 12/03/2016		1.00	0.99	0.98	0.98
50	12/04/2016 - 12/10/2016		1.00	0.99	0.98	0.98
51	12/11/2016 - 12/17/2016		1.00	0.99	0.98	0.98
52	12/18/2016 - 12/24/2016		1.00	0.99	0.98	0.98
53	12/25/2016 - 12/31/2016		1.00	0.99	0.98	0.98

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1075 SR580, SR600-SR583	1076 US301, HARNEY-PASCO	1077 SR585, I-4 - SR 600	1078 I-275, I-4 - SR 580
1	01/01/2016 - 01/02/2016	0.99	0.93	1.00	0.98
2	01/03/2016 - 01/09/2016	0.99	0.93	1.00	0.98
3	01/10/2016 - 01/16/2016	0.99	0.93	1.00	0.98
4	01/17/2016 - 01/23/2016	0.99	0.93	1.00	0.98
5	01/24/2016 - 01/30/2016	0.99	0.93	1.00	0.98
6	01/31/2016 - 02/06/2016	0.99	0.93	1.00	0.98
7	02/07/2016 - 02/13/2016	0.99	0.93	1.00	0.98
8	02/14/2016 - 02/20/2016	0.99	0.93	1.00	0.98
9	02/21/2016 - 02/27/2016	0.99	0.93	1.00	0.98
10	02/28/2016 - 03/05/2016	0.99	0.93	1.00	0.98
11	03/06/2016 - 03/12/2016	0.99	0.93	1.00	0.98
12	03/13/2016 - 03/19/2016	0.99	0.93	1.00	0.98
13	03/20/2016 - 03/26/2016	0.99	0.93	1.00	0.98
14	03/27/2016 - 04/02/2016	0.99	0.93	1.00	0.98
15	04/03/2016 - 04/09/2016	0.99	0.93	1.00	0.98
16	04/10/2016 - 04/16/2016	0.99	0.93	1.00	0.98
17	04/17/2016 - 04/23/2016	0.99	0.93	1.00	0.98
18	04/24/2016 - 04/30/2016	0.99	0.93	1.00	0.98
19	05/01/2016 - 05/07/2016	0.99	0.93	1.00	0.98
20	05/08/2016 - 05/14/2016	0.99	0.93	1.00	0.98
21	05/15/2016 - 05/21/2016	0.99	0.93	1.00	0.98
22	05/22/2016 - 05/28/2016	0.99	0.93	1.00	0.98
23	05/29/2016 - 06/04/2016	0.99	0.93	1.00	0.98
24	06/05/2016 - 06/11/2016	0.99	0.93	1.00	0.98
25	06/12/2016 - 06/18/2016	0.99	0.93	1.00	0.98
26	06/19/2016 - 06/25/2016	0.99	0.93	1.00	0.98
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28	07/03/2016 - 07/09/2016	0.99	0.93	1.00	0.98
29	07/10/2016 - 07/16/2016	0.99	0.93	1.00	0.98
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34	08/14/2016 - 08/20/2016	0.99	0.93	1.00	0.98
35	08/21/2016 - 08/27/2016	0.99	0.93	1.00	0.98
36	08/28/2016 - 09/03/2016	0.99	0.93	1.00	0.98
37	09/04/2016 - 09/10/2016	0.99	0.93	1.00	0.98
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51	12/11/2016 - 12/17/2016	0.99	0.93	1.00	0.98
52	12/18/2016 - 12/24/2016	0.99	0.93	1.00	0.98
53	12/25/2016 - 12/31/2016	0.99	0.93	1.00	0.98

2016 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	SR580, HILLS	1050 AV-BUSCH	1052 SR573, MCDILLAFB-US92	1053 CR39, SR600- SAM ALLE	1054 SR39, SAM ALLEN-PASCO
1	01/01/2016 - 01/02/2016		0.99	0.99	0.91	0.91
2	01/03/2016 - 01/09/2016		0.99	0.99	0.91	0.91
3	01/10/2016 - 01/16/2016		0.99	0.99	0.91	0.91
4	01/17/2016 - 01/23/2016		0.99	0.99	0.91	0.91
5	01/24/2016 - 01/30/2016		0.99	0.99	0.91	0.91
6	01/31/2016 - 02/06/2016		0.99	0.99	0.91	0.91
7	02/07/2016 - 02/13/2016		0.99	0.99	0.91	0.91
8	02/14/2016 - 02/20/2016		0.99	0.99	0.91	0.91
9	02/21/2016 - 02/27/2016		0.99	0.99	0.91	0.91
10	02/28/2016 - 03/05/2016		0.99	0.99	0.91	0.91
11	03/06/2016 - 03/12/2016		0.99	0.99	0.91	0.91
12	03/13/2016 - 03/19/2016		0.99	0.99	0.91	0.91
13	03/20/2016 - 03/26/2016		0.99	0.99	0.91	0.91
14	03/27/2016 - 04/02/2016		0.99	0.99	0.91	0.91
15	04/03/2016 - 04/09/2016		0.99	0.99	0.91	0.91
16	04/10/2016 - 04/16/2016		0.99	0.99	0.91	0.91
17	04/17/2016 - 04/23/2016		0.99	0.99	0.91	0.91
18	04/24/2016 - 04/30/2016		0.99	0.99	0.91	0.91
19	05/01/2016 - 05/07/2016		0.99	0.99	0.91	0.91
20	05/08/2016 - 05/14/2016		0.99	0.99	0.91	0.91
21	05/15/2016 - 05/21/2016		0.99	0.99	0.91	0.91
22	05/22/2016 - 05/28/2016		0.99	0.99	0.91	0.91
23	05/29/2016 - 06/04/2016		0.99	0.99	0.91	0.91
24	06/05/2016 - 06/11/2016		0.99	0.99	0.91	0.91
25	06/12/2016 - 06/18/2016		0.99	0.99	0.91	0.91
26	06/19/2016 - 06/25/2016		0.99	0.99	0.91	0.91
27	06/26/2016 - 07/02/2016		0.99	0.99	0.91	0.91
28	07/03/2016 - 07/09/2016		0.99	0.99	0.91	0.91
29	07/10/2016 - 07/16/2016		0.99	0.99	0.91	0.91
30	07/17/2016 - 07/23/2016		0.99	0.99	0.91	0.91
31	07/24/2016 - 07/30/2016		0.99	0.99	0.91	0.91
32	07/31/2016 - 08/06/2016		0.99	0.99	0.91	0.91
33	08/07/2016 - 08/13/2016		0.99	0.99	0.91	0.91
34	08/14/2016 - 08/20/2016		0.99	0.99	0.91	0.91
35	08/21/2016 - 08/27/2016		0.99	0.99	0.91	0.91
36	08/28/2016 - 09/03/2016		0.99	0.99	0.91	0.91
37	09/04/2016 - 09/10/2016		0.99	0.99	0.91	0.91
38	09/11/2016 - 09/17/2016		0.99	0.99	0.91	0.91
39	09/18/2016 - 09/24/2016		0.99	0.99	0.91	0.91
40	09/25/2016 - 10/01/2016		0.99	0.99	0.91	0.91
41	10/02/2016 - 10/08/2016		0.99	0.99	0.91	0.91
42	10/09/2016 - 10/15/2016		0.99	0.99	0.91	0.91
43	10/16/2016 - 10/22/2016		0.99	0.99	0.91	0.91
44	10/23/2016 - 10/29/2016		0.99	0.99	0.91	0.91
45	10/30/2016 - 11/05/2016		0.99	0.99	0.91	0.91
46	11/06/2016 - 11/12/2016		0.99	0.99	0.91	0.91
47	11/13/2016 - 11/19/2016		0.99	0.99	0.91	0.91
48	11/20/2016 - 11/26/2016		0.99	0.99	0.91	0.91
49	11/27/2016 - 12/03/2016		0.99	0.99	0.91	0.91
50	12/04/2016 - 12/10/2016		0.99	0.99	0.91	0.91
51	12/11/2016 - 12/17/2016		0.99	0.99	0.91	0.91
52	12/18/2016 - 12/24/2016		0.99	0.99	0.91	0.91
53	12/25/2016 - 12/31/2016		0.99	0.99	0.91	0.91

Appendix C

2017 Raw TMC

Roadway Count Summary

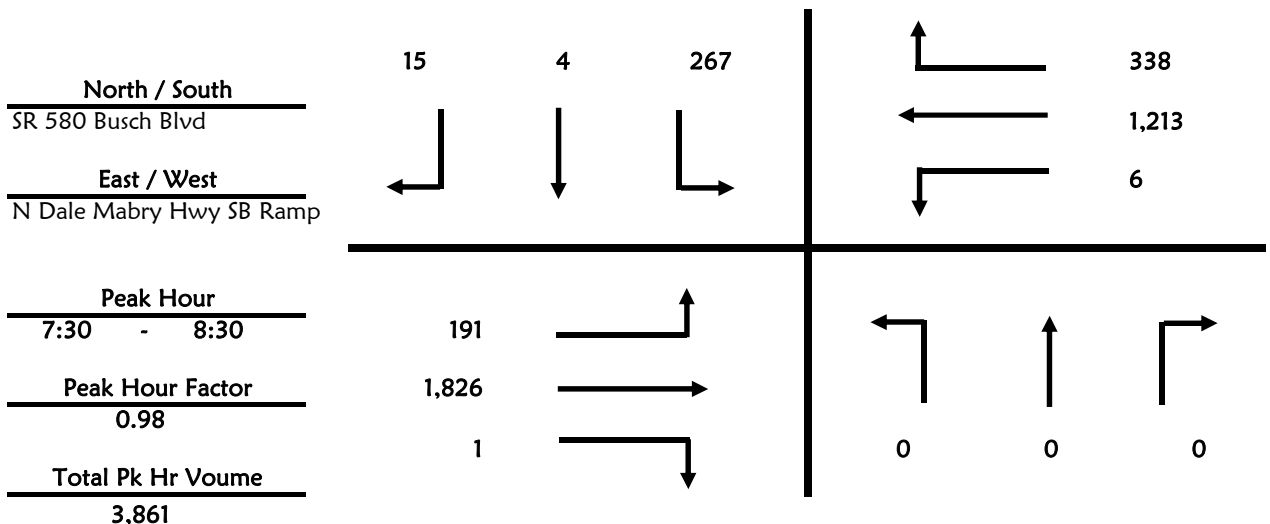
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Dale Mabry Hwy SB Ramp
Date Thursday, May 04, 2017 7:00 AM **All Vehicles**
Time Period 7:00 to 9:00

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	61	1	5
7:15 - 7:30	0	0	0	63	0	4
7:30 - 7:45	0	0	0	67	1	5
7:45 - 8:00	0	0	0	69	0	3
8:00 - 8:15	0	0	0	53	2	2
8:15 - 8:30	0	0	0	78	1	5
8:30 - 8:45	0	0	0	83	2	7
8:45 - 9:00	0	1	0	65	2	7
	0	1	0	539	9	38

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	51	516	0	0	270	72
7:15 - 7:30	41	467	0	1	302	66
7:30 - 7:45	49	465	1	4	306	89
7:45 - 8:00	49	428	0	0	317	81
8:00 - 8:15	42	497	0	1	286	82
8:15 - 8:30	51	436	0	1	304	86
8:30 - 8:45	56	418	0	0	318	81
8:45 - 9:00	55	391	2	2	242	73
	394	3,618	3	9	2,345	630



Roadway Count Summary

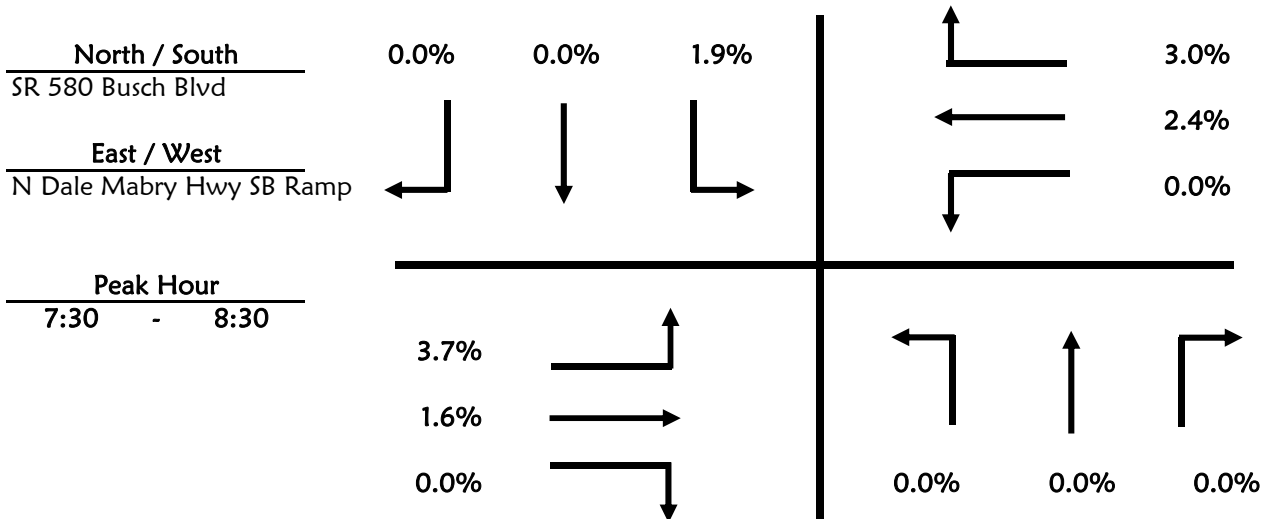
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Dale Mabry Hwy SB Ramp
Date Thursday, May 04, 2017 7:00 .
Time Period 7:00 to 9:00

Trucks
VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	3	0	1
7:15 - 7:30	0	0	0	2	0	1
7:30 - 7:45	0	0	0	2	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	1	0	0
8:15 - 8:30	0	0	0	2	0	0
8:30 - 8:45	0	0	0	3	0	0
8:45 - 9:00	0	0	0	1	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	9	0	0	4	2
7:15 - 7:30	1	3	0	0	11	0
7:30 - 7:45	1	7	0	0	5	2
7:45 - 8:00	1	7	0	0	9	1
8:00 - 8:15	2	4	0	0	6	3
8:15 - 8:30	3	12	0	0	9	4
8:30 - 8:45	0	9	0	0	13	4
8:45 - 9:00	0	19	0	0	5	1



Roadway Count Summary

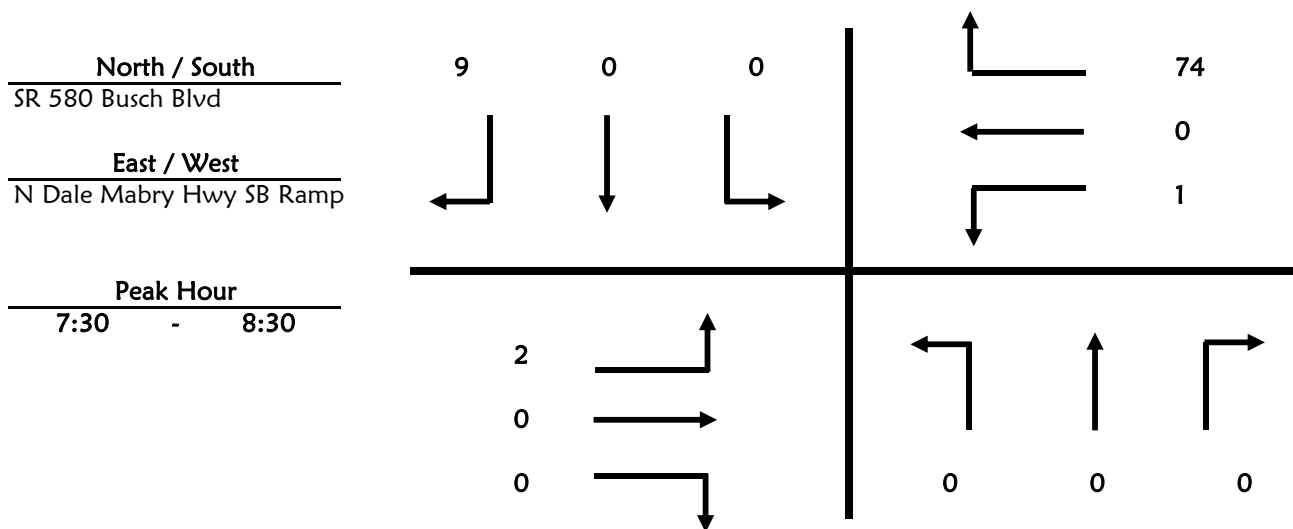
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Dale Mabry Hwy SB Ramp
Date Thursday, May 04, 2017 7:00 A
Time Period 7:00 to 9:00 **U-Turn & RTOR**

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	4
7:15 - 7:30	0	0	0	0	0	2
7:30 - 7:45	0	0	0	0	0	4
7:45 - 8:00	0	0	0	0	0	1
8:00 - 8:15	0	0	0	0	0	2
8:15 - 8:30	0	0	0	0	0	2
8:30 - 8:45	0	0	0	0	0	7
8:45 - 9:00	0	0	0	0	0	5

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	15
7:15 - 7:30	0	0	0	0	0	22
7:30 - 7:45	0	0	0	1	0	12
7:45 - 8:00	0	0	0	0	0	15
8:00 - 8:15	1	0	0	0	0	28
8:15 - 8:30	1	0	0	0	0	19
8:30 - 8:45	0	0	0	0	0	18
8:45 - 9:00	0	0	0	0	0	9



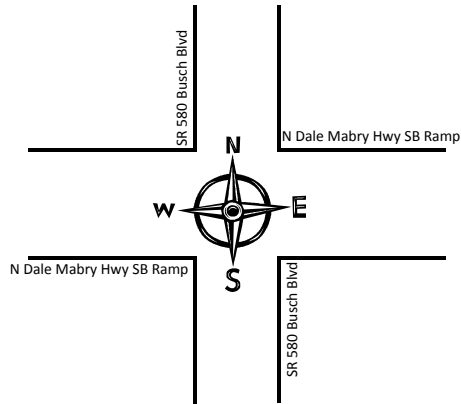
Pedestrian & Bicycle Summary

Project #: 62966
 Date: Thursday, May 04,

NB/SB: SR 580 Busch Blvd
 EB/WB: N Dale Mabry Hwy SB Ramp

		Hour								
		7:00	8:00	1	2	3	6	7	8	
Eastbound	Bike	0	0							0
	Ped	0	0							0
Westbound	Bike	0	0							0
	Ped	0	0							0

		Southbound		Northbound	
Hour		Ped ▼	Bike	Ped ▲	Bike
1	7:00	0	0	0	0
2	8:00	0	0	0	0
3					
4					
5					
6					
7					
8					
		0	0	0	0



		Southbound		Northbound			
Hour		Ped ▼	Bike	Ped ▲	Bike	Hour	
1	7:00	0	0	0	0	1	7:00
2	8:00	0	0	0	0	2	8:00
3						3	
4						4	
5						5	
6						6	
7						7	
8						8	
		0	0	0	0		

Eastbound	Bike	0	0							0
	Ped	0	0							0
Westbound	Bike	0	0							0
	Ped	0	0							0

		7:00	8:00	1	2	3	4	5	6	7	8
Hour											

Roadway Count Summary

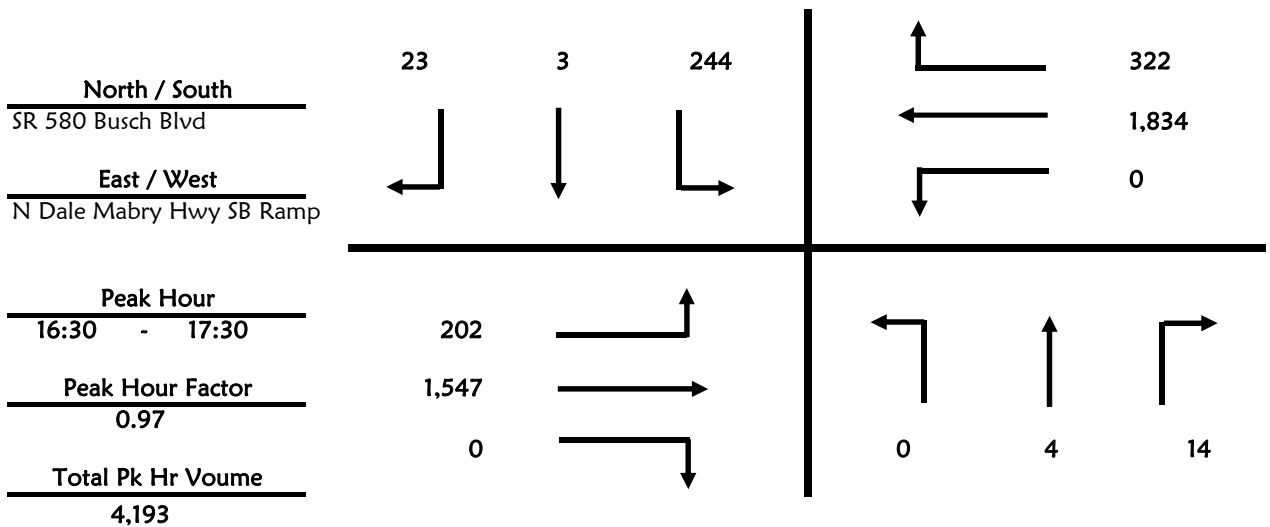
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Dale Mabry Hwy SB Ramp
Date Thursday, May 04, 2017 7:00 AM **All Vehicles**
Time Period 16:00 to 18:00

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	2	69	0	3
16:15 - 16:30	0	2	3	52	0	4
16:30 - 16:45	0	0	0	75	2	2
16:45 - 17:00	0	3	3	43	0	5
17:00 - 17:15	0	1	8	56	0	6
17:15 - 17:30	0	0	3	70	1	10
17:30 - 17:45	0	0	3	56	0	7
17:45 - 18:00	0	0	2	49	0	3
	0	6	24	470	3	40

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	49	387	0	0	421	81
16:15 - 16:30	36	374	0	0	446	75
16:30 - 16:45	61	396	0	0	441	103
16:45 - 17:00	48	375	0	0	430	74
17:00 - 17:15	51	419	0	0	466	79
17:15 - 17:30	42	357	0	0	497	66
17:30 - 17:45	55	362	0	2	482	72
17:45 - 18:00	42	339	0	0	441	64
	384	3,009	0	2	3,624	614



Roadway Count Summary

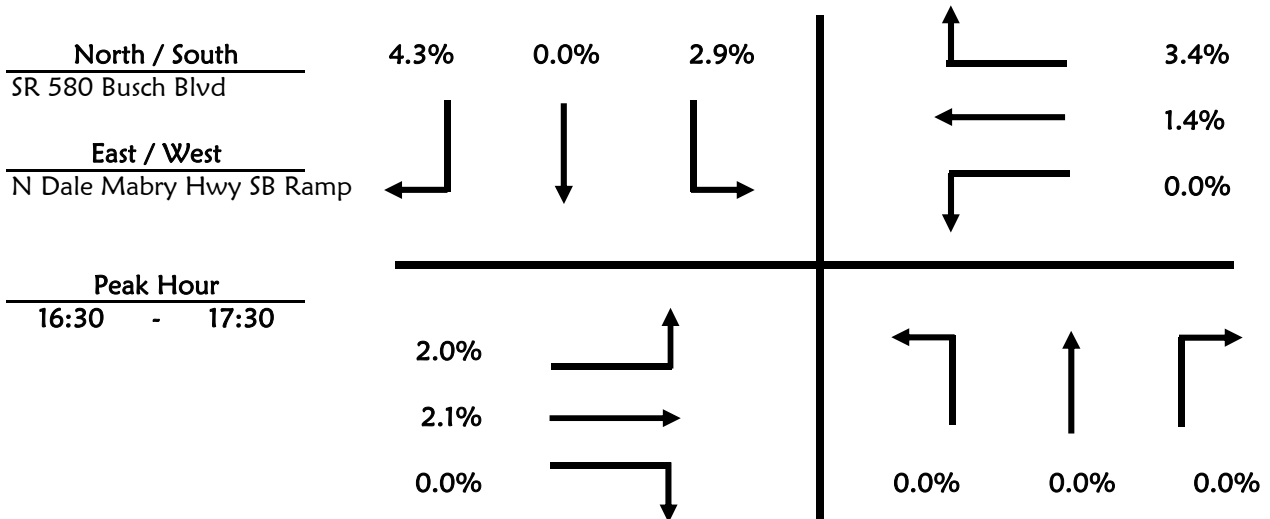
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Dale Mabry Hwy SB Ramp
Date Thursday, May 04, 2017 7:00 .
Time Period 16:00 to 18:00

Trucks
VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	1	0	0
16:15 - 16:30	0	0	0	2	0	0
16:30 - 16:45	0	0	0	3	0	1
16:45 - 17:00	0	0	0	1	0	0
17:00 - 17:15	0	0	0	1	0	0
17:15 - 17:30	0	0	0	2	0	0
17:30 - 17:45	0	0	0	1	0	0
17:45 - 18:00	0	0	0	1	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	10	0	0	9	4
16:15 - 16:30	3	9	0	0	4	4
16:30 - 16:45	2	10	0	0	4	3
16:45 - 17:00	0	11	0	0	3	3
17:00 - 17:15	2	7	0	0	8	3
17:15 - 17:30	0	4	0	0	10	2
17:30 - 17:45	0	7	0	0	3	1
17:45 - 18:00	0	5	0	0	6	2



Roadway Count Summary

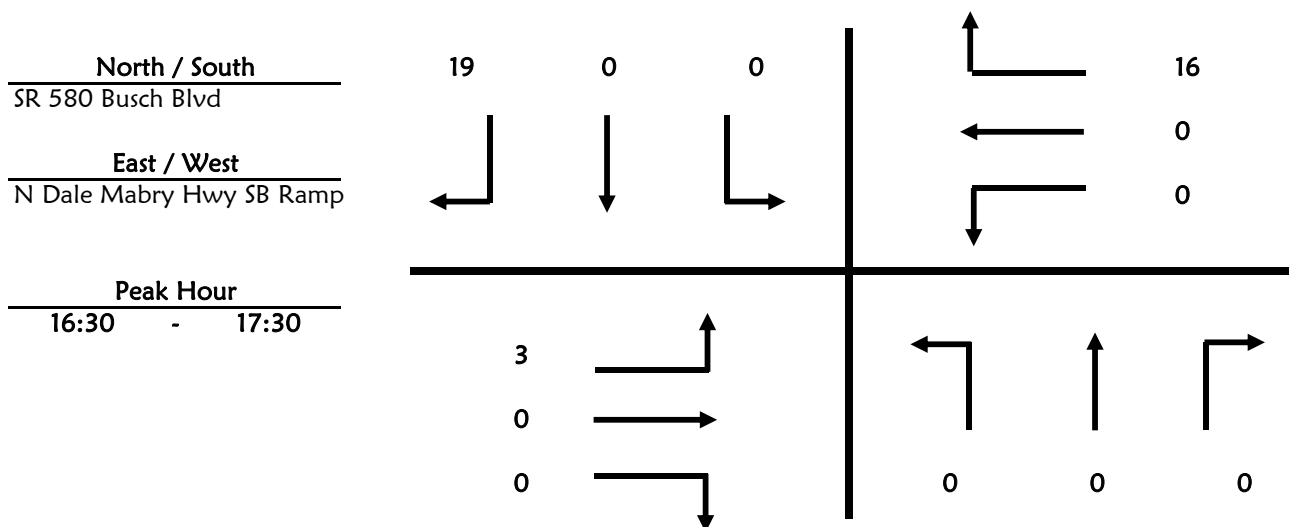
Vanasse Hangen Brustlin, Inc.

County Hillsborough City Tampa
 Intersection SR 580 Busch Blvd & N Dale Mabry Hwy SB Ramp
 Date Thursday, May 04, 2017 7:00 A
 Time Period 16:00 to 18:00 U-Turn & RTOR

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	3
16:15 - 16:30	0	0	0	0	0	4
16:30 - 16:45	0	0	0	0	0	1
16:45 - 17:00	0	0	0	0	0	5
17:00 - 17:15	0	0	0	0	0	5
17:15 - 17:30	0	0	0	0	0	8
17:30 - 17:45	0	0	0	0	0	5
17:45 - 18:00	0	0	0	0	0	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	3	0	0	0	0	7
16:15 - 16:30	4	0	0	0	0	5
16:30 - 16:45	1	0	0	0	0	4
16:45 - 17:00	0	0	0	0	0	3
17:00 - 17:15	0	0	0	0	0	5
17:15 - 17:30	2	0	0	0	0	4
17:30 - 17:45	3	0	0	0	0	2
17:45 - 18:00	1	0	0	0	0	3



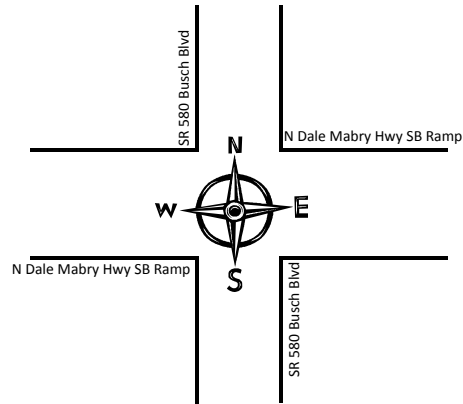
Pedestrian & Bicycle Summary

Project #: 62966
 Date: Thursday, May 04,

NB/SB: SR 580 Busch Blvd
 EB/WB: N Dale Mabry Hwy SB Ramp

		Hour									
		16:00	17:00	1	2	3	6	7	8		
Eastbound	Bike	0	0							0	
	Ped	0	0							0	
Westbound	Bike	0	0							0	
	Ped	0	0							0	

		Southbound		Northbound	
Hour		Ped ▼	Bike	Ped ▲	Bike
1	16:00	0	0	0	0
2	17:00	0	0	1	0
3					
4					
5					
6					
7					
8					
		0	0	1	0



		Southbound		Northbound			
Hour		Ped ▼	Bike	Ped ▲	Bike	Hour	
1	16:00	0	0	0	0	1	16:00
2	17:00	0	0	0	0	2	17:00
3						3	
4						4	
5						5	
6						6	
7						7	
8						8	
		0	0	0	0		

Eastbound	Bike	0	0							0	
	Ped	0	0							0	
Westbound	Bike	0	0							0	
	Ped	0	0							0	

		16:00	17:00	1	2	3	4	5	6	7	8

Roadway Count Summary

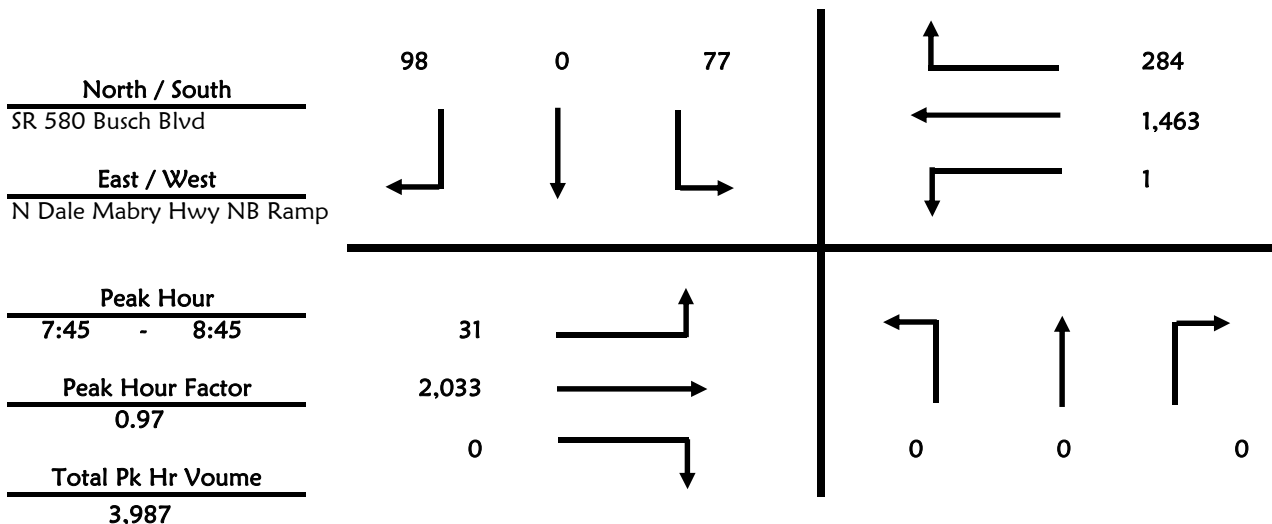
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Dale Mabry Hwy NB Ramp
Date Thursday, May 04, 2017 7:00 AM **All Vehicles**
Time Period 7:00 to 9:00

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	24	0	13
7:15 - 7:30	0	0	0	20	0	18
7:30 - 7:45	0	0	0	17	0	18
7:45 - 8:00	0	0	0	15	0	31
8:00 - 8:15	0	0	0	24	0	16
8:15 - 8:30	0	0	0	16	0	21
8:30 - 8:45	0	0	0	22	0	30
8:45 - 9:00	0	0	0	28	0	19
Total	0	0	0	166	0	166

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	4	552	0	0	314	35
7:15 - 7:30	7	556	0	0	335	54
7:30 - 7:45	12	493	0	0	377	69
7:45 - 8:00	14	492	0	1	394	64
8:00 - 8:15	3	522	0	0	349	73
8:15 - 8:30	6	501	0	0	338	83
8:30 - 8:45	8	518	0	0	382	64
8:45 - 9:00	8	471	0	0	323	78
Total	62	4,105	0	1	2,812	520



Roadway Count Summary

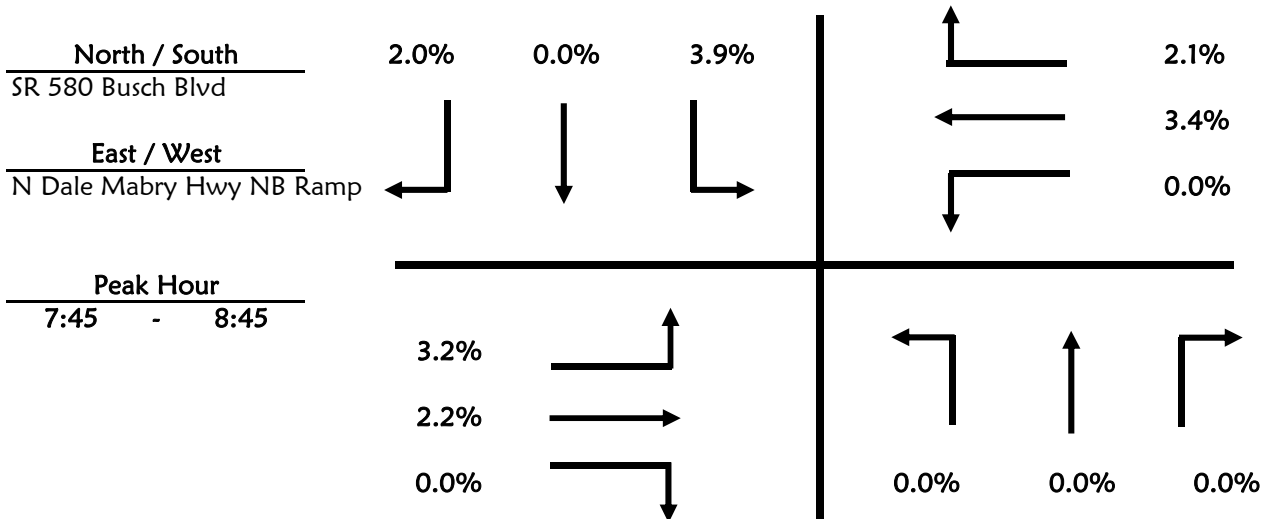
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Dale Mabry Hwy NB Ramp
Date Thursday, May 04, 2017 7:00 .
Time Period 7:00 to 9:00

Trucks
VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	1	0	0
7:30 - 7:45	0	0	0	1	0	0
7:45 - 8:00	0	0	0	2	0	1
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	1	0	1
8:45 - 9:00	0	0	0	1	0	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	13	0	0	8	0
7:15 - 7:30	1	6	0	0	8	1
7:30 - 7:45	1	4	0	0	10	4
7:45 - 8:00	0	10	0	0	10	1
8:00 - 8:15	1	6	0	0	10	1
8:15 - 8:30	0	11	0	0	12	1
8:30 - 8:45	0	17	0	0	18	3
8:45 - 9:00	0	25	0	0	6	5



Roadway Count Summary

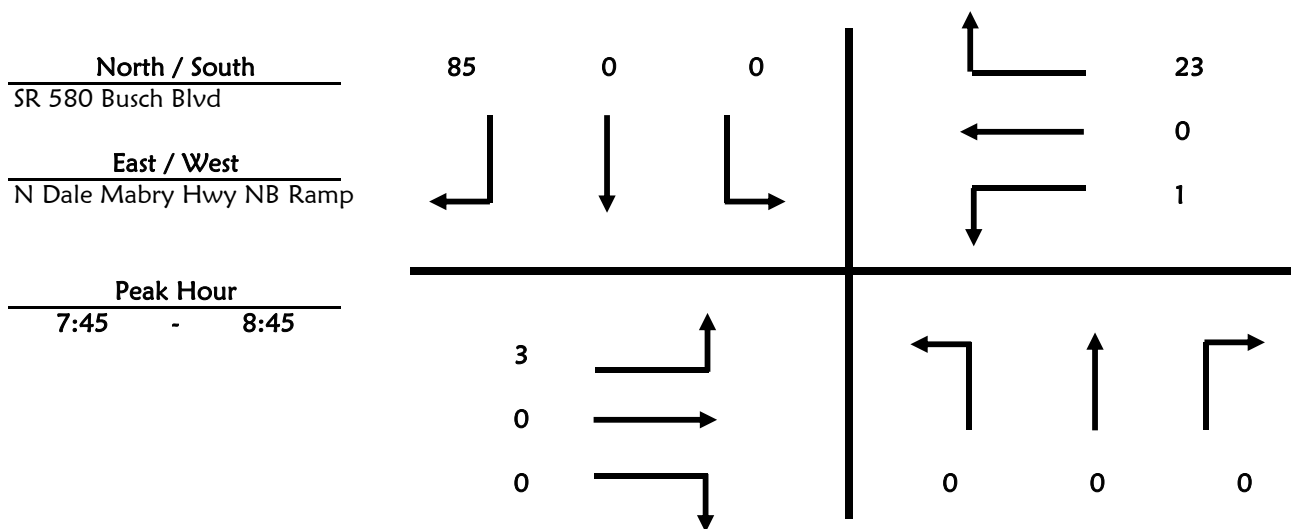
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Dale Mabry Hwy NB Ramp
Date Thursday, May 04, 2017 7:00 A
Time Period 7:00 to 9:00 **U-Turn & RTOR**

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	10
7:15 - 7:30	0	0	0	0	0	18
7:30 - 7:45	0	0	0	0	0	16
7:45 - 8:00	0	0	0	0	0	29
8:00 - 8:15	0	0	0	0	0	13
8:15 - 8:30	0	0	0	0	0	15
8:30 - 8:45	0	0	0	0	0	28
8:45 - 9:00	0	0	0	0	0	16

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	4
7:15 - 7:30	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	1
7:45 - 8:00	0	0	0	1	0	0
8:00 - 8:15	1	0	0	0	0	6
8:15 - 8:30	2	0	0	0	0	12
8:30 - 8:45	0	0	0	0	0	5
8:45 - 9:00	0	0	0	0	0	7



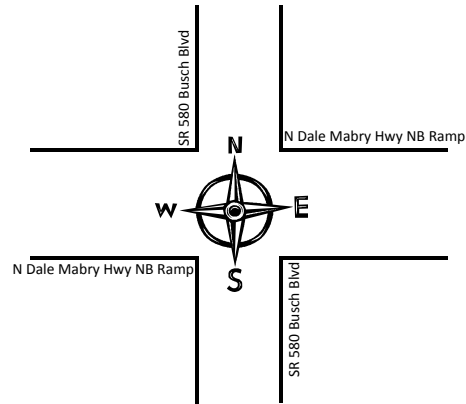
Pedestrian & Bicycle Summary

Project #: 62966
 Date: Thursday, May 04,

NB/SB: SR 580 Busch Blvd
 EB/WB: N Dale Mabry Hwy NB Ramp

		Hour								
		7:00	8:00	1	2	3	6	7	8	
Eastbound	Bike	0	0							0
	Ped	0	0							0
Westbound	Bike	0	1							1
	Ped	0	0							0

		Southbound		Northbound	
Hour		Ped ▼	Bike	Ped ▲	Bike
1	7:00	0	0	0	0
2	8:00	0	0	0	0
3					
4					
5					
6					
7					
8					
		0	0	0	0



		Southbound		Northbound			
Hour		Ped ▼	Bike	Ped ▲	Bike	Hour	
1	7:00	0	0	0	0	1	7:00
2	8:00	0	0	0	0	2	8:00
3						3	
4						4	
5						5	
6						6	
7						7	
8						8	
		0	0	0	0		

Eastbound	Bike	0	0							0
	Ped	0	0							0
Westbound	Bike	0	0							0
	Ped	0	0							0

		7:00	8:00	1	2	3	4	5	6	7	8
Hour											

Roadway Count Summary

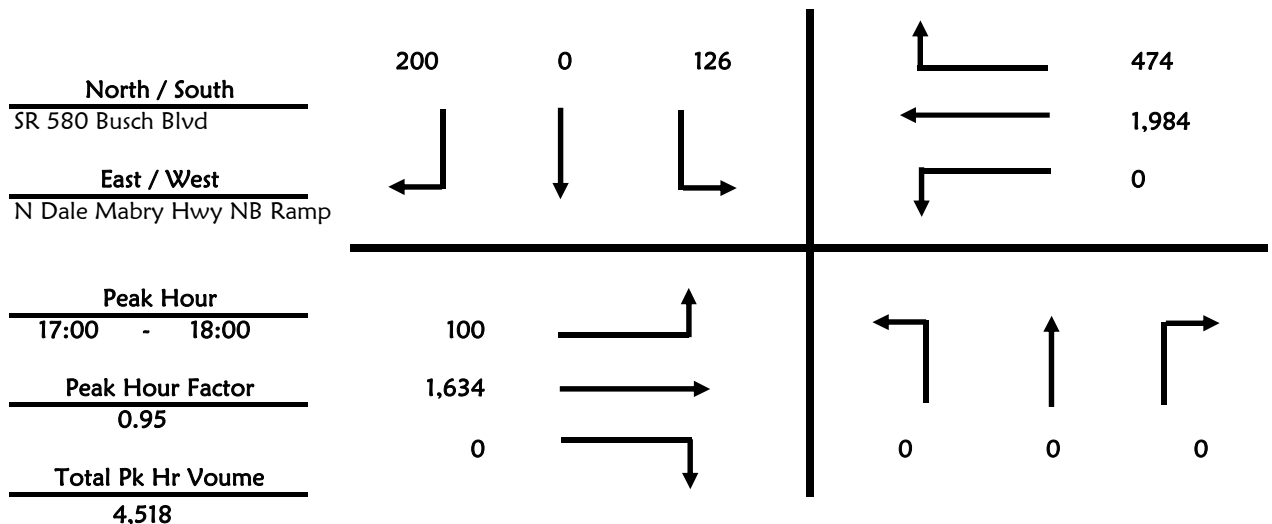
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Dale Mabry Hwy NB Ramp
Date Thursday, May 04, 2017 7:00 AM **All Vehicles**
Time Period 16:00 to 18:00

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	27	0	36
16:15 - 16:30	0	0	0	36	0	46
16:30 - 16:45	0	0	0	32	0	41
16:45 - 17:00	0	0	0	35	0	28
17:00 - 17:15	0	0	0	38	0	59
17:15 - 17:30	0	0	0	33	0	46
17:30 - 17:45	0	0	0	29	0	51
17:45 - 18:00	0	0	0	26	0	44
Total	0	0	0	256	0	351

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	22	409	0	0	463	109
16:15 - 16:30	17	413	0	0	484	110
16:30 - 16:45	34	442	0	0	490	104
16:45 - 17:00	20	384	0	0	464	103
17:00 - 17:15	26	458	0	0	494	120
17:15 - 17:30	22	410	0	0	520	102
17:30 - 17:45	25	411	0	0	512	126
17:45 - 18:00	27	355	0	0	458	126
Total	193	3,282	0	0	3,885	900



Roadway Count Summary

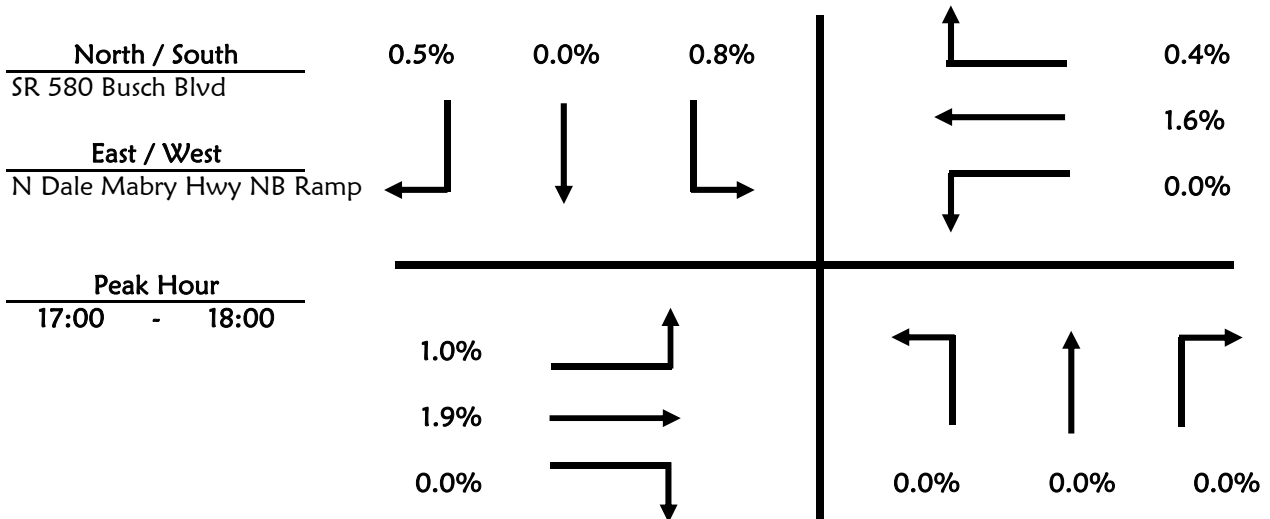
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Dale Mabry Hwy NB Ramp
Date Thursday, May 04, 2017 7:00 .
Time Period 16:00 to 18:00

Trucks
VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	1	0	0
16:15 - 16:30	0	0	0	0	0	1
16:30 - 16:45	0	0	0	1	0	2
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	1	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	1
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	6	0	0	11	2
16:15 - 16:30	0	8	0	0	9	1
16:30 - 16:45	0	10	0	0	6	2
16:45 - 17:00	0	12	0	0	6	1
17:00 - 17:15	0	9	0	0	10	0
17:15 - 17:30	0	6	0	0	9	1
17:30 - 17:45	0	9	0	0	4	1
17:45 - 18:00	1	7	0	0	8	0



Roadway Count Summary

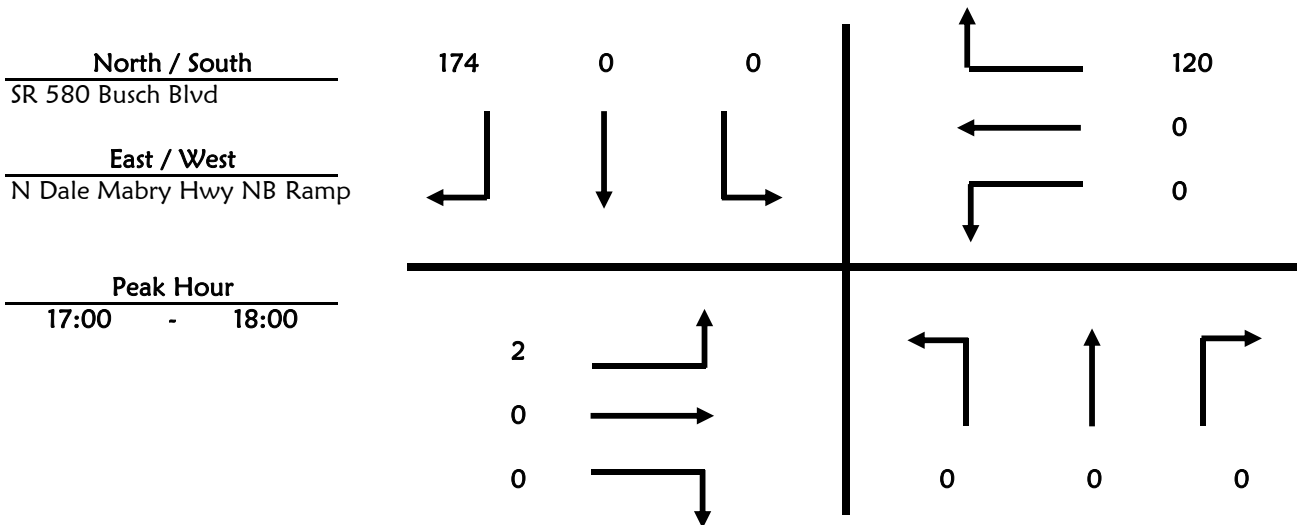
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Dale Mabry Hwy NB Ramp
Date Thursday, May 04, 2017 7:00 A
Time Period 16:00 to 18:00 **U-Turn & RTOR**

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	28
16:15 - 16:30	0	0	0	0	0	39
16:30 - 16:45	0	0	0	0	0	37
16:45 - 17:00	0	0	0	0	0	20
17:00 - 17:15	0	0	0	0	0	54
17:15 - 17:30	0	0	0	0	0	35
17:30 - 17:45	0	0	0	0	0	47
17:45 - 18:00	0	0	0	0	0	38

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	1	0	0	0	0	29
16:15 - 16:30	1	0	0	0	0	24
16:30 - 16:45	3	0	0	0	0	27
16:45 - 17:00	0	0	0	0	0	29
17:00 - 17:15	1	0	0	0	0	27
17:15 - 17:30	1	0	0	0	0	31
17:30 - 17:45	0	0	0	0	0	32
17:45 - 18:00	0	0	0	0	0	30



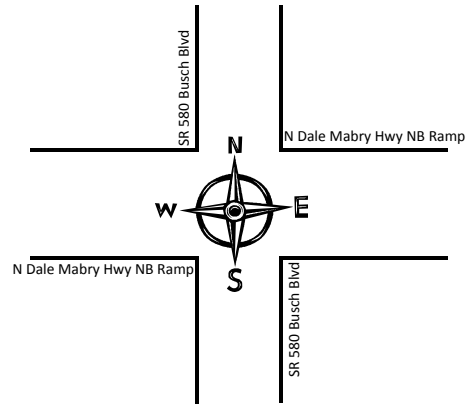
Pedestrian & Bicycle Summary

Project #: 62966
 Date: Thursday, May 04,

NB/SB: SR 580 Busch Blvd
 EB/WB: N Dale Mabry Hwy NB Ramp

		Hour									
		16:00		17:00							
		1	2	3	4	5	6	7	8		
Eastbound	Bike	0	0							0	
	Ped	0	0							0	
Westbound	Bike	0	0							0	
	Ped	0	1							1	

		Southbound		Northbound	
Hour		Ped ▼	Bike	Ped ▲	Bike
1	16:00	0	0	0	0
2	17:00	0	0	0	0
3					
4					
5					
6					
7					
8					
		0	0	0	0



		Southbound		Northbound			
Hour		Ped ▼	Bike	Ped ▲	Bike		
1	16:00	0	0	0	0		
2	17:00	0	0	0	0		
3							
4							
5							
6							
7							
8							
		0	0	0	0		

Eastbound	Bike	0	0							0	
	Ped	0	0							0	
Westbound	Bike	0	0							0	
	Ped	0	0							0	

		Hour							
		16:00		17:00					
		1	2	3	4	5	6	7	8

Roadway Count Summary

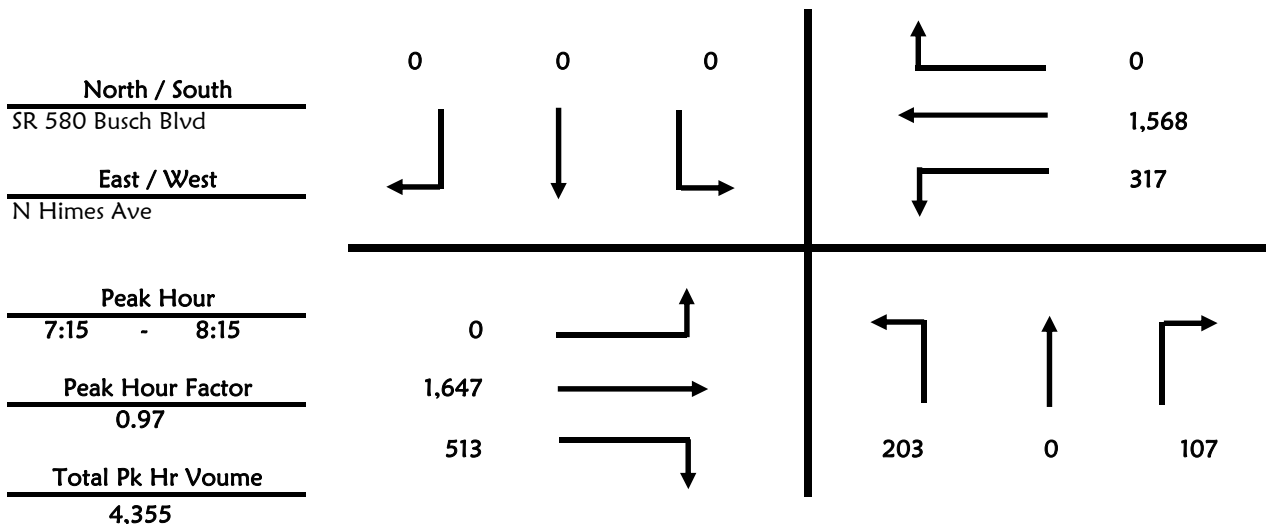
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Himes Ave
Date Tuesday, May 09, 2017 7:00 AM **All Vehicles**
Time Period 7:00 to 9:00

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	41	0	24	0	0	0
7:15 - 7:30	44	0	38	0	0	0
7:30 - 7:45	49	0	17	0	0	0
7:45 - 8:00	47	0	21	0	0	0
8:00 - 8:15	63	0	31	0	0	0
8:15 - 8:30	48	0	26	0	0	0
8:30 - 8:45	43	0	27	0	0	0
8:45 - 9:00	37	0	32	0	0	0
Total	372	0	216	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	501	102	66	322	0
7:15 - 7:30	0	404	136	74	374	0
7:30 - 7:45	0	450	109	70	391	0
7:45 - 8:00	0	402	141	94	414	0
8:00 - 8:15	0	391	127	79	389	0
8:15 - 8:30	0	409	148	80	333	0
8:30 - 8:45	0	405	126	71	372	0
8:45 - 9:00	0	315	91	68	372	0
Total	0	3,277	980	602	2,967	0



Roadway Count Summary

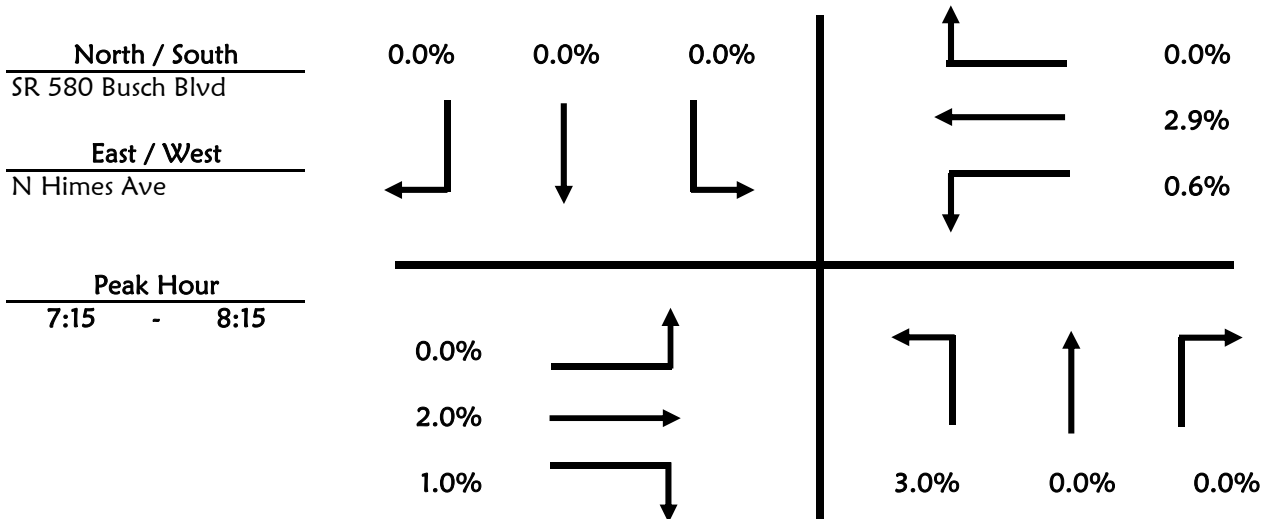
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Himes Ave
Date Tuesday, May 09, 2017 7:00 A
Time Period 7:00 to 9:00

Trucks
VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	1	0	0	0	0	0
7:15 - 7:30	1	0	0	0	0	0
7:30 - 7:45	1	0	0	0	0	0
7:45 - 8:00	1	0	0	0	0	0
8:00 - 8:15	3	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	2	0	1	0	0	0
8:45 - 9:00	0	0	1	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	13	2	0	16	0
7:15 - 7:30	0	6	0	0	16	0
7:30 - 7:45	0	6	2	1	11	0
7:45 - 8:00	0	10	1	0	11	0
8:00 - 8:15	0	11	2	1	8	0
8:15 - 8:30	0	8	1	0	9	0
8:30 - 8:45	0	13	4	0	15	0
8:45 - 9:00	0	17	0	0	15	0



Roadway Count Summary

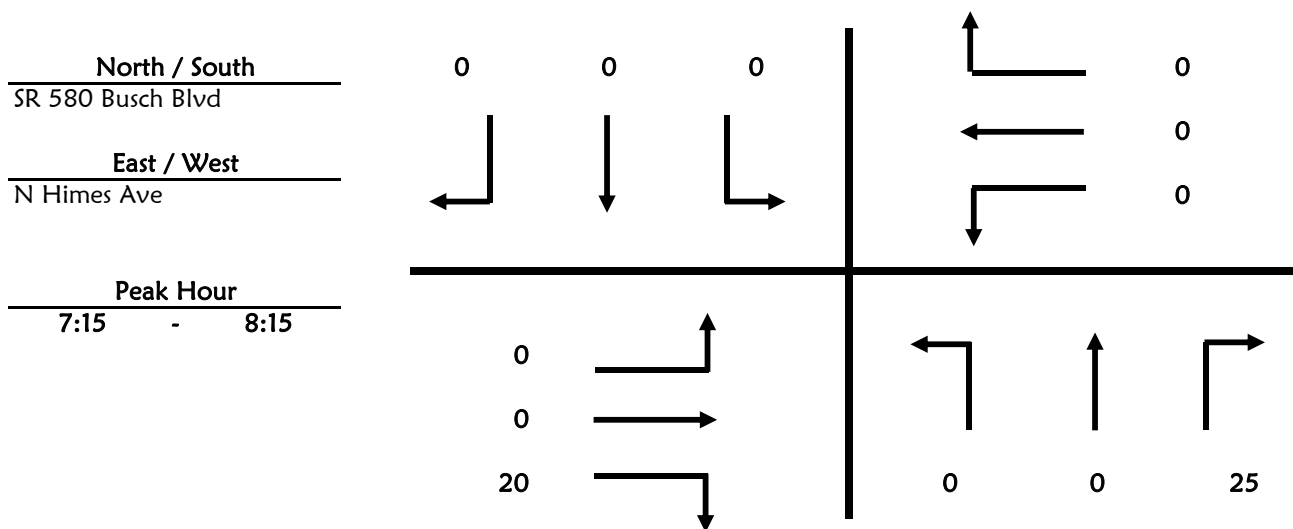
Vanasse Hangen Brustlin, Inc.

County Hillsborough City Tampa
 Intersection SR 580 Busch Blvd & N Himes Ave
 Date Tuesday, May 09, 2017 7:00 AM
 Time Period 7:00 to 9:00 U-Turn & RTOR

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	8	0	0	0
7:15 - 7:30	0	0	6	0	0	0
7:30 - 7:45	0	0	9	0	0	0
7:45 - 8:00	0	0	2	0	0	0
8:00 - 8:15	0	0	8	0	0	0
8:15 - 8:30	0	0	9	0	0	0
8:30 - 8:45	0	0	3	0	0	0
8:45 - 9:00	0	0	10	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	1	0	0	0
7:15 - 7:30	0	0	2	0	0	0
7:30 - 7:45	0	0	1	0	0	0
7:45 - 8:00	0	0	7	0	0	0
8:00 - 8:15	0	0	10	0	0	0
8:15 - 8:30	0	0	8	0	0	0
8:30 - 8:45	0	0	7	0	0	0
8:45 - 9:00	0	0	6	0	0	0



Pedestrian & Bicycle Summary

Project #: 62966
 Date: Tuesday, May 09, 2017

NB/SB: SR 580 Busch Blvd
 EB/WB: N Himes Ave

		Hour								
		7:00	8:00	1	2	3	6	7	8	
Eastbound	Bike	0	0							0
	Ped	0	0							0
Westbound	Bike	0	0							0
	Ped	0	0							0

		Southbound		Northbound	
Hour		Ped	Bike	Ped	Bike
1	7:00	0	0	0	0
2	8:00	0	0	0	0
3					
4					
5					
6					
7					
8					
		0	0	0	0



		Southbound		Northbound			
Hour		Ped	Bike	Ped	Bike	Hour	
1	7:00	2	1	2	0	1	7:00
2	8:00	3	0	1	0	2	8:00
3						3	
4						4	
5						5	
6						6	
7						7	
8						8	
		5	1	3	0		

Eastbound	Bike	0	0							0
	Ped	0	0							0
Westbound	Bike	0	0							0
	Ped	3	1							4

		Hour									
		7:00	8:00	1	2	3	4	5	6	7	8

Roadway Count Summary

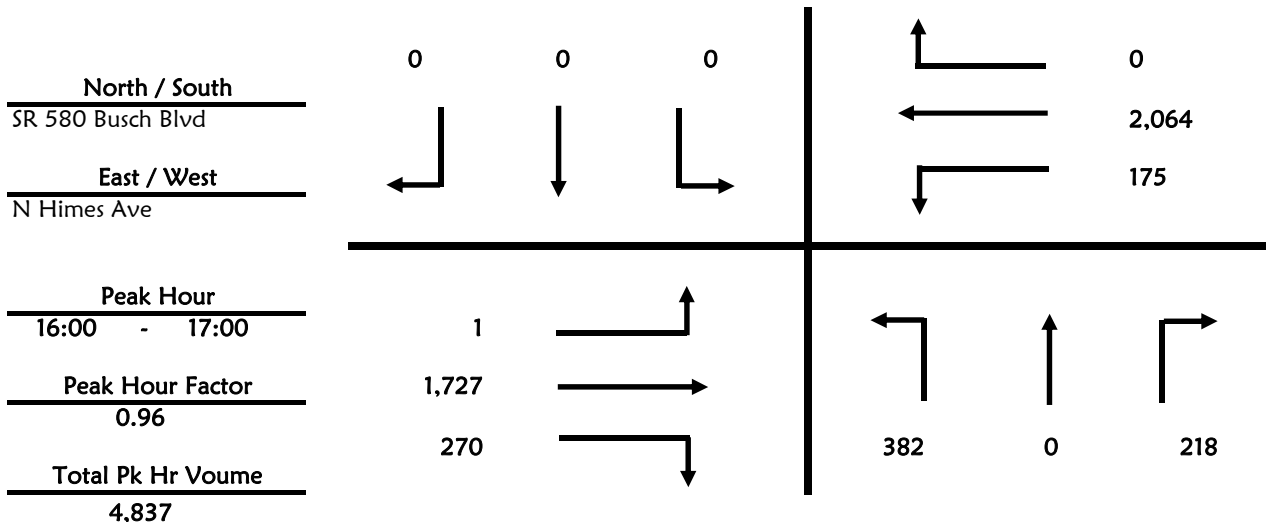
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Himes Ave
Date Tuesday, May 09, 2017 7:00 AM **All Vehicles**
Time Period 16:00 to 18:00

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	79	0	47	0	0	0
16:15 - 16:30	93	0	62	0	0	0
16:30 - 16:45	108	0	51	0	0	0
16:45 - 17:00	102	0	58	0	0	0
17:00 - 17:15	121	0	44	0	0	0
17:15 - 17:30	122	0	44	0	0	0
17:30 - 17:45	129	0	38	0	0	0
17:45 - 18:00	105	0	50	0	0	0
Total	859	0	394	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	418	66	47	548	0
16:15 - 16:30	0	453	72	46	499	0
16:30 - 16:45	0	471	58	37	530	0
16:45 - 17:00	1	385	74	45	487	0
17:00 - 17:15	0	288	71	40	445	0
17:15 - 17:30	0	310	97	29	474	0
17:30 - 17:45	0	301	62	30	455	0
17:45 - 18:00	0	308	86	32	466	0
Total	1	2,934	586	306	3,904	0



Roadway Count Summary

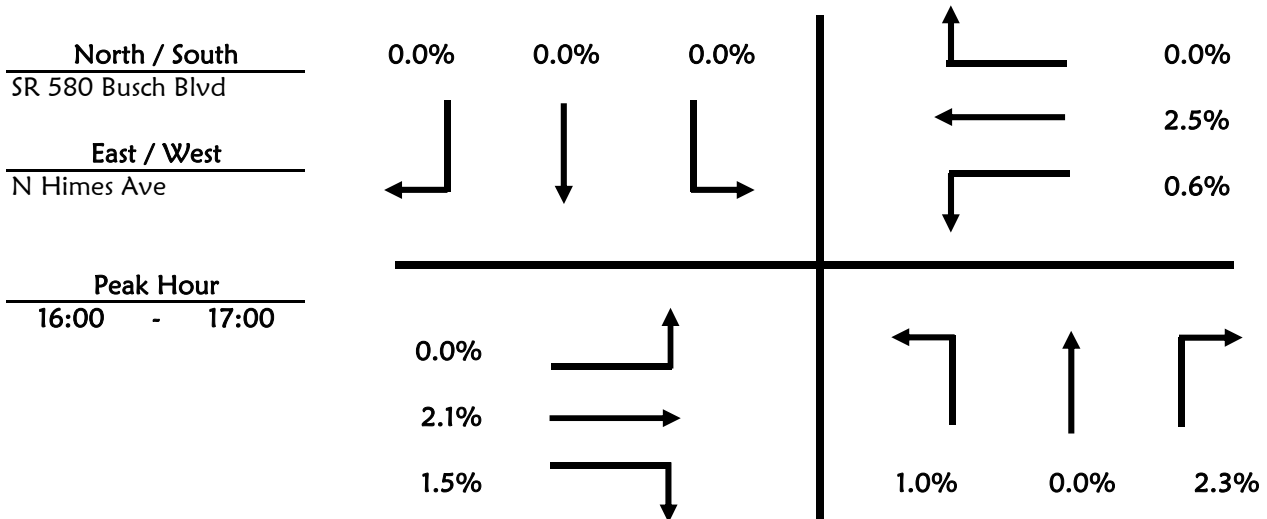
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Himes Ave
Date Tuesday, May 09, 2017 7:00 A
Time Period 16:00 to 18:00

Trucks
VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	1	0	2	0	0	0
16:15 - 16:30	1	0	2	0	0	0
16:30 - 16:45	2	0	0	0	0	0
16:45 - 17:00	0	0	1	0	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	1	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	1	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	5	1	1	22	0
16:15 - 16:30	0	14	0	0	10	0
16:30 - 16:45	0	8	1	0	11	0
16:45 - 17:00	0	9	2	0	8	0
17:00 - 17:15	0	9	0	0	6	0
17:15 - 17:30	0	5	1	0	4	0
17:30 - 17:45	0	10	0	0	9	0
17:45 - 18:00	0	9	1	0	8	0



Roadway Count Summary

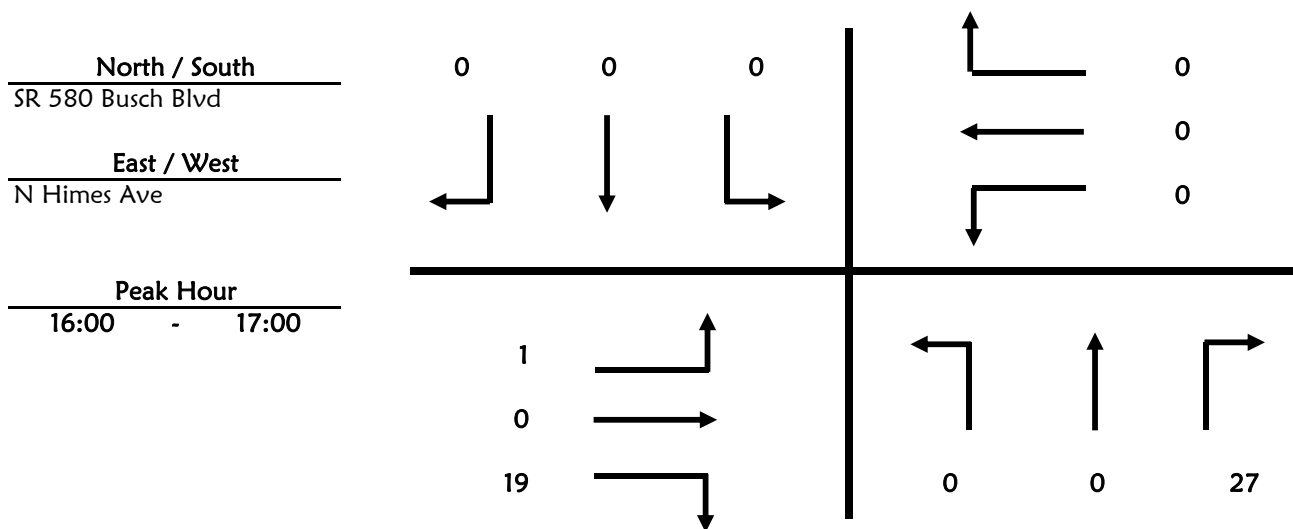
Vanasse Hangen Brustlin, Inc.

County Hillsborough City Tampa
 Intersection SR 580 Busch Blvd & N Himes Ave
 Date Tuesday, May 09, 2017 7:00 AM
 Time Period 16:00 to 18:00 U-Turn & RTOR

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	7	0	0	0
16:15 - 16:30	0	0	8	0	0	0
16:30 - 16:45	0	0	5	0	0	0
16:45 - 17:00	0	0	7	0	0	0
17:00 - 17:15	0	0	5	0	0	0
17:15 - 17:30	0	0	2	0	0	0
17:30 - 17:45	0	0	4	0	0	0
17:45 - 18:00	0	0	8	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	4	0	0	0
16:15 - 16:30	0	0	8	0	0	0
16:30 - 16:45	0	0	4	0	0	0
16:45 - 17:00	1	0	3	0	0	0
17:00 - 17:15	0	0	30	0	0	0
17:15 - 17:30	0	0	31	0	0	0
17:30 - 17:45	0	0	25	0	0	0
17:45 - 18:00	0	0	38	0	0	0



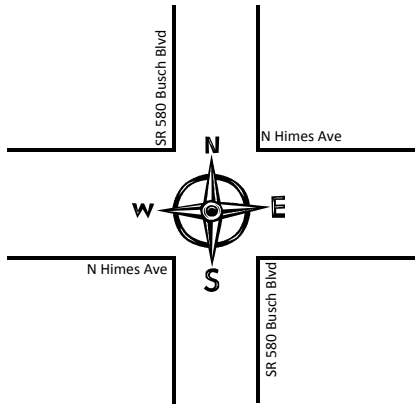
Pedestrian & Bicycle Summary

Project #: 62966
 Date: Tuesday, May 09, 2017

NB/SB: SR 580 Busch Blvd
 EB/WB: N Himes Ave

		Hour										
		16:00	17:00	1	2	3	4	5	6	7	8	
Eastbound	Bike	0	0									0
	Ped	0	0									0
Westbound	Bike	0	0									0
	Ped	0	0									0

Hour	Southbound		Northbound	
	Ped	Bike	Ped	Bike
1 16:00	0	0	0	0
2 17:00	0	0	0	0
3				
4				
5				
6				
7				
8				
	0	0	0	0



Hour	Southbound		Northbound	
	Ped	Bike	Ped	Bike
1 16:00	0	2	1	4
2 17:00	1	3	1	1
3				
4				
5				
6				
7				
8				
	1	5	2	5

Eastbound	Bike	0	0									0
	Ped	0	1									1
Westbound	Bike	4	4									8
	Ped	0	0									0

		Hour									
		16:00	17:00	1	2	3	4	5	6	7	8

Roadway Count Summary

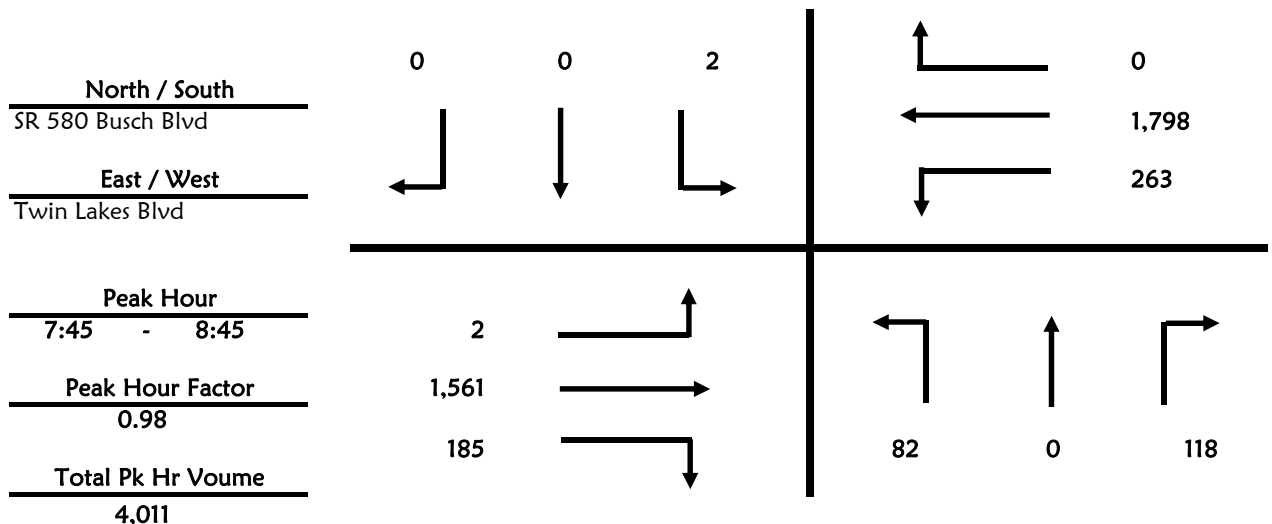
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & Twin Lakes Blvd
Date Thursday, May 04, 2017 7:00 AM **All Vehicles**
Time Period 7:00 to 9:00

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	6	0	32	0	1	0
7:15 - 7:30	19	0	23	0	2	0
7:30 - 7:45	17	0	34	0	1	0
7:45 - 8:00	17	0	27	1	0	0
8:00 - 8:15	26	0	34	1	0	0
8:15 - 8:30	20	0	30	0	0	0
8:30 - 8:45	19	0	27	0	0	0
8:45 - 9:00	16	0	26	0	0	1
	140	0	233	2	4	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	2	413	78	50	406	0
7:15 - 7:30	1	392	84	56	398	0
7:30 - 7:45	0	388	55	63	465	0
7:45 - 8:00	0	366	51	86	474	0
8:00 - 8:15	1	360	50	73	432	0
8:15 - 8:30	1	395	48	61	431	0
8:30 - 8:45	0	440	36	43	461	0
8:45 - 9:00	1	361	34	55	409	0
	6	3,115	436	487	3,476	0



Roadway Count Summary

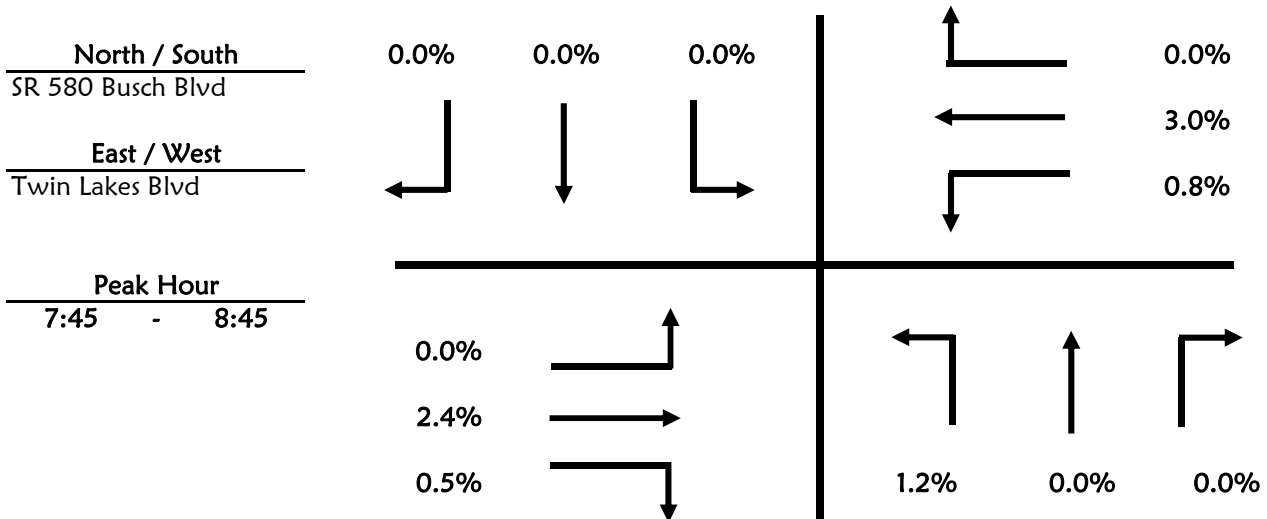
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & Twin Lakes Blvd
Date Thursday, May 04, 2017 7:00
Time Period 7:00 to 9:00

Trucks
VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	1	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	1	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	11	0	0	3	0
7:15 - 7:30	0	6	0	0	11	0
7:30 - 7:45	0	5	0	0	8	0
7:45 - 8:00	0	14	0	0	10	0
8:00 - 8:15	0	4	0	1	12	0
8:15 - 8:30	0	7	0	1	13	0
8:30 - 8:45	0	12	1	0	19	0
8:45 - 9:00	0	24	0	1	9	0



Roadway Count Summary

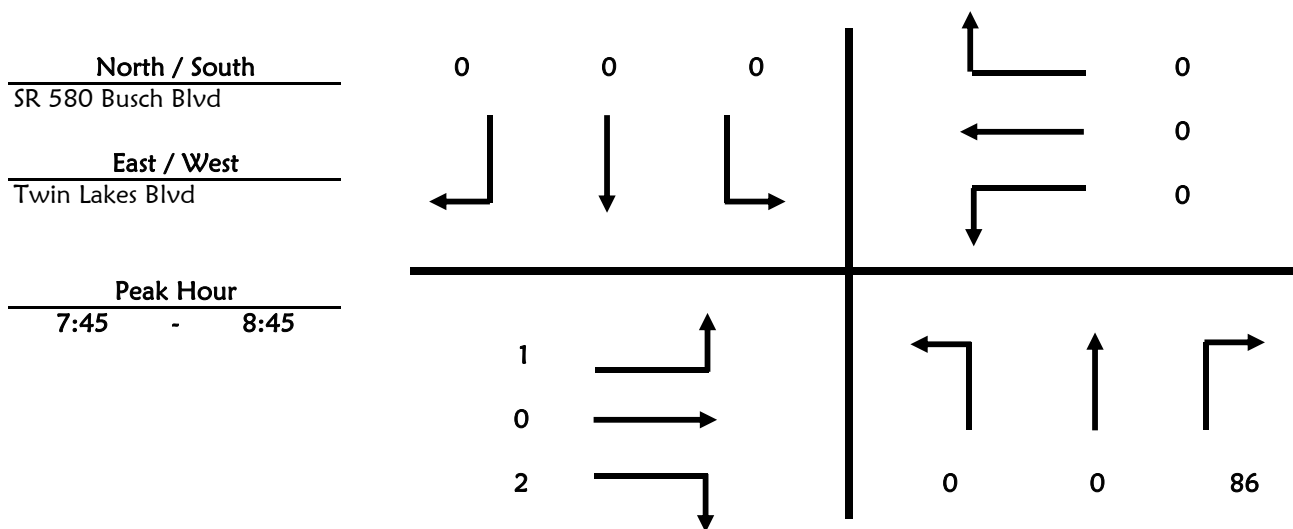
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & Twin Lakes Blvd
Date Thursday, May 04, 2017 7:00 A
Time Period 7:00 to 9:00 **U-Turn & RTOR**

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	27	0	0	0
7:15 - 7:30	0	0	20	0	0	0
7:30 - 7:45	0	0	30	0	0	0
7:45 - 8:00	0	0	19	0	0	0
8:00 - 8:15	0	0	22	0	0	0
8:15 - 8:30	0	0	27	0	0	0
8:30 - 8:45	0	0	18	0	0	0
8:45 - 9:00	0	0	20	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	3	0	0	0
7:15 - 7:30	1	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	1	0	0	0	0	0
8:15 - 8:30	0	0	1	0	0	0
8:30 - 8:45	0	0	1	0	0	0
8:45 - 9:00	0	0	0	0	0	0



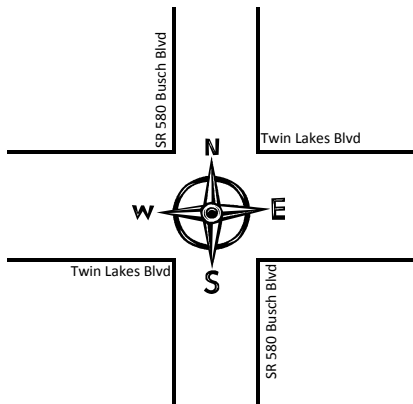
Pedestrian & Bicycle Summary

Project #: 62966
 Date: Thursday, May 04,

NB/SB: SR 580 Busch Blvd
 EB/WB: Twin Lakes Blvd

		Hour								
		7:00	8:00	1	2	3	6	7	8	
Eastbound	Bike	0	0							0
	Ped	0	1							1
Westbound	Bike	1	1							2
	Ped	0	0							0

		Southbound		Northbound	
Hour		Ped	Bike	Ped	Bike
1	7:00	0	0	0	0
2	8:00	0	0	1	0
3					
4					
5					
6					
7					
8					
		0	0	1	0



		Southbound		Northbound			
Hour		Ped	Bike	Ped	Bike	Hour	
1	7:00	0	0	0	0	1	7:00
2	8:00	1	0	1	0	2	8:00
3						3	
4						4	
5						5	
6						6	
7						7	
8						8	
		1	0	1	0		

Eastbound	Bike	0	0							0
	Ped	0	0							0
Westbound	Bike	0	0							0
	Ped	1	0							1

		7:00	8:00	1	2	3	4	5	6	7	8
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Hour

Roadway Count Summary

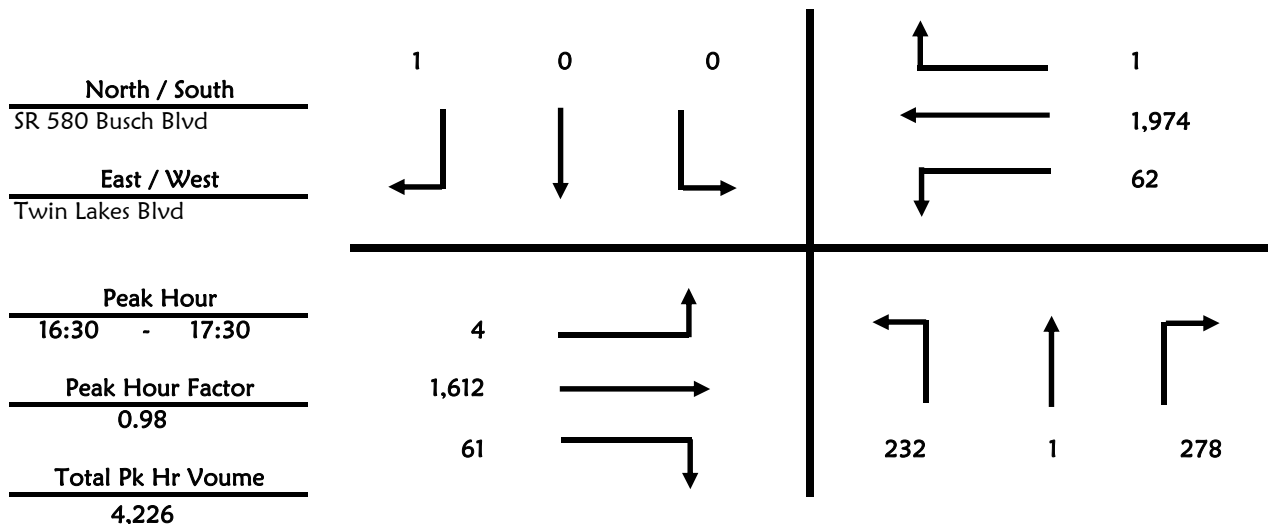
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & Twin Lakes Blvd
Date Thursday, May 04, 2017 7:00 AM **All Vehicles**
Time Period 16:00 to 18:00

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	45	0	49	0	0	0
16:15 - 16:30	58	0	53	0	0	0
16:30 - 16:45	70	0	66	0	0	0
16:45 - 17:00	40	0	45	0	0	0
17:00 - 17:15	56	0	86	0	0	0
17:15 - 17:30	66	1	81	0	0	1
17:30 - 17:45	55	0	69	0	1	0
17:45 - 18:00	55	0	71	0	0	1
Total	445	1	520	0	1	2

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	1	405	18	16	451	0
16:15 - 16:30	1	410	13	15	466	1
16:30 - 16:45	0	419	13	12	496	0
16:45 - 17:00	2	432	19	18	467	1
17:00 - 17:15	1	383	15	15	504	0
17:15 - 17:30	1	378	14	17	507	0
17:30 - 17:45	3	388	22	21	460	0
17:45 - 18:00	1	383	19	20	455	1
Total	10	3,198	133	134	3,806	3



Roadway Count Summary

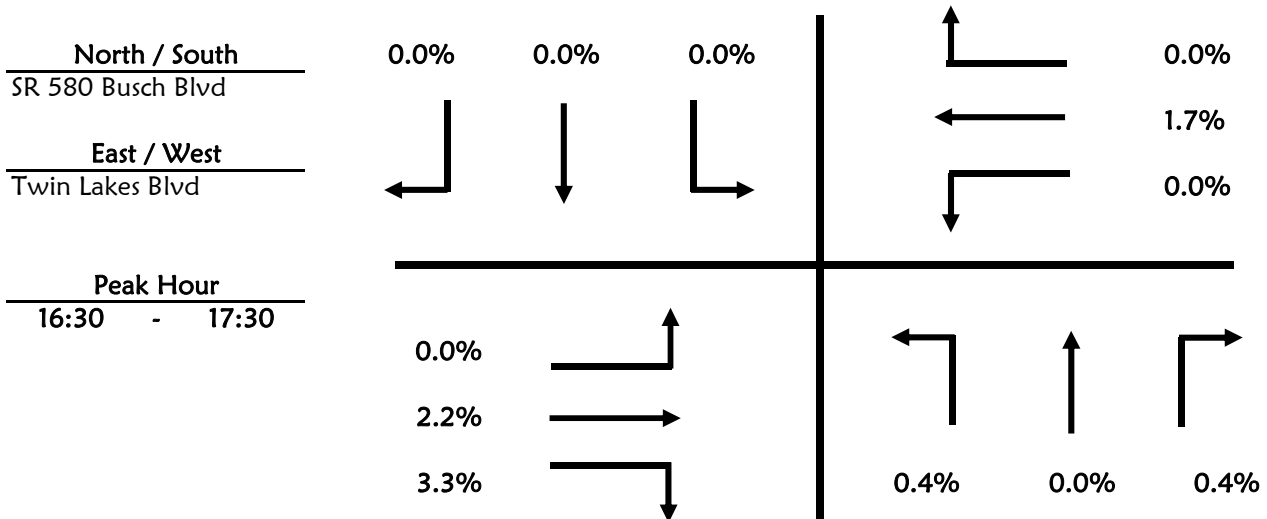
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & Twin Lakes Blvd
Date Thursday, May 04, 2017 7:00 .
Time Period 16:00 to 18:00

Trucks
VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	2	0	0	0	0	0
16:15 - 16:30	0	0	1	0	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	1	0	0	0
17:00 - 17:15	1	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	1	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	5	0	0	14	0
16:15 - 16:30	0	6	0	0	9	0
16:30 - 16:45	0	10	0	0	8	0
16:45 - 17:00	0	12	2	0	7	0
17:00 - 17:15	0	7	0	0	12	0
17:15 - 17:30	0	7	0	0	7	0
17:30 - 17:45	0	7	1	0	2	0
17:45 - 18:00	0	4	0	0	8	0



Roadway Count Summary

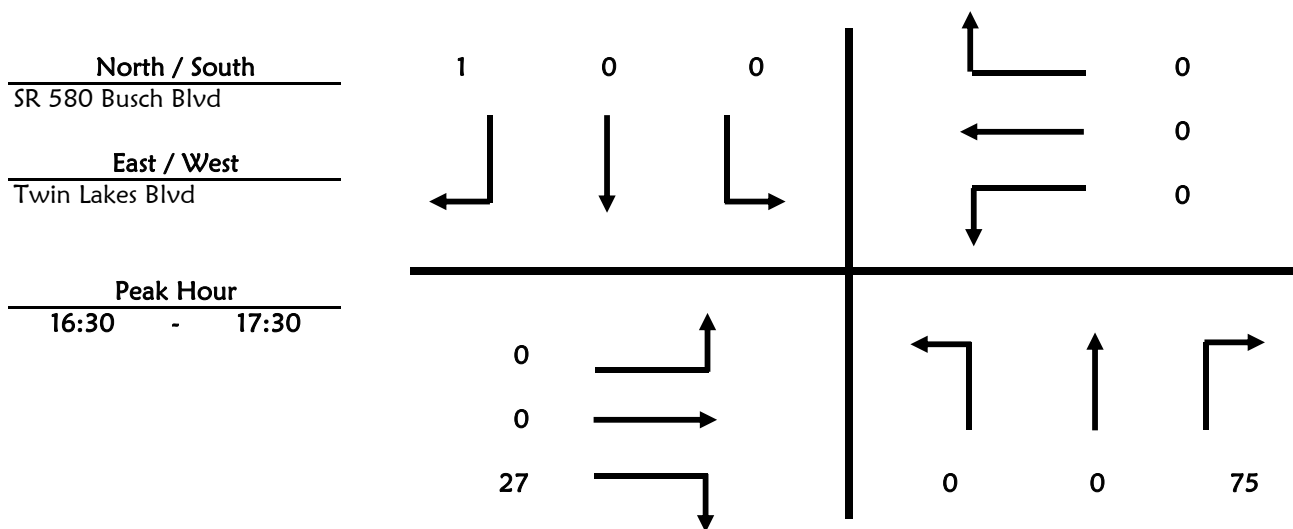
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & Twin Lakes Blvd
Date Thursday, May 04, 2017 7:00 A
Time Period 16:00 to 18:00 **U-Turn & RTOR**

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	24	0	0	0
16:15 - 16:30	0	0	15	0	0	0
16:30 - 16:45	0	0	29	0	0	0
16:45 - 17:00	0	0	5	0	0	0
17:00 - 17:15	0	0	22	0	0	0
17:15 - 17:30	0	0	19	0	0	1
17:30 - 17:45	0	0	14	0	0	0
17:45 - 18:00	0	0	11	0	0	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	1	0	5	0	0	0
16:15 - 16:30	0	0	5	0	0	0
16:30 - 16:45	0	0	5	0	0	0
16:45 - 17:00	0	0	9	0	0	0
17:00 - 17:15	0	0	7	0	0	0
17:15 - 17:30	0	0	6	0	0	0
17:30 - 17:45	2	0	7	0	0	0
17:45 - 18:00	0	0	8	0	0	0



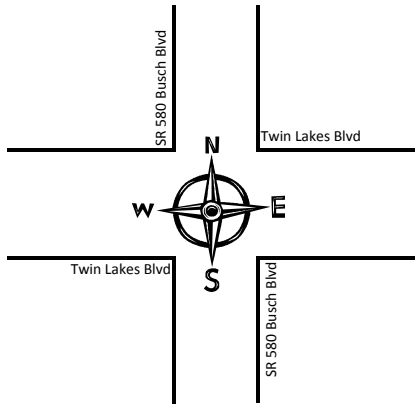
Pedestrian & Bicycle Summary

Project #: 62966
 Date: Thursday, May 04,

NB/SB: SR 580 Busch Blvd
 EB/WB: Twin Lakes Blvd

		Hour									
		16:00		17:00							
		1	2	3	4	5	6	7	8		
Eastbound	Bike	1	0							1	
	Ped	2	1							3	
Westbound	Bike	0	1							1	
	Ped	1	0							1	

		Southbound		Northbound	
Hour		Ped ▼	Bike	Ped ▲	Bike
1	16:00	0	0	0	0
2	17:00	0	0	0	0
3					
4					
5					
6					
7					
8					
		0	0	0	0



		Southbound		Northbound			
Hour		Ped ▼	Bike	Ped ▲	Bike		
1	16:00	0	0	0	0		
2	17:00	0	0	0	0		
3							
4							
5							
6							
7							
8							
		0	0	0	0		

Eastbound	Bike	3	0							3	
	Ped	0	0							0	
Westbound	Bike	1	0							1	
	Ped	0	0							0	

		Hour							
		16:00		17:00					
		1	2	3	4	5	6	7	8

Roadway Count Summary

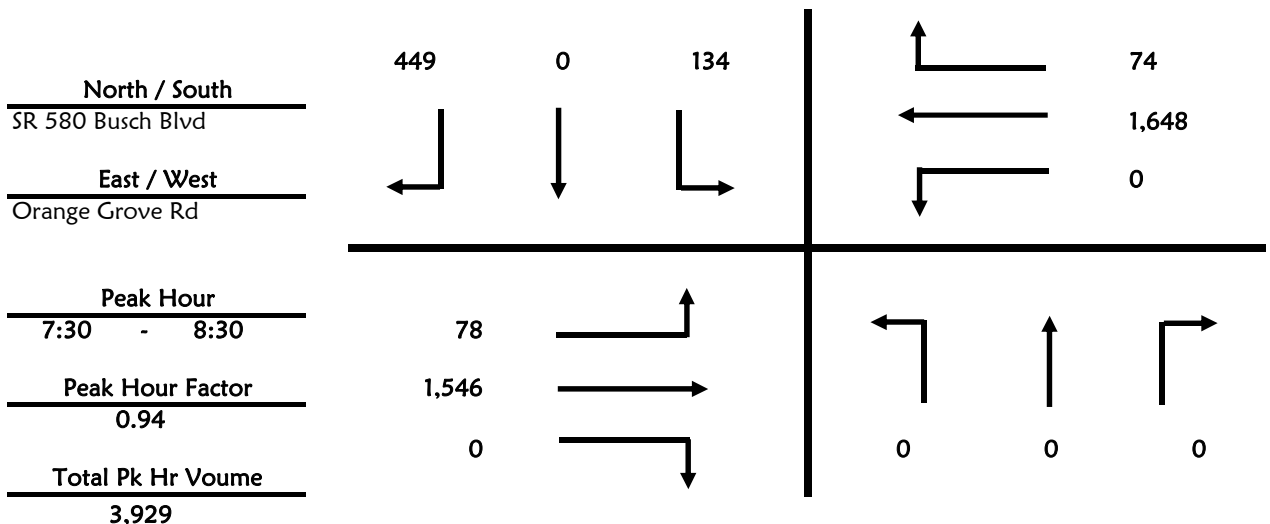
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & Orange Grove Rd
Date Thursday, May 04, 2017 7:00 AM **All Vehicles**
Time Period 7:00 to 9:00

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	33	0	125
7:15 - 7:30	0	0	0	46	0	122
7:30 - 7:45	0	0	0	39	0	130
7:45 - 8:00	0	0	0	34	0	121
8:00 - 8:15	0	0	0	37	0	116
8:15 - 8:30	0	0	0	24	0	82
8:30 - 8:45	0	0	0	18	0	71
8:45 - 9:00	0	0	0	18	0	59
Total	0	0	0	249	0	826

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	34	415	0	0	310	4
7:15 - 7:30	14	375	0	0	336	12
7:30 - 7:45	24	407	0	0	420	25
7:45 - 8:00	16	390	0	0	416	17
8:00 - 8:15	21	355	0	0	413	14
8:15 - 8:30	17	394	0	0	399	18
8:30 - 8:45	26	432	0	0	451	18
8:45 - 9:00	30	348	0	0	373	18
Total	182	3,116	0	0	3,118	126



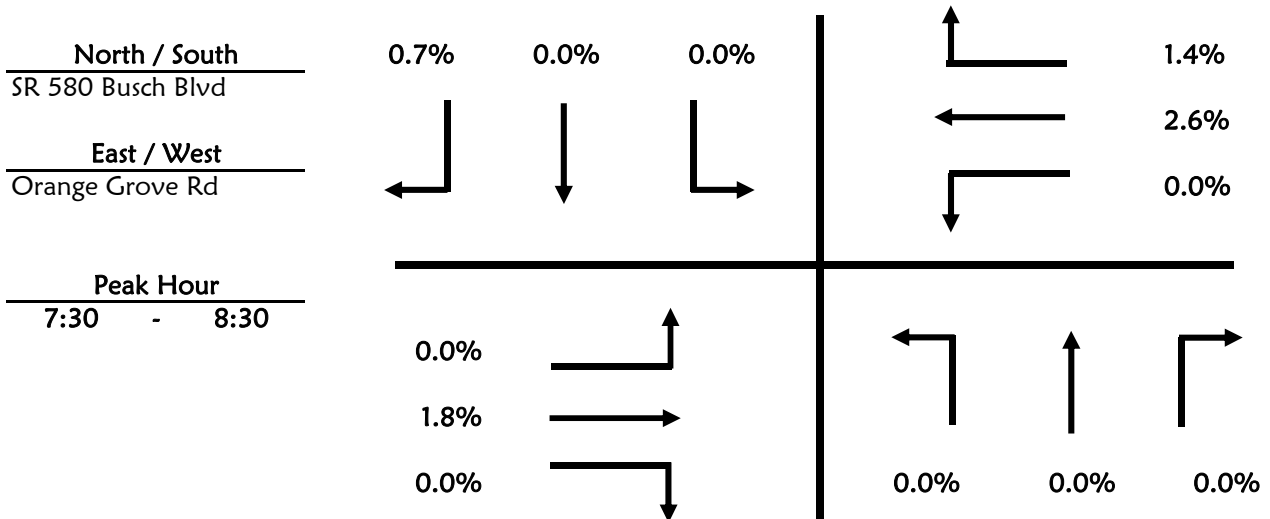
Roadway Count Summary

Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & Orange Grove Rd
Date Thursday, May 04, 2017 7:00 .
Time Period 7:00 to 9:00 **Trucks**
VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	2
8:00 - 8:15	0	0	0	0	0	1
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	10	0	0	5	0
7:15 - 7:30	0	6	0	0	11	0
7:30 - 7:45	0	5	0	0	8	0
7:45 - 8:00	0	13	0	0	9	0
8:00 - 8:15	0	4	0	0	11	0
8:15 - 8:30	0	6	0	0	15	1
8:30 - 8:45	2	11	0	0	12	1
8:45 - 9:00	1	20	0	0	12	0



Roadway Count Summary

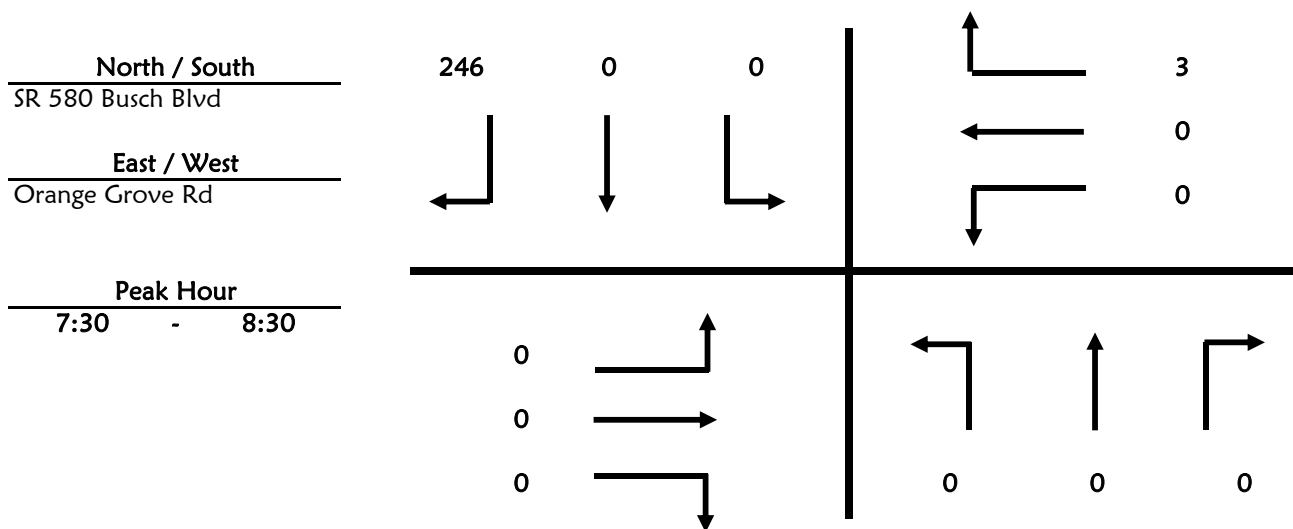
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & Orange Grove Rd
Date Thursday, May 04, 2017 7:00 A
Time Period 7:00 to 9:00 **U-Turn & RTOR**

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	75
7:15 - 7:30	0	0	0	0	0	61
7:30 - 7:45	0	0	0	0	0	61
7:45 - 8:00	0	0	0	0	0	72
8:00 - 8:15	0	0	0	0	0	55
8:15 - 8:30	0	0	0	0	0	58
8:30 - 8:45	0	0	0	0	0	40
8:45 - 9:00	0	0	0	0	0	29

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	1
7:30 - 7:45	0	0	0	0	0	2
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	1
8:30 - 8:45	0	0	0	0	0	3
8:45 - 9:00	0	0	0	0	0	5



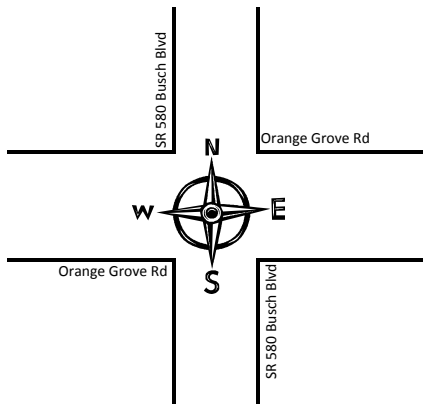
Pedestrian & Bicycle Summary

Project #: 62966
 Date: Thursday, May 04,

NB/SB: SR 580 Busch Blvd
 EB/WB: Orange Grove Rd

		Hour								
		7:00	8:00	1	2	3	6	7	8	
Eastbound	Bike	0	0							0
	Ped	0	0							0
Westbound	Bike	0	0							0
	Ped	0	0							0

		Southbound		Northbound	
Hour		Ped ▼	Bike	Ped ▲	Bike
1	7:00	0	0	0	0
2	8:00	0	0	0	0
3					
4					
5					
6					
7					
8					
		0	0	0	0



		Southbound		Northbound			
Hour		Ped ▼	Bike	Ped ▲	Bike	Hour	
1	7:00	0	0	0	0	1	7:00
2	8:00	0	0	0	0	2	8:00
3						3	
4						4	
5						5	
6						6	
7						7	
8						8	
		0	0	0	0		

Eastbound	Bike	0	0							0
	Ped	0	0							0
Westbound	Bike	0	0							0
	Ped	0	0							0

		7:00	8:00	1	2	3	4	5	6	7	8
Hour											

Roadway Count Summary

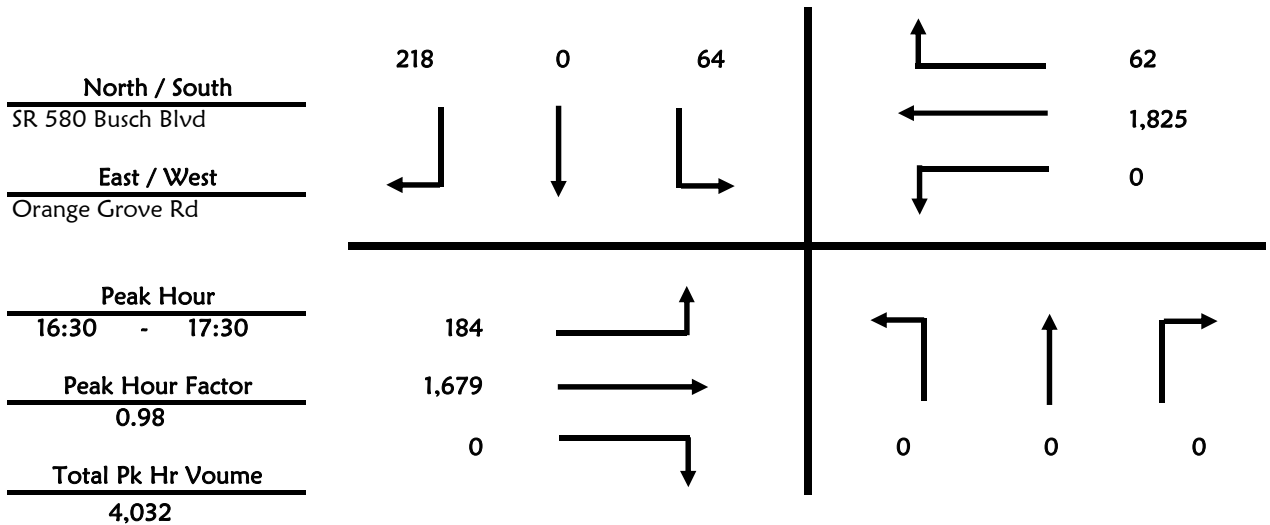
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & Orange Grove Rd
Date Thursday, May 04, 2017 7:00 AM **All Vehicles**
Time Period 16:00 to 18:00

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	16	0	48
16:15 - 16:30	0	0	0	12	0	40
16:30 - 16:45	0	0	0	10	0	56
16:45 - 17:00	0	0	0	12	0	42
17:00 - 17:15	0	0	0	21	0	64
17:15 - 17:30	0	0	0	21	0	56
17:30 - 17:45	0	0	0	17	0	51
17:45 - 18:00	0	0	0	19	0	50
Total	0	0	0	128	0	407

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	46	410	0	0	422	17
16:15 - 16:30	52	425	0	0	452	9
16:30 - 16:45	41	423	0	0	466	10
16:45 - 17:00	42	439	0	0	444	16
17:00 - 17:15	47	415	0	0	447	12
17:15 - 17:30	54	402	0	0	468	24
17:30 - 17:45	62	410	0	0	441	18
17:45 - 18:00	55	388	0	0	424	20
Total	399	3,312	0	0	3,564	126



Roadway Count Summary

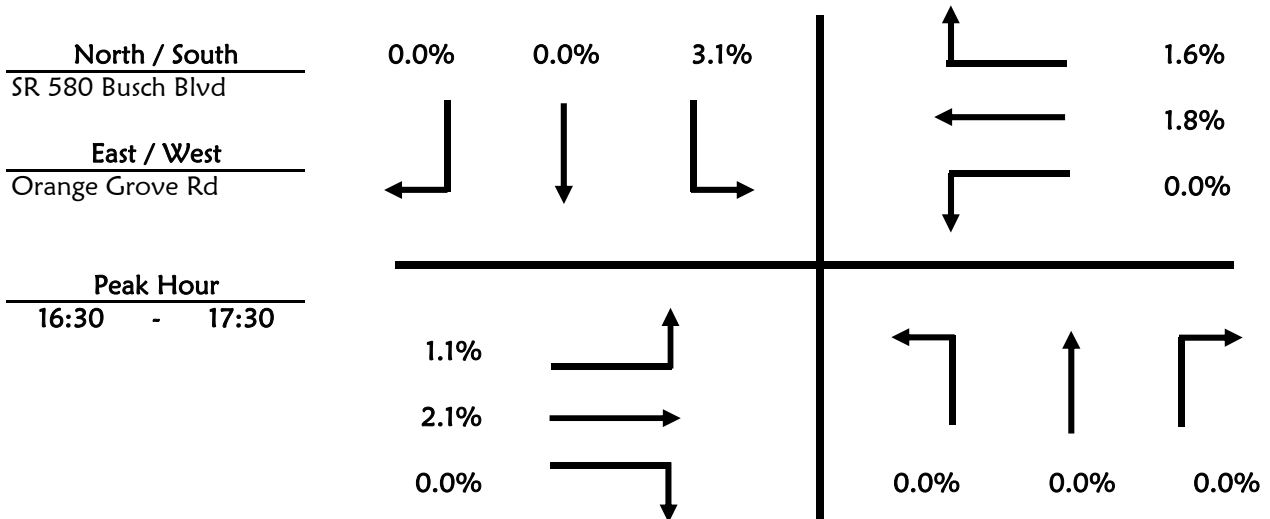
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & Orange Grove Rd
Date Thursday, May 04, 2017 7:00 .
Time Period 16:00 to 18:00

Trucks
VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	1	0	0
16:15 - 16:30	0	0	0	3	0	1
16:30 - 16:45	0	0	0	1	0	0
16:45 - 17:00	0	0	0	1	0	0
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0
17:45 - 18:00	0	0	0	1	0	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	5	0	0	14	0
16:15 - 16:30	0	8	0	0	10	0
16:30 - 16:45	0	10	0	0	6	0
16:45 - 17:00	0	14	0	0	7	0
17:00 - 17:15	2	5	0	0	13	0
17:15 - 17:30	0	7	0	0	6	1
17:30 - 17:45	1	7	0	0	5	0
17:45 - 18:00	0	4	0	0	6	0



Roadway Count Summary

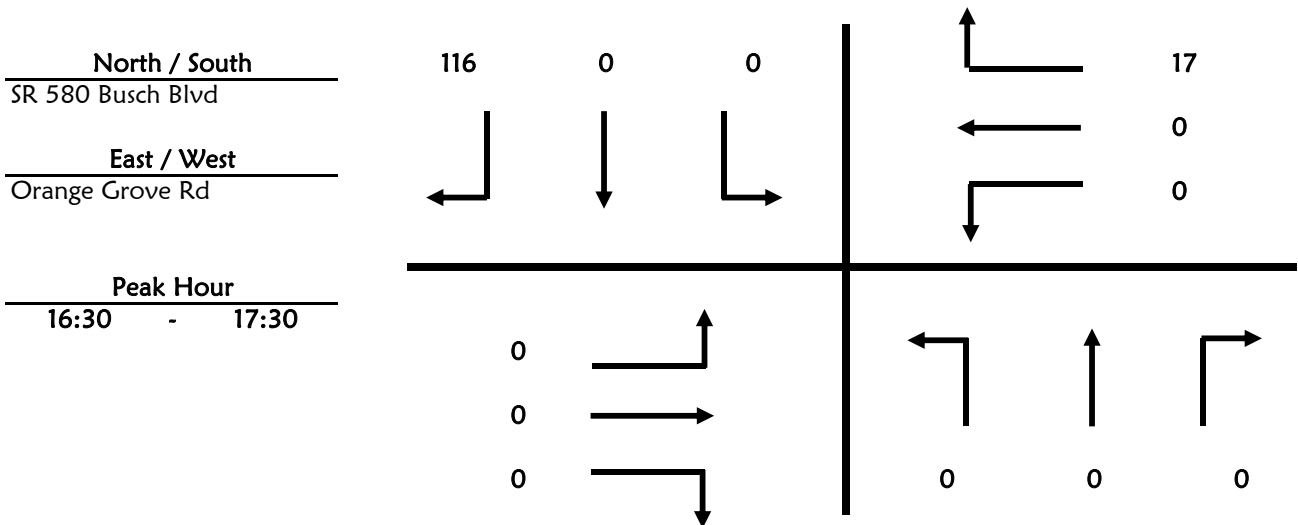
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & Orange Grove Rd
Date Thursday, May 04, 2017 7:00 A
Time Period 16:00 to 18:00 **U-Turn & RTOR**

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	25
16:15 - 16:30	0	0	0	0	0	24
16:30 - 16:45	0	0	0	0	0	32
16:45 - 17:00	0	0	0	0	0	29
17:00 - 17:15	0	0	0	0	0	28
17:15 - 17:30	0	0	0	0	0	27
17:30 - 17:45	0	0	0	0	0	26
17:45 - 18:00	0	0	0	0	0	34

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	7
16:15 - 16:30	0	0	0	0	0	5
16:30 - 16:45	0	0	0	0	0	3
16:45 - 17:00	0	0	0	0	0	4
17:00 - 17:15	0	0	0	0	0	2
17:15 - 17:30	0	0	0	0	0	8
17:30 - 17:45	0	0	0	0	0	7
17:45 - 18:00	0	0	0	0	0	6



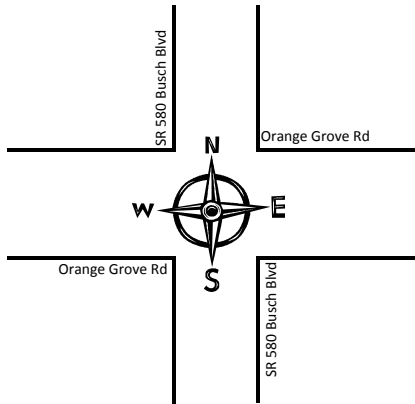
Pedestrian & Bicycle Summary

Project #: 62966
 Date: Thursday, May 04,

NB/SB: SR 580 Busch Blvd
 EB/WB: Orange Grove Rd

		Hour								
		16:00		17:00						
		1	2	3	6	7	8			
Eastbound	Bike	0	1							1
	Ped	1	0							1
Westbound	Bike	0	1							1
	Ped	2	1							3

		Southbound		Northbound	
Hour		Ped ▼	Bike	Ped ▲	Bike
1	16:00	1	0	0	0
2	17:00	0	0	0	0
3					
4					
5					
6					
7					
8					
		1	0	0	0



		Southbound		Northbound			
Hour		Ped ▼	Bike	Ped ▲	Bike		
1	16:00	0	0	0	0		
2	17:00	0	0	0	0		
3							
4							
5							
6							
7							
8							
		0	0	0	0		

Eastbound	Bike	0	0							0
	Ped	0	0							0
Westbound	Bike	0	0							0
	Ped	0	0							0

		Hour							
		16:00		17:00					
		1	2	3	4	5	6	7	8

Roadway Count Summary

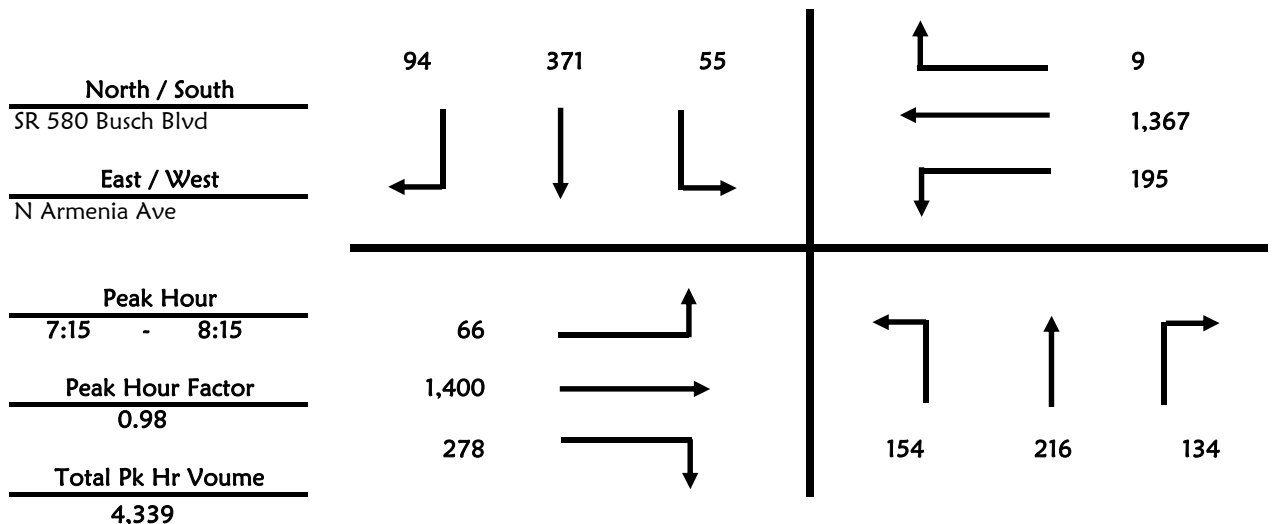
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Armenia Ave
Date Tuesday, May 09, 2017 7:00 AM **All Vehicles**
Time Period 7:00 to 9:00

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	25	35	47	13	78	11
7:15 - 7:30	31	40	45	13	97	20
7:30 - 7:45	46	59	40	5	99	16
7:45 - 8:00	42	67	24	15	93	18
8:00 - 8:15	35	50	25	22	82	40
8:15 - 8:30	38	39	27	12	82	37
8:30 - 8:45	32	47	27	15	88	54
8:45 - 9:00	28	48	43	17	62	35
	277	385	278	112	681	231

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	20	352	68	45	308	0
7:15 - 7:30	10	356	75	47	334	1
7:30 - 7:45	15	370	67	48	344	1
7:45 - 8:00	19	312	76	60	344	5
8:00 - 8:15	22	362	60	40	345	2
8:15 - 8:30	15	387	53	32	332	5
8:30 - 8:45	23	348	39	40	340	3
8:45 - 9:00	13	245	36	46	323	4
	137	2,732	474	358	2,670	21



Roadway Count Summary

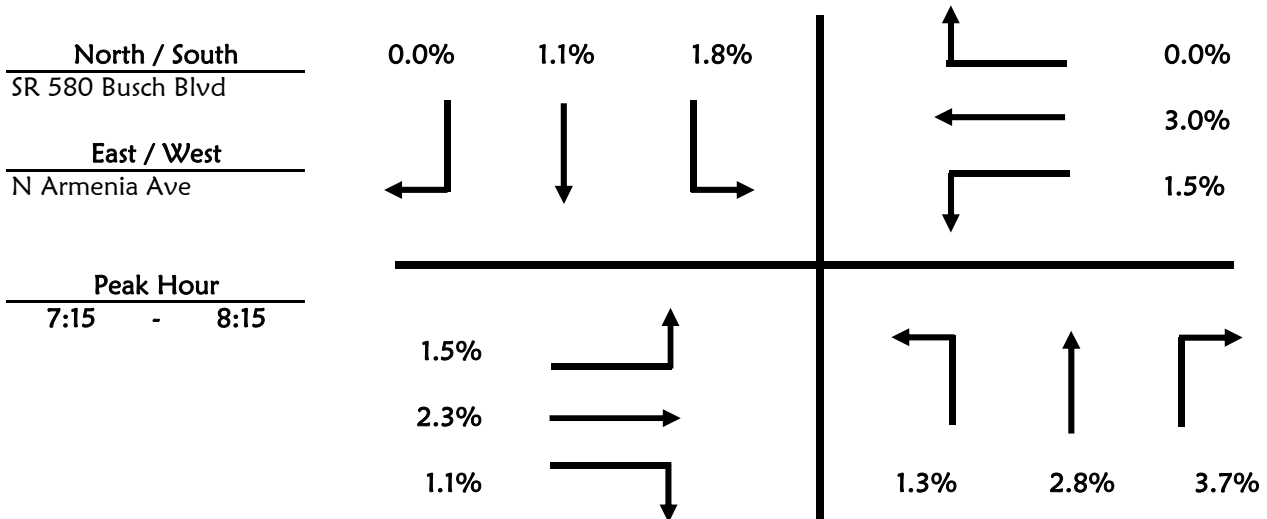
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Armenia Ave
Date Tuesday, May 09, 2017 7:00 A
Time Period 7:00 to 9:00

Trucks
VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	1	3	0	1	1	0
7:15 - 7:30	0	2	3	0	0	0
7:30 - 7:45	0	1	1	0	2	0
7:45 - 8:00	1	0	1	0	1	0
8:00 - 8:15	1	3	0	1	1	0
8:15 - 8:30	0	1	0	1	1	1
8:30 - 8:45	1	1	3	0	4	3
8:45 - 9:00	0	2	3	0	5	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	13	0	1	19	0
7:15 - 7:30	0	7	0	1	18	0
7:30 - 7:45	0	7	0	1	9	0
7:45 - 8:00	1	7	2	0	5	0
8:00 - 8:15	0	11	1	1	9	0
8:15 - 8:30	0	11	0	0	8	0
8:30 - 8:45	0	9	3	0	9	0
8:45 - 9:00	0	11	1	2	16	0



Roadway Count Summary

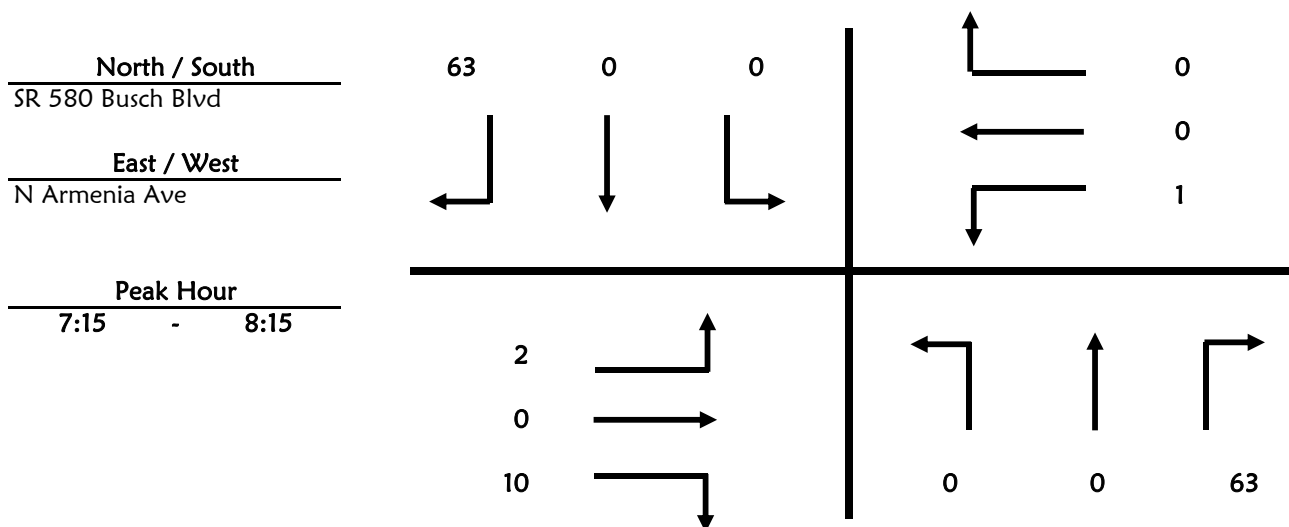
Vanasse Hangen Brustlin, Inc.

County Hillsborough City Tampa
 Intersection SR 580 Busch Blvd & N Armenia Ave
 Date Tuesday, May 09, 2017 7:00 AM
 Time Period 7:00 to 9:00 U-Turn & RTOR

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	25	0	0	9
7:15 - 7:30	0	0	25	0	0	14
7:30 - 7:45	0	0	15	0	0	11
7:45 - 8:00	0	0	12	0	0	8
8:00 - 8:15	0	0	11	0	0	30
8:15 - 8:30	0	0	14	0	0	28
8:30 - 8:45	0	0	12	0	0	37
8:45 - 9:00	0	0	27	0	0	25

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	5	0	0	0
7:15 - 7:30	0	0	3	0	0	0
7:30 - 7:45	0	0	0	0	0	0
7:45 - 8:00	0	0	4	0	0	0
8:00 - 8:15	2	0	3	1	0	0
8:15 - 8:30	0	0	3	0	0	0
8:30 - 8:45	3	0	0	1	0	0
8:45 - 9:00	0	0	2	0	0	0



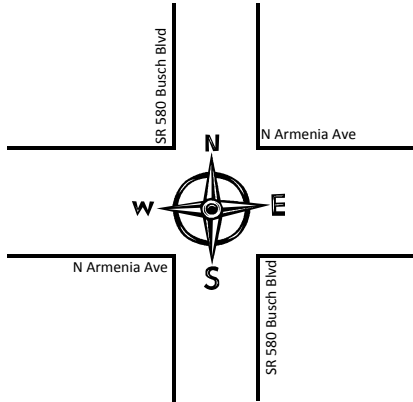
Pedestrian & Bicycle Summary

Project #: 62966
 Date: Tuesday, May 09, 2017

NB/SB: SR 580 Busch Blvd
 EB/WB: N Armenia Ave

		Hour								
		7:00	8:00	1	2	3	6	7	8	
Eastbound	Bike	0	0							0
	Ped	0	0							0
Westbound	Bike	0	0							0
	Ped	0	0							0

		Southbound		Northbound	
Hour		Ped	Bike	Ped	Bike
1	7:00	0	0	1	0
2	8:00	0	0	1	0
3					
4					
5					
6					
7					
8					
		0	0	2	0



		Southbound		Northbound			
Hour		Ped	Bike	Ped	Bike	Hour	
1	7:00	1	2	0	3	1	7:00
2	8:00	1	4	4	3	2	8:00
3						3	
4						4	
5						5	
6						6	
7						7	
8						8	
		2	6	4	6		

Eastbound	Bike	1	0							1
	Ped	0	0							0
Westbound	Bike	0	0							0
	Ped	0	3							3

		Hour									
		7:00	8:00	1	2	3	4	5	6	7	8

Roadway Count Summary

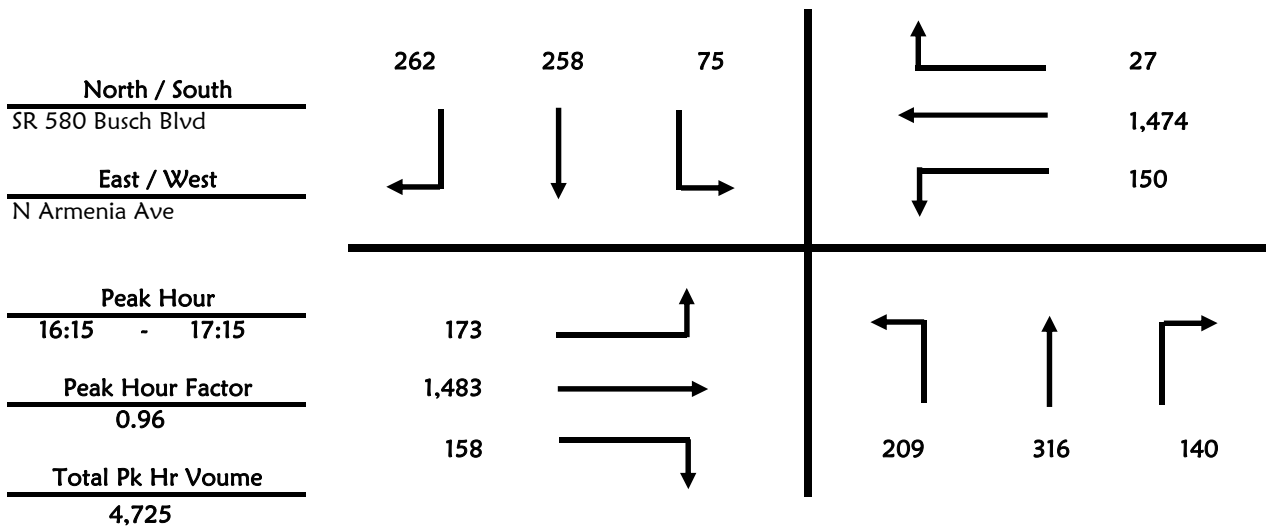
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Armenia Ave
Date Tuesday, May 09, 2017 7:00 AM **All Vehicles**
Time Period 16:00 to 18:00

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	50	86	42	11	46	52
16:15 - 16:30	45	76	33	14	60	58
16:30 - 16:45	57	67	28	21	64	78
16:45 - 17:00	53	88	41	16	62	50
17:00 - 17:15	54	85	38	24	72	76
17:15 - 17:30	65	83	39	12	59	74
17:30 - 17:45	51	85	36	18	63	60
17:45 - 18:00	36	83	49	13	57	74
	411	653	306	129	483	522

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	52	359	28	32	370	9
16:15 - 16:30	48	372	40	35	386	7
16:30 - 16:45	33	363	48	42	350	9
16:45 - 17:00	52	369	34	35	364	2
17:00 - 17:15	40	379	36	38	374	9
17:15 - 17:30	39	348	23	37	246	4
17:30 - 17:45	41	326	23	33	255	8
17:45 - 18:00	37	308	39	35	330	7
	342	2,824	271	287	2,675	55



Roadway Count Summary

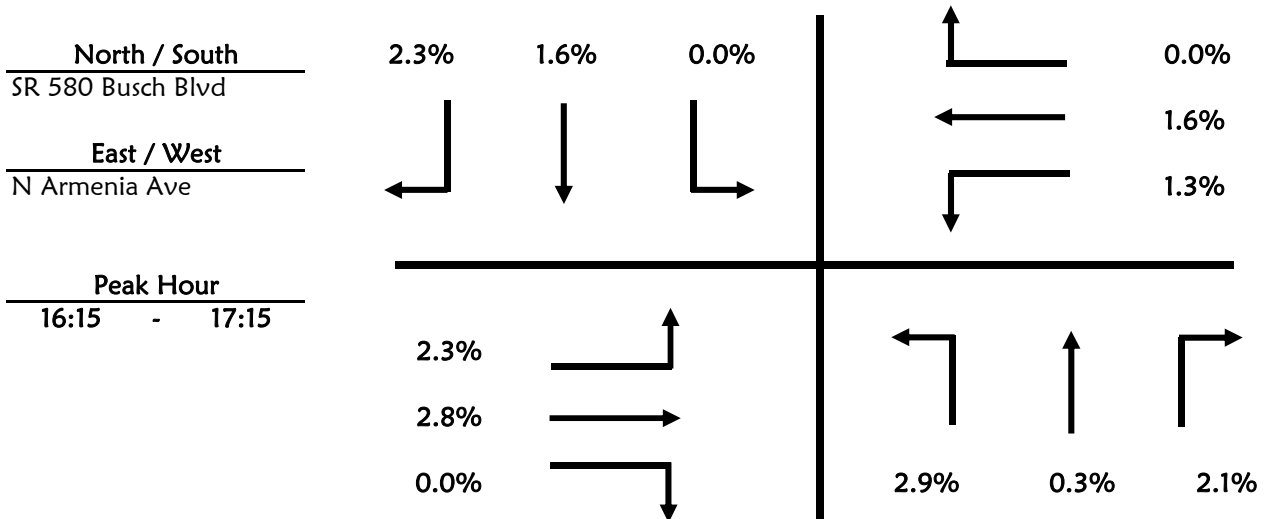
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Armenia Ave
Date Tuesday, May 09, 2017 7:00 A
Time Period 16:00 to 18:00

Trucks
VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	2	2	7	1	2	1
16:15 - 16:30	1	0	1	0	2	1
16:30 - 16:45	3	1	1	0	1	1
16:45 - 17:00	1	0	0	0	0	2
17:00 - 17:15	1	0	1	0	1	2
17:15 - 17:30	0	0	0	0	1	0
17:30 - 17:45	0	0	0	0	0	2
17:45 - 18:00	1	2	1	0	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	6	0	0	18	0
16:15 - 16:30	1	16	0	0	6	0
16:30 - 16:45	0	9	0	0	7	0
16:45 - 17:00	1	11	0	0	5	0
17:00 - 17:15	2	6	0	2	5	0
17:15 - 17:30	0	6	0	0	4	0
17:30 - 17:45	0	7	0	0	9	0
17:45 - 18:00	0	12	0	0	3	0



Roadway Count Summary

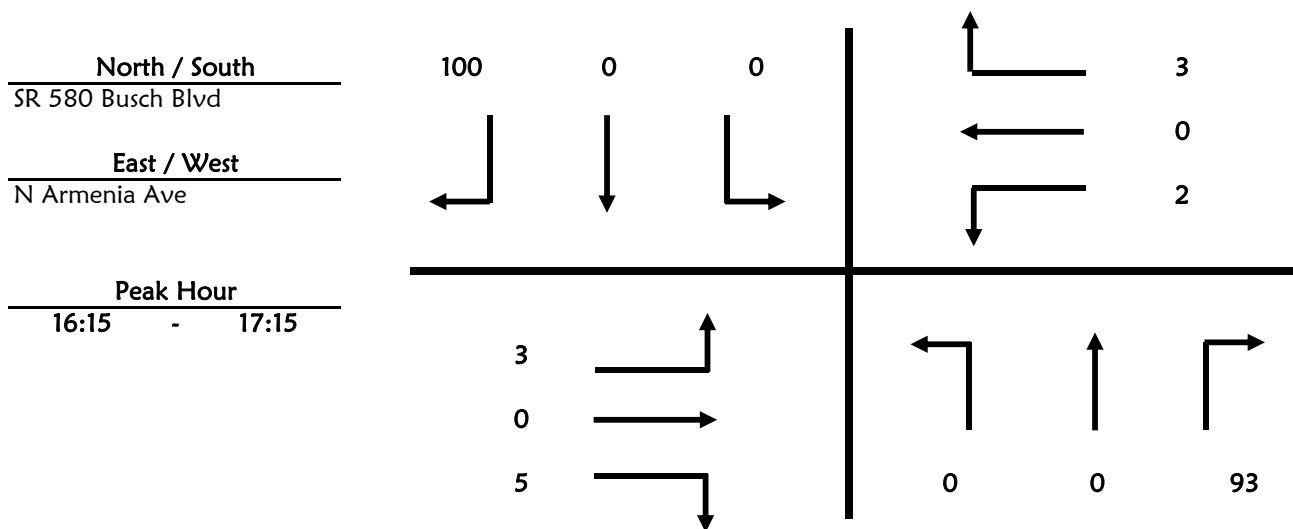
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Armenia Ave
Date Tuesday, May 09, 2017 7:00 AM
Time Period 16:00 to 18:00 **U-Turn & RTOR**

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	24	0	0	24
16:15 - 16:30	0	0	23	0	0	19
16:30 - 16:45	0	0	15	0	0	40
16:45 - 17:00	0	0	28	0	0	32
17:00 - 17:15	0	0	27	0	0	9
17:15 - 17:30	0	0	29	0	0	22
17:30 - 17:45	0	0	27	0	0	17
17:45 - 18:00	0	0	36	0	0	16

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	2	0	0	0	0	0
16:15 - 16:30	0	0	1	0	0	0
16:30 - 16:45	0	0	1	0	0	2
16:45 - 17:00	1	0	1	0	0	1
17:00 - 17:15	2	0	2	2	0	0
17:15 - 17:30	0	0	0	0	0	0
17:30 - 17:45	0	0	2	0	0	0
17:45 - 18:00	0	0	0	0	0	0



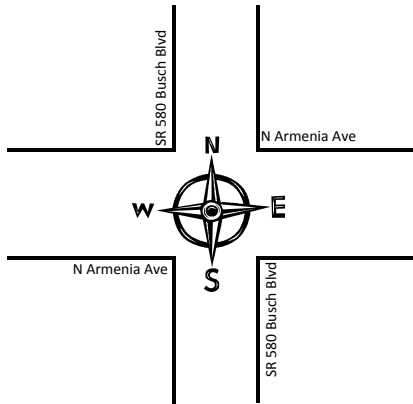
Pedestrian & Bicycle Summary

Project #: 62966
 Date: Tuesday, May 09, 2017

NB/SB: SR 580 Busch Blvd
 EB/WB: N Armenia Ave

		Hour										
		16:00	17:00	1	2	3	4	5	6	7	8	
Eastbound	Bike	0	0									0
	Ped	0	0									0
Westbound	Bike	0	0									0
	Ped	0	0									0

Hour	Southbound		Northbound	
	Ped ▼	Bike	Ped ▲	Bike
1 16:00	0	0	0	0
2 17:00	0	1	0	2
3				
4				
5				
6				
7				
8				
	0	1	0	2



Hour	Southbound		Northbound	
	Ped ▼	Bike	Ped ▲	Bike
1 16:00	2	3	2	1
2 17:00	1	4	0	4
3				
4				
5				
6				
7				
8				
	3	7	2	5

Eastbound	Bike	0	0									0
	Ped	1	1									2
Westbound	Bike	0	0									0
	Ped	0	0									0

		16:00	17:00	1	2	3	4	5	6	7	8	

Roadway Count Summary

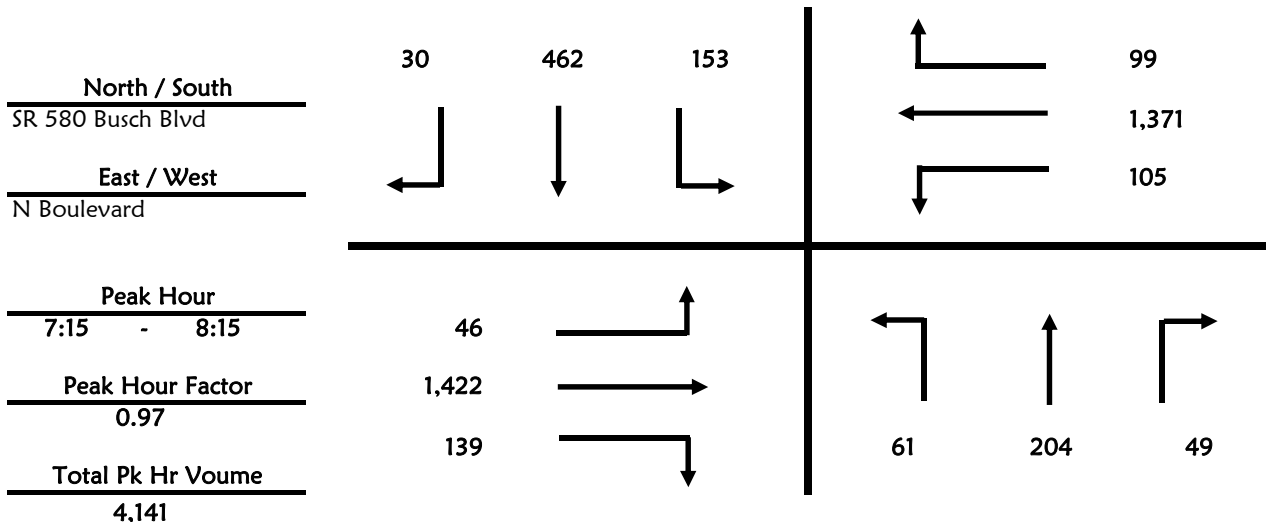
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Boulevard
Date Thursday, May 04, 2017 7:00 AM **All Vehicles**
Time Period 7:00 to 9:00

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	14	78	13	34	92	10
7:15 - 7:30	11	99	8	26	117	7
7:30 - 7:45	18	42	9	38	135	7
7:45 - 8:00	19	42	19	48	131	8
8:00 - 8:15	13	21	13	41	79	8
8:15 - 8:30	12	37	13	32	91	13
8:30 - 8:45	20	59	11	42	75	17
8:45 - 9:00	25	33	11	24	79	10
	132	411	97	285	799	80

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	22	407	27	14	288	38
7:15 - 7:30	32	347	29	29	304	64
7:30 - 7:45	6	333	39	27	353	17
7:45 - 8:00	6	327	39	28	325	9
8:00 - 8:15	2	415	32	21	389	9
8:15 - 8:30	6	395	26	12	385	18
8:30 - 8:45	8	348	18	16	313	7
8:45 - 9:00	10	299	17	25	369	8
	92	2,871	227	172	2,726	170



Roadway Count Summary

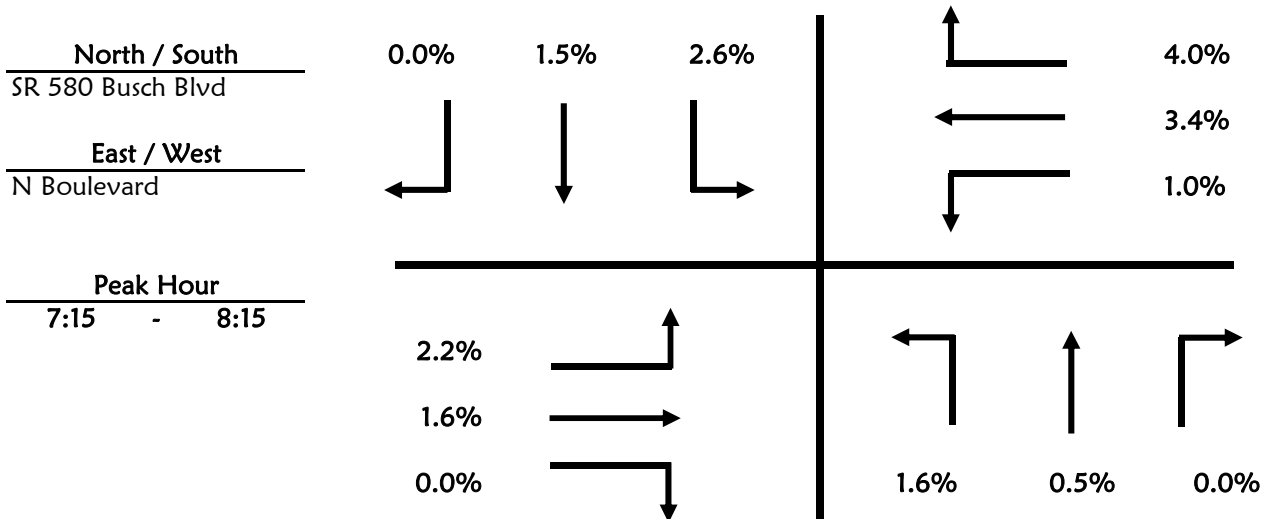
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Boulevard
Date Thursday, May 04, 2017 7:00
Time Period 7:00 to 9:00

Trucks
VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	3	1	0	1	1	0
7:15 - 7:30	0	0	0	0	2	0
7:30 - 7:45	1	1	0	0	1	0
7:45 - 8:00	0	0	0	3	2	0
8:00 - 8:15	0	0	0	1	2	0
8:15 - 8:30	0	1	0	1	1	0
8:30 - 8:45	2	2	0	2	1	0
8:45 - 9:00	0	4	0	4	2	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	1	7	0	1	6	2
7:15 - 7:30	0	3	0	0	14	1
7:30 - 7:45	0	3	0	0	8	0
7:45 - 8:00	1	11	0	0	6	1
8:00 - 8:15	0	6	0	1	18	2
8:15 - 8:30	0	9	0	0	8	1
8:30 - 8:45	0	11	0	0	16	0
8:45 - 9:00	3	9	1	0	14	0



Roadway Count Summary

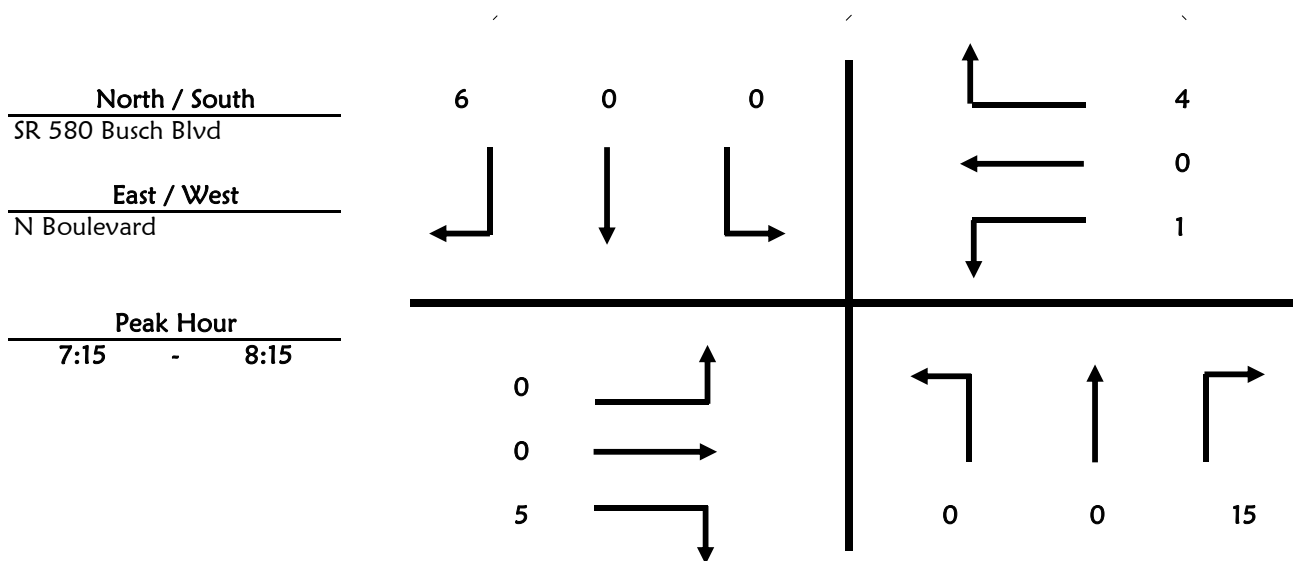
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Boulevard
Date Thursday, May 04, 2017 7:00 A
Time Period 7:00 to 9:00 **U-Turn & RTOR**

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	4
7:15 - 7:30	0	0	6	0	0	2
7:30 - 7:45	0	0	0	0	0	1
7:45 - 8:00	0	0	8	0	0	1
8:00 - 8:15	0	0	1	0	0	2
8:15 - 8:30	0	0	3	0	0	2
8:30 - 8:45	0	0	2	0	0	6
8:45 - 9:00	0	0	3	0	0	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	1	0	0	2
7:15 - 7:30	0	0	0	0	0	0
7:30 - 7:45	0	0	1	0	0	1
7:45 - 8:00	0	0	4	0	0	0
8:00 - 8:15	0	0	0	1	0	3
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	1	0	2	0	0	1
8:45 - 9:00	0	0	1	1	0	0



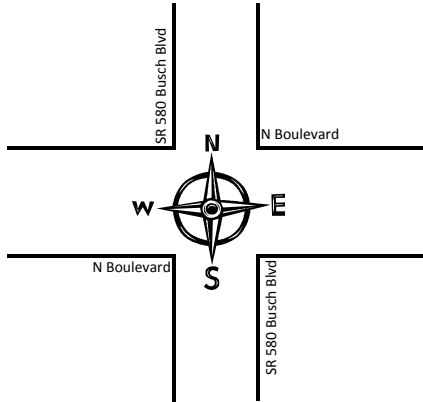
Pedestrian & Bicycle Summary

Project #: 62966
 Date: Thursday, May 04,

NB/SB: SR 580 Busch Blvd
 EB/WB: N Boulevard

		Hour								
		7:00	8:00							
		1	2	3	6	7	8			
Eastbound	Bike	1	0							1
	Ped	1	2							3
Westbound	Bike	1	0							1
	Ped	2	0							2

		Southbound		Northbound	
Hour		Ped ▼	Bike	Ped ▲	Bike
1	7:00	6	0	10	0
2	8:00	0	1	0	0
3					
4					
5					
6					
7					
8					
		6	1	10	0



		Southbound		Northbound			
Hour		Ped ▼	Bike	Ped ▲	Bike	Hour	
1	7:00	3	0	23	5	1	7:00
2	8:00	3	1	4	5	2	8:00
3						3	
4						4	
5						5	
6						6	
7						7	
8						8	
		6	1	27	10		

Eastbound	Bike	0	0							0
	Ped	2	0							2
Westbound	Bike	0	0							0
	Ped	2	0							2

		Hour							
		7:00	8:00						
		1	2	3	4	5	6	7	8

Roadway Count Summary

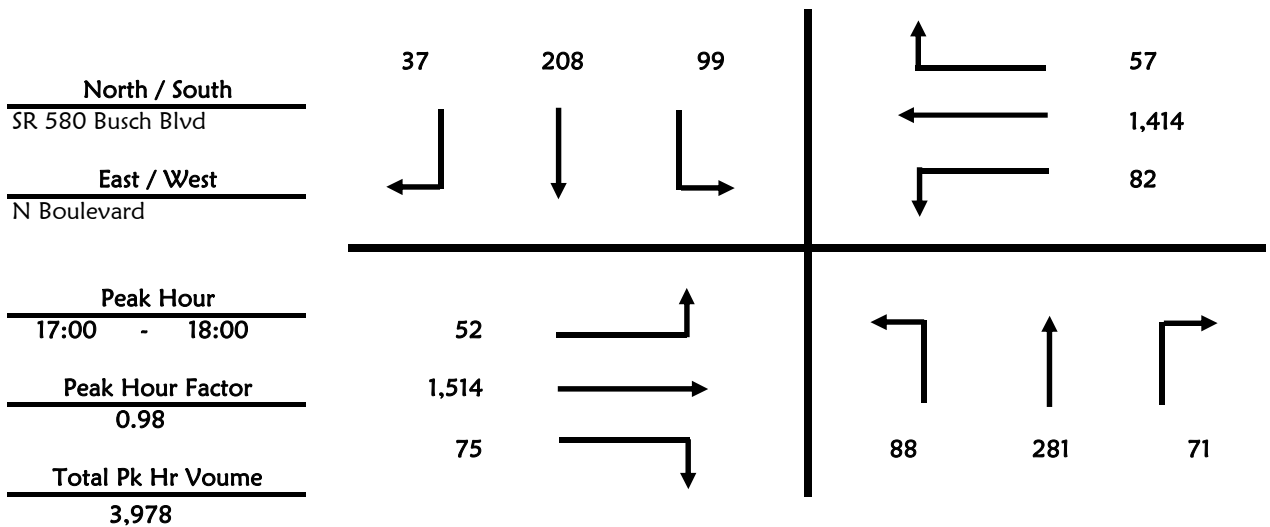
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Boulevard
Date Thursday, May 04, 2017 7:00 AM **All Vehicles**
Time Period 16:00 to 18:00

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	25	56	15	24	39	19
16:15 - 16:30	27	79	13	25	54	10
16:30 - 16:45	19	55	24	23	63	9
16:45 - 17:00	16	53	11	17	51	9
17:00 - 17:15	30	72	22	25	50	12
17:15 - 17:30	16	66	15	29	38	7
17:30 - 17:45	22	70	19	15	61	8
17:45 - 18:00	20	73	15	30	59	10
Total	175	524	134	188	415	84

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	10	331	21	30	365	10
16:15 - 16:30	11	338	24	28	373	6
16:30 - 16:45	10	341	20	30	401	5
16:45 - 17:00	5	371	19	23	365	10
17:00 - 17:15	11	385	13	18	358	11
17:15 - 17:30	13	402	18	18	367	13
17:30 - 17:45	12	367	25	24	371	19
17:45 - 18:00	16	360	19	22	318	14
Total	88	2,895	159	193	2,918	88



Roadway Count Summary

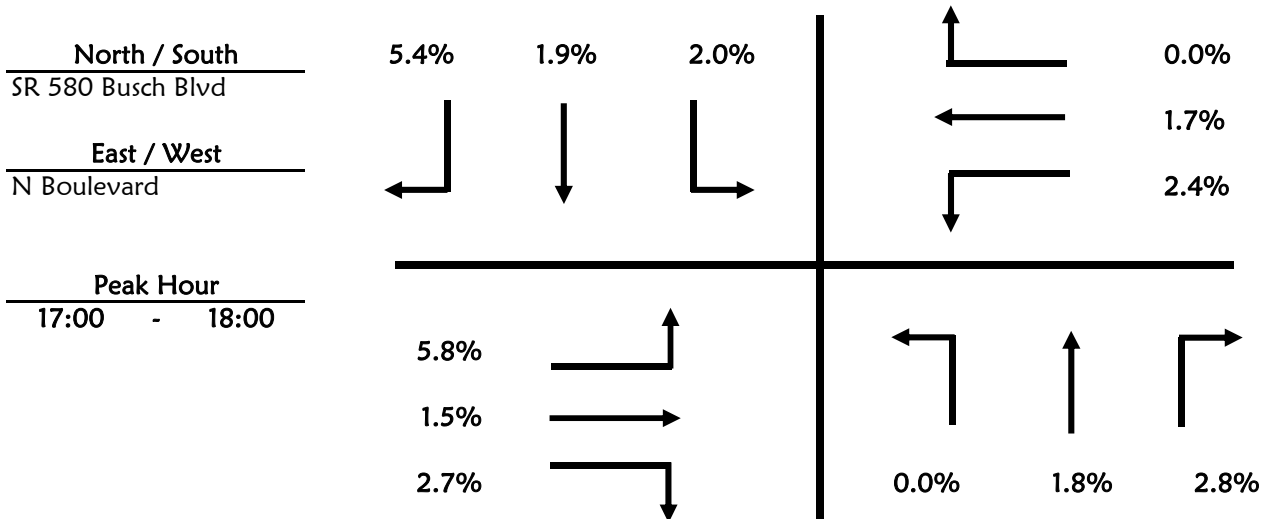
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Boulevard
Date Thursday, May 04, 2017 7:00 .
Time Period 16:00 to 18:00

Trucks
VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	2	1	0	2	1	0
16:15 - 16:30	0	1	0	3	2	0
16:30 - 16:45	0	0	1	0	1	0
16:45 - 17:00	0	3	0	0	3	1
17:00 - 17:15	0	2	1	1	2	1
17:15 - 17:30	0	1	0	0	1	0
17:30 - 17:45	0	0	1	0	1	0
17:45 - 18:00	0	2	0	1	0	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	6	0	0	9	0
16:15 - 16:30	0	8	1	0	8	0
16:30 - 16:45	1	10	0	1	7	0
16:45 - 17:00	0	14	1	0	11	1
17:00 - 17:15	1	5	0	1	8	0
17:15 - 17:30	0	7	1	0	6	0
17:30 - 17:45	1	2	1	1	5	0
17:45 - 18:00	1	9	0	0	5	0



Roadway Count Summary

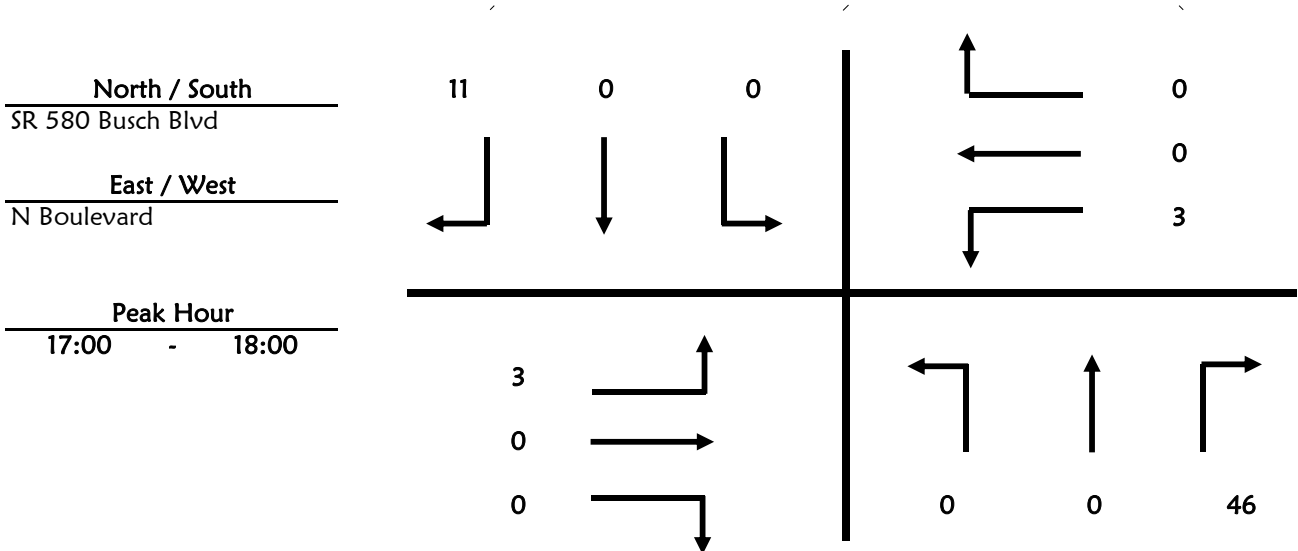
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Boulevard
Date Thursday, May 04, 2017 7:00 A
Time Period 16:00 to 18:00 **U-Turn & RTOR**

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	1	0	10	0	0	6
16:15 - 16:30	3	0	9	1	0	2
16:30 - 16:45	0	0	19	0	0	1
16:45 - 17:00	0	0	8	0	0	5
17:00 - 17:15	0	0	12	0	0	2
17:15 - 17:30	0	0	11	0	0	4
17:30 - 17:45	0	0	15	0	0	3
17:45 - 18:00	0	0	8	0	0	2

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	1	0	1	3	0	0
16:15 - 16:30	0	0	0	1	0	0
16:30 - 16:45	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0
17:00 - 17:15	0	0	0	1	0	0
17:15 - 17:30	1	0	0	1	0	0
17:30 - 17:45	1	0	0	1	0	0
17:45 - 18:00	1	0	0	0	0	0



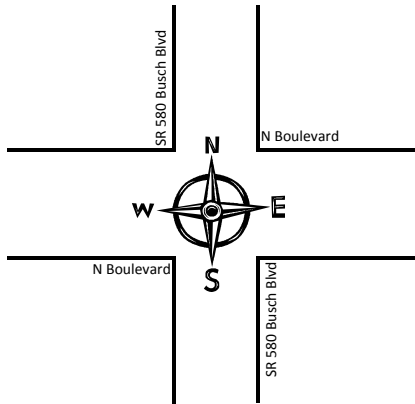
Pedestrian & Bicycle Summary

Project #: 62966
 Date: Thursday, May 04,

NB/SB: SR 580 Busch Blvd
 EB/WB: N Boulevard

		Hour									
		16:00		17:00							
		1	2	3	4	5	6	7	8		
Eastbound	Bike	0	0							0	
	Ped	1	1							2	
Westbound	Bike	1	1							2	
	Ped	0	2							2	

		Southbound		Northbound	
Hour		Ped	Bike	Ped	Bike
1	16:00	0	6	0	6
2	17:00	2	5	1	4
3					
4					
5					
6					
7					
8					
		2	11	1	10



		Southbound		Northbound			
Hour		Ped	Bike	Ped	Bike		
1	16:00	3	7	2	0		
2	17:00	2	2	2	0		
3							
4							
5							
6							
7							
8							
		5	9	4	0		

Eastbound	Bike	0	2							2	
	Ped	0	2							2	
Westbound	Bike	4	0							4	
	Ped	0	0							0	

		Hour							
		16:00		17:00					
		1	2	3	4	5	6	7	8

Roadway Count Summary

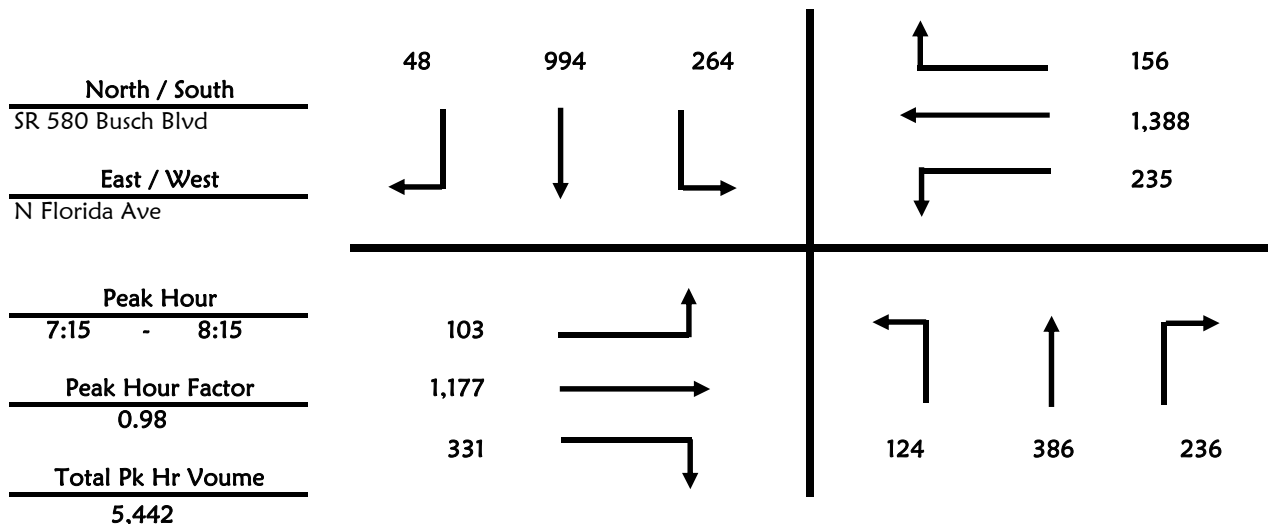
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Florida Ave
Date Thursday, May 04, 2017 7:00 AM **All Vehicles**
Time Period 7:00 to 9:00

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	28	83	41	66	242	15
7:15 - 7:30	35	81	43	74	257	8
7:30 - 7:45	23	98	61	75	272	9
7:45 - 8:00	30	106	70	65	242	15
8:00 - 8:15	36	101	62	50	223	16
8:15 - 8:30	23	111	48	58	219	15
8:30 - 8:45	26	127	45	46	212	30
8:45 - 9:00	28	136	60	47	197	37
	229	843	430	481	1,864	145

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	27	344	67	59	306	42
7:15 - 7:30	14	299	70	61	368	45
7:30 - 7:45	22	307	83	53	322	32
7:45 - 8:00	34	276	76	62	372	42
8:00 - 8:15	33	295	102	59	326	37
8:15 - 8:30	40	297	84	49	344	46
8:30 - 8:45	35	292	86	59	324	37
8:45 - 9:00	43	234	71	59	306	50
	248	2,344	639	461	2,668	331



Roadway Count Summary

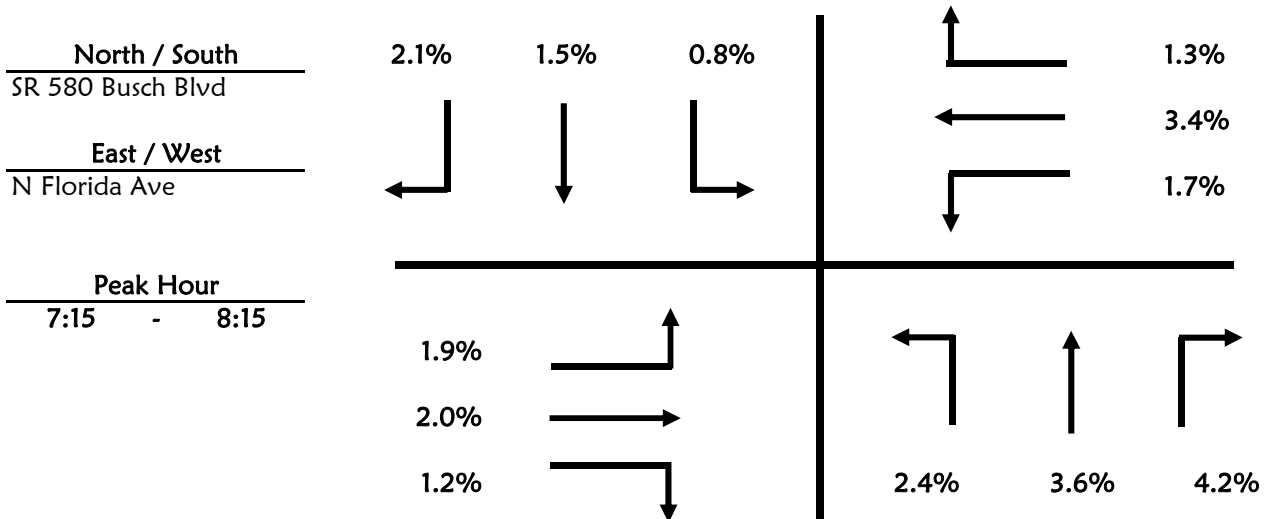
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Florida Ave
Date Thursday, May 04, 2017 7:00
Time Period 7:00 to 9:00

Trucks
VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	2	3	3	0	2	0
7:15 - 7:30	0	3	1	0	2	1
7:30 - 7:45	0	4	5	0	3	0
7:45 - 8:00	1	2	2	1	6	0
8:00 - 8:15	2	5	2	1	4	0
8:15 - 8:30	2	8	1	4	5	0
8:30 - 8:45	1	4	1	1	1	3
8:45 - 9:00	4	2	6	2	7	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	6	2	5	5	2
7:15 - 7:30	0	6	1	1	13	1
7:30 - 7:45	0	4	1	2	6	1
7:45 - 8:00	0	9	1	0	10	0
8:00 - 8:15	2	5	1	1	18	0
8:15 - 8:30	0	8	1	3	5	0
8:30 - 8:45	0	8	1	3	14	0
8:45 - 9:00	0	12	2	3	9	0



Roadway Count Summary

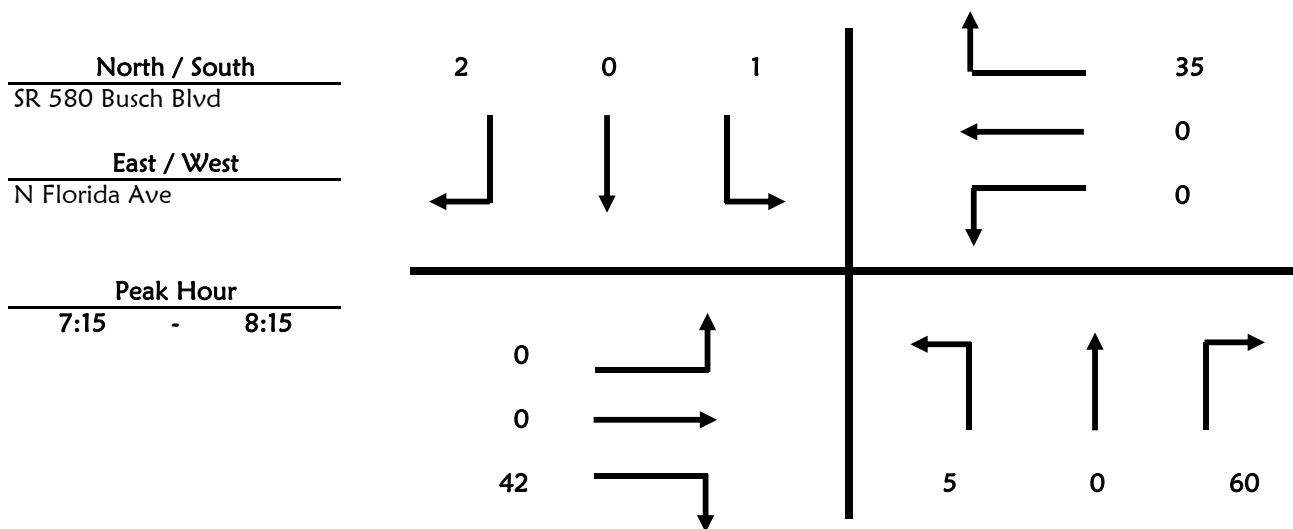
Vanasse Hangen Brustlin, Inc.

County Hillsborough City Tampa
 Intersection SR 580 Busch Blvd & N Florida Ave
 Date Thursday, May 04, 2017 7:00 A
 Time Period 7:00 to 9:00 U-Turn & RTOR

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	1	0	0	0
7:15 - 7:30	0	0	11	0	0	0
7:30 - 7:45	0	0	11	0	0	0
7:45 - 8:00	1	0	16	0	0	1
8:00 - 8:15	4	0	22	1	0	1
8:15 - 8:30	2	0	25	0	0	3
8:30 - 8:45	1	0	20	0	0	1
8:45 - 9:00	0	0	15	1	0	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	1	0	5	1	0	4
7:15 - 7:30	0	0	10	0	0	6
7:30 - 7:45	0	0	5	0	0	8
7:45 - 8:00	0	0	7	0	0	14
8:00 - 8:15	0	0	20	0	0	7
8:15 - 8:30	1	0	5	0	0	10
8:30 - 8:45	0	0	7	2	0	9
8:45 - 9:00	0	0	11	0	0	11



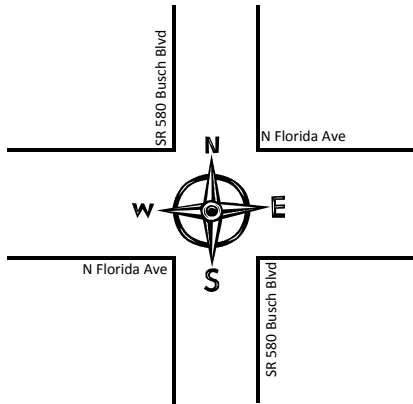
Pedestrian & Bicycle Summary

Project #: 62966
 Date: Thursday, May 04,

NB/SB: SR 580 Busch Blvd
 EB/WB: N Florida Ave

		Hour								
		7:00	8:00	1	2	3	6	7	8	
Eastbound	Bike	0	0							0
	Ped	0	2							2
Westbound	Bike	0	0							0
	Ped	0	2							2

Hour	Southbound		Northbound	
	Ped	Bike	Ped	Bike
1 7:00	0	0	0	0
2 8:00	0	0	4	0
3				
4				
5				
6				
7				
8				
	0	0	4	0



Hour	Southbound		Northbound	
	Ped	Bike	Ped	Bike
1 7:00	1	1	2	0
2 8:00	2	2	8	0
3				
4				
5				
6				
7				
8				
	3	3	10	0

Eastbound	Bike	0	0							0
	Ped	0	0							0
Westbound	Bike	0	0							0
	Ped	1	0							1

		Hour									
		7:00	8:00	1	2	3	4	5	6	7	8

Roadway Count Summary

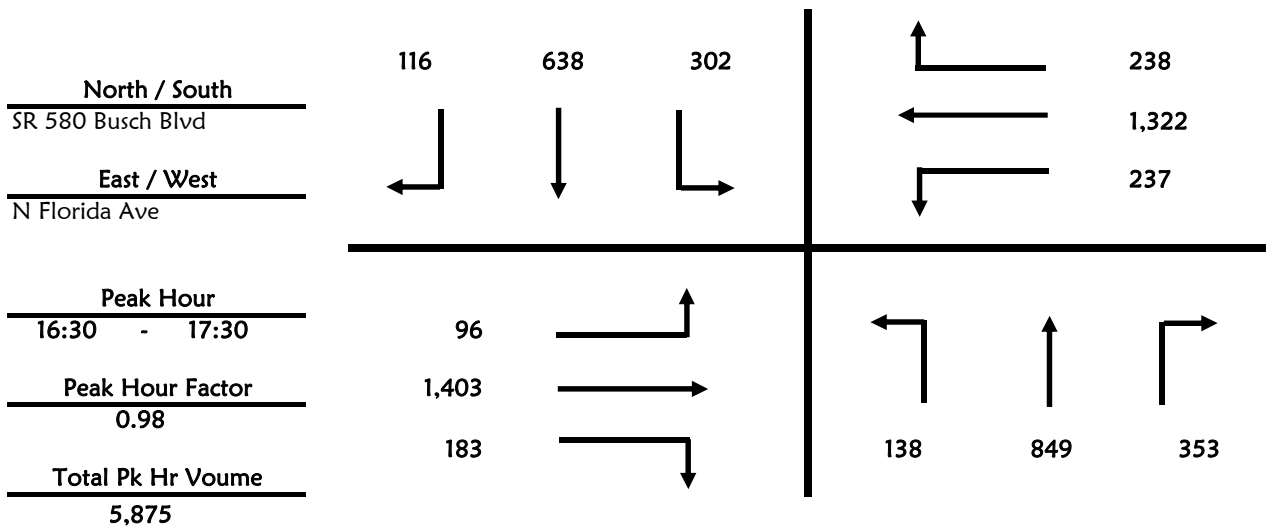
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Florida Ave
Date Thursday, May 04, 2017 7:00 AM **All Vehicles**
Time Period 16:00 to 18:00

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	34	195	91	58	138	27
16:15 - 16:30	32	214	106	59	139	33
16:30 - 16:45	35	185	66	90	152	41
16:45 - 17:00	31	210	92	55	169	27
17:00 - 17:15	36	226	91	79	171	24
17:15 - 17:30	36	228	104	78	146	24
17:30 - 17:45	39	199	105	49	131	23
17:45 - 18:00	31	203	110	47	137	23
	274	1,660	765	515	1,183	222

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	20	334	43	76	346	62
16:15 - 16:30	25	337	48	74	351	42
16:30 - 16:45	23	344	55	71	363	69
16:45 - 17:00	23	350	28	66	334	53
17:00 - 17:15	24	356	44	58	302	61
17:15 - 17:30	26	353	56	42	323	55
17:30 - 17:45	19	318	49	77	349	52
17:45 - 18:00	16	314	37	77	295	54
	176	2,706	360	541	2,663	448



Roadway Count Summary

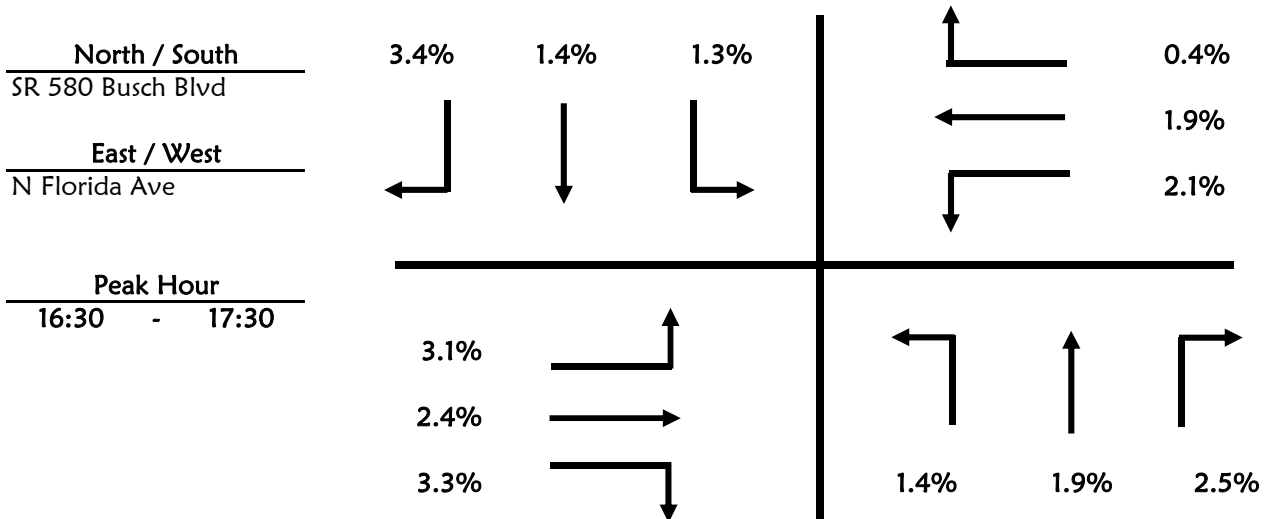
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Florida Ave
Date Thursday, May 04, 2017 7:00 .
Time Period 16:00 to 18:00

Trucks
VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	1	9	5	0	3	2
16:15 - 16:30	1	3	0	1	4	0
16:30 - 16:45	0	5	2	2	2	0
16:45 - 17:00	1	2	2	0	4	2
17:00 - 17:15	0	5	2	1	0	1
17:15 - 17:30	1	4	3	1	3	1
17:30 - 17:45	1	1	1	0	2	0
17:45 - 18:00	0	1	4	0	6	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	8	0	0	4	2
16:15 - 16:30	1	5	3	3	9	1
16:30 - 16:45	1	8	2	2	7	0
16:45 - 17:00	1	12	1	1	8	1
17:00 - 17:15	0	8	1	2	6	0
17:15 - 17:30	1	6	2	0	4	0
17:30 - 17:45	0	1	1	1	5	0
17:45 - 18:00	0	6	0	0	5	1



Roadway Count Summary

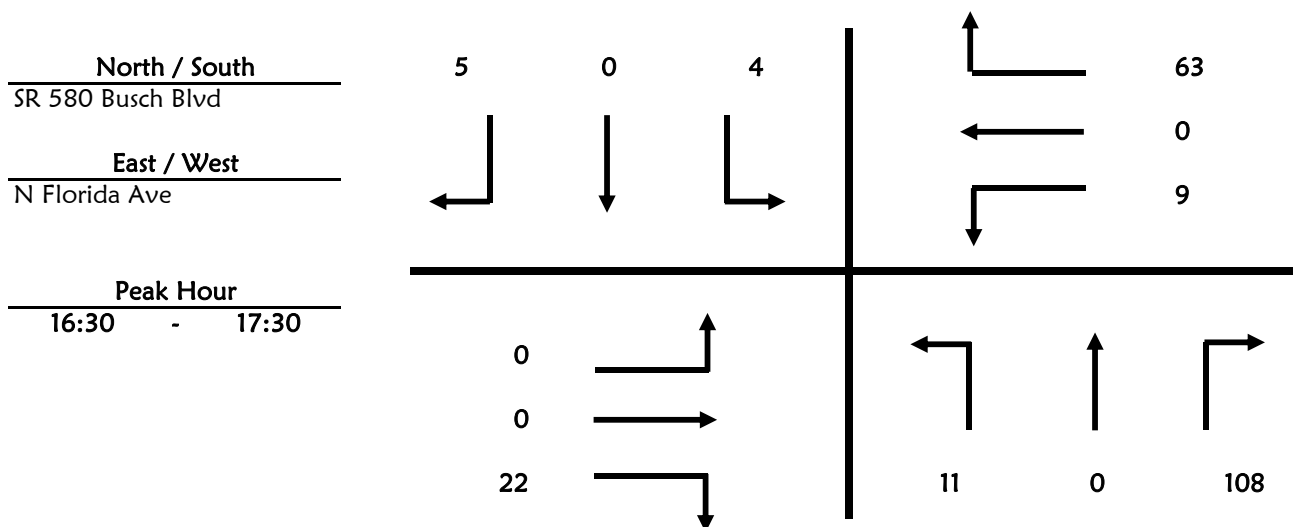
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Florida Ave
Date Thursday, May 04, 2017 7:00 A
Time Period 16:00 to 18:00 **U-Turn & RTOR**

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	1	0	13	4	0	3
16:15 - 16:30	0	0	27	1	0	0
16:30 - 16:45	2	0	21	0	0	0
16:45 - 17:00	4	0	22	2	0	1
17:00 - 17:15	1	0	26	0	0	1
17:15 - 17:30	4	0	39	2	0	3
17:30 - 17:45	0	0	62	0	0	4
17:45 - 18:00	4	0	56	1	0	2

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	10	1	0	7
16:15 - 16:30	0	0	3	0	0	12
16:30 - 16:45	0	0	12	1	0	24
16:45 - 17:00	0	0	2	3	0	14
17:00 - 17:15	0	0	5	3	0	14
17:15 - 17:30	0	0	3	2	0	11
17:30 - 17:45	0	0	17	3	0	14
17:45 - 18:00	0	0	7	1	0	10



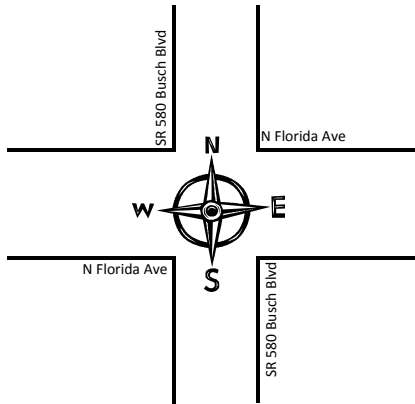
Pedestrian & Bicycle Summary

Project #: 62966
 Date: Thursday, May 04,

NB/SB: SR 580 Busch Blvd
 EB/WB: N Florida Ave

		Hour									
		16:00		17:00							
		1	2	3	4	5	6	7	8		
Eastbound	Bike	0	0							0	
	Ped	0	1							1	
Westbound	Bike	4	2							6	
	Ped	0	0							0	

		Southbound		Northbound	
Hour		Ped ▼	Bike	Ped ▲	Bike
1	16:00	0	2	0	5
2	17:00	1	1	0	3
3					
4					
5					
6					
7					
8					
		1	3	0	8



		Southbound		Northbound			
Hour		Ped ▼	Bike	Ped ▲	Bike		
1	16:00	3	16	1	7		
2	17:00	1	2	1	4		
3							
4							
5							
6							
7							
8							
		4	18	2	11		

Eastbound	Bike	0	1							1
	Ped	4	1							5
Westbound	Bike	0	0							0
	Ped	0	0							0

		Hour							
		16:00		17:00					
		1	2	3	4	5	6	7	8

Roadway Count Summary

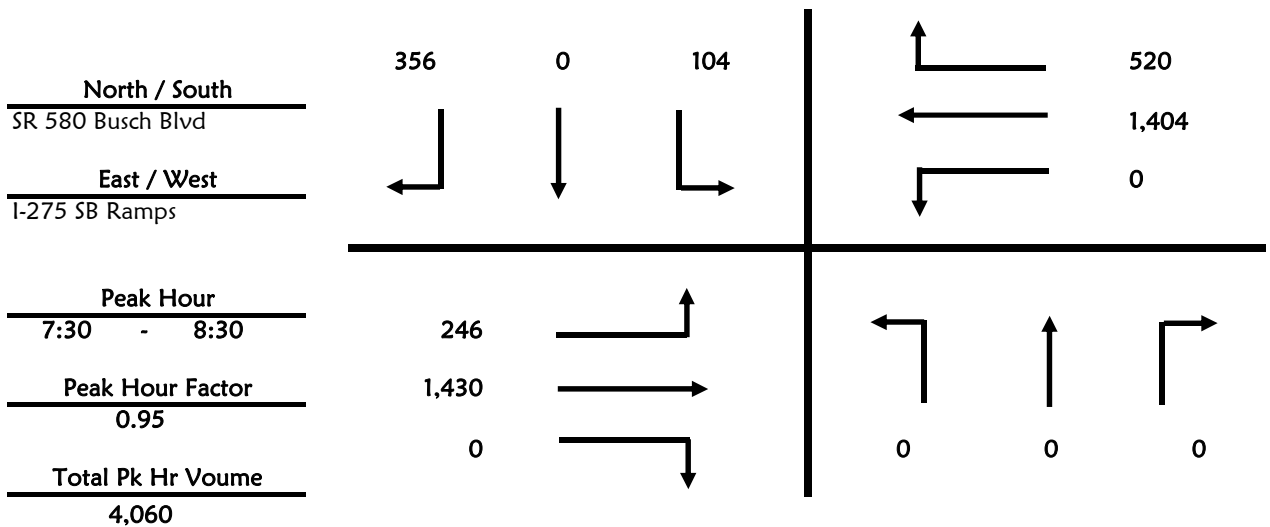
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & I-275 SB Ramps
Date Thursday, May 04, 2017 7:00 AM **All Vehicles**
Time Period 7:00 to 9:00

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	10	0	58
7:15 - 7:30	0	0	0	23	0	58
7:30 - 7:45	0	0	0	15	0	67
7:45 - 8:00	0	0	0	28	0	106
8:00 - 8:15	0	0	0	27	0	91
8:15 - 8:30	0	0	0	34	0	92
8:30 - 8:45	0	0	0	16	0	100
8:45 - 9:00	0	0	0	29	0	105
Total	0	0	0	182	0	677

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	74	366	0	0	312	144
7:15 - 7:30	66	324	0	0	346	157
7:30 - 7:45	75	357	0	0	344	158
7:45 - 8:00	57	367	0	0	379	134
8:00 - 8:15	53	356	0	0	337	108
8:15 - 8:30	61	350	0	0	344	120
8:30 - 8:45	59	335	0	0	338	113
8:45 - 9:00	51	282	0	0	350	88
Total	496	2,737	0	0	2,750	1,022



Roadway Count Summary

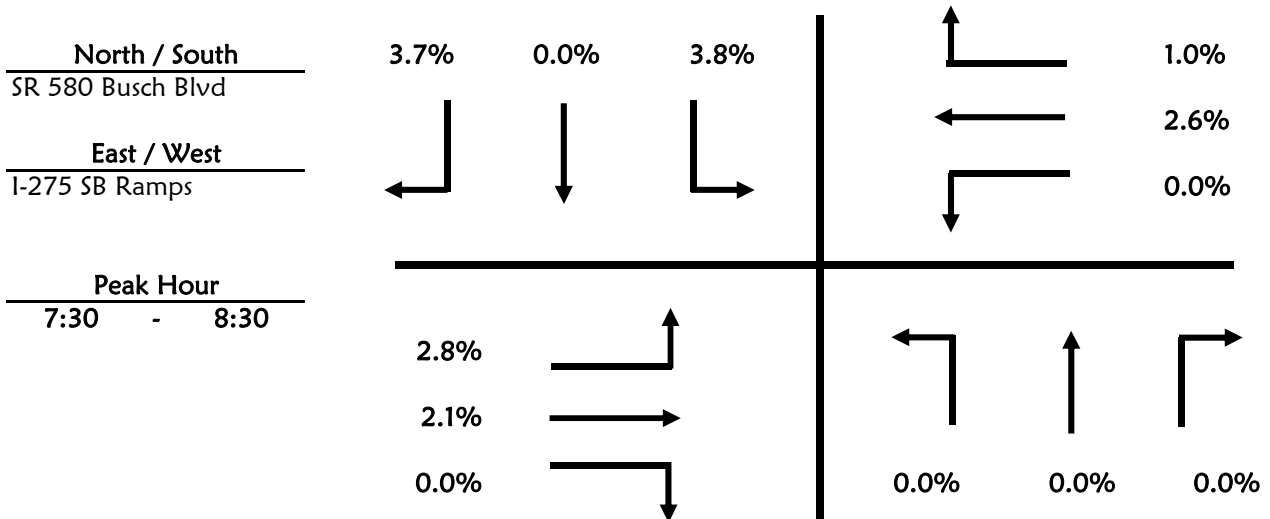
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & I-275 SB Ramps
Date Thursday, May 04, 2017 7:00
Time Period 7:00 to 9:00

Trucks
VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	1
7:15 - 7:30	0	0	0	3	0	4
7:30 - 7:45	0	0	0	1	0	4
7:45 - 8:00	0	0	0	1	0	2
8:00 - 8:15	0	0	0	0	0	2
8:15 - 8:30	0	0	0	2	0	5
8:30 - 8:45	0	0	0	0	0	5
8:45 - 9:00	0	0	0	2	0	4

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	3	6	0	0	11	0
7:15 - 7:30	2	7	0	0	10	2
7:30 - 7:45	2	6	0	0	6	3
7:45 - 8:00	3	8	0	0	6	0
8:00 - 8:15	0	8	0	0	20	1
8:15 - 8:30	2	8	0	0	4	1
8:30 - 8:45	3	9	0	0	17	2
8:45 - 9:00	3	13	0	0	7	0



Roadway Count Summary

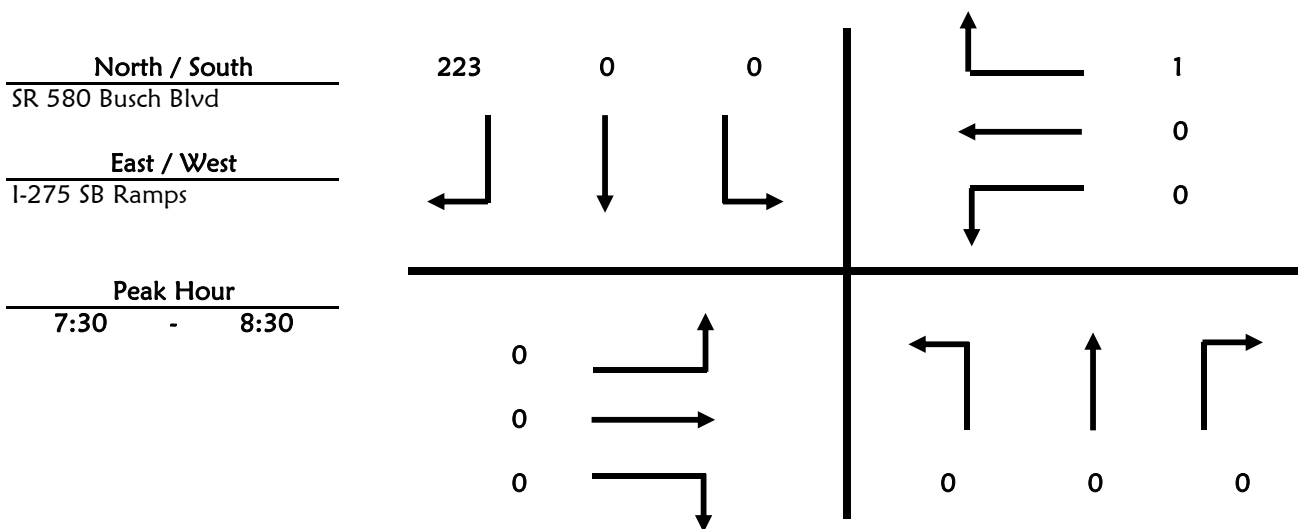
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & I-275 SB Ramps
Date Thursday, May 04, 2017 7:00 A
Time Period 7:00 to 9:00 **U-Turn & RTOR**

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	37
7:15 - 7:30	0	0	0	0	0	36
7:30 - 7:45	0	0	0	0	0	34
7:45 - 8:00	0	0	0	0	0	70
8:00 - 8:15	0	0	0	0	0	52
8:15 - 8:30	0	0	0	0	0	67
8:30 - 8:45	0	0	0	0	0	80
8:45 - 9:00	0	0	0	0	0	54

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	1
7:15 - 7:30	1	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	1
7:45 - 8:00	0	0	0	0	0	0
8:00 - 8:15	0	0	0	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	0	0	0	0	0	0
8:45 - 9:00	0	0	0	0	0	0



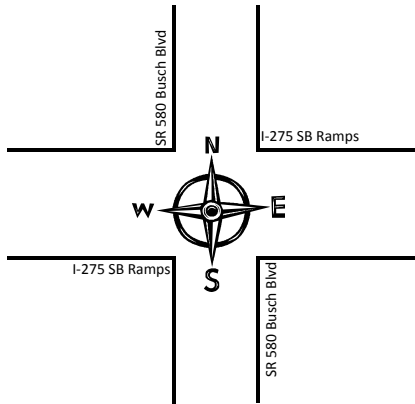
Pedestrian & Bicycle Summary

Project #: 62966
 Date: Thursday, May 04,

NB/SB: SR 580 Busch Blvd
 EB/WB: I-275 SB Ramps

		Hour								
		7:00	8:00	1	2	3	6	7	8	
Eastbound	Bike	0	0							0
	Ped	1	0							1
Westbound	Bike	0	0							0
	Ped	4	6							10

		Southbound		Northbound	
Hour		Ped	Bike	Ped	Bike
1	7:00	0	0	0	0
2	8:00	1	0	0	0
3					
4					
5					
6					
7					
8					
		1	0	0	0



		Southbound		Northbound			
Hour		Ped	Bike	Ped	Bike	Hour	
1	7:00	0	0	1	0	1	7:00
2	8:00	0	0	0	0	2	8:00
3						3	
4						4	
5						5	
6						6	
7						7	
8						8	
		0	0	1	0		

Eastbound	Bike	0	0							0
	Ped	0	0							0
Westbound	Bike	0	0							0
	Ped	0	0							0

		7:00	8:00	1	2	3	4	5	6	7	8
Hour											

Roadway Count Summary

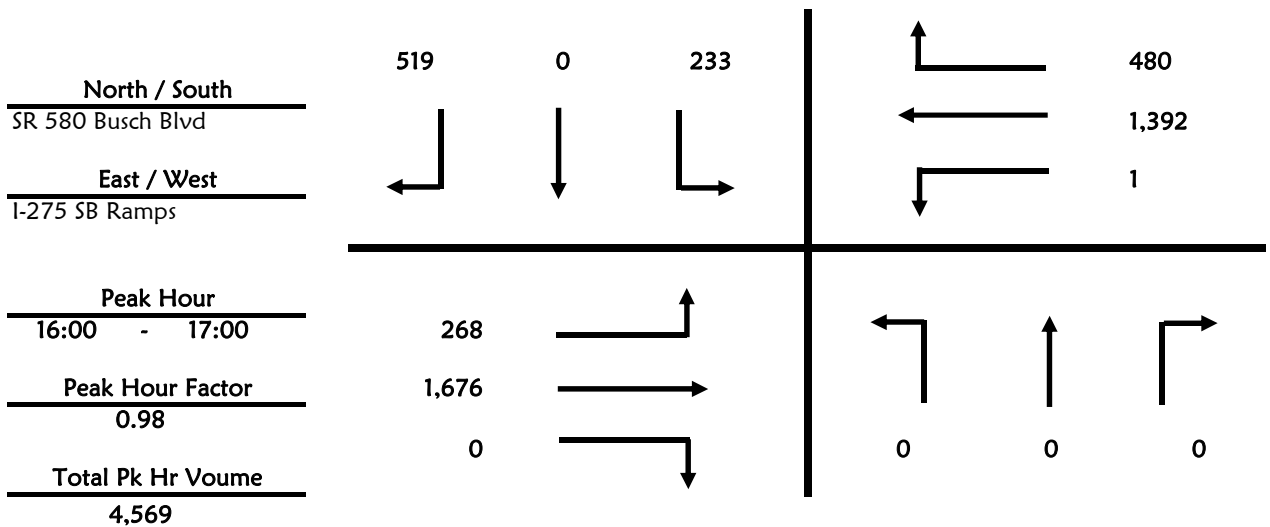
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & I-275 SB Ramps
Date Thursday, May 04, 2017 7:00 AM **All Vehicles**
Time Period 16:00 to 18:00

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	70	0	155
16:15 - 16:30	0	0	0	57	0	122
16:30 - 16:45	0	0	0	70	0	150
16:45 - 17:00	0	0	0	36	0	92
17:00 - 17:15	0	0	0	41	0	95
17:15 - 17:30	0	0	0	41	0	88
17:30 - 17:45	0	0	0	57	0	130
17:45 - 18:00	0	0	0	37	0	93
Total	0	0	0	409	0	925

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	70	412	0	1	314	115
16:15 - 16:30	51	442	0	0	351	102
16:30 - 16:45	61	413	0	0	365	109
16:45 - 17:00	86	409	0	0	362	154
17:00 - 17:15	101	409	0	0	324	117
17:15 - 17:30	104	425	0	0	355	150
17:30 - 17:45	81	411	0	1	325	143
17:45 - 18:00	83	410	0	0	297	124
Total	637	3,331	0	2	2,693	1,014



Roadway Count Summary

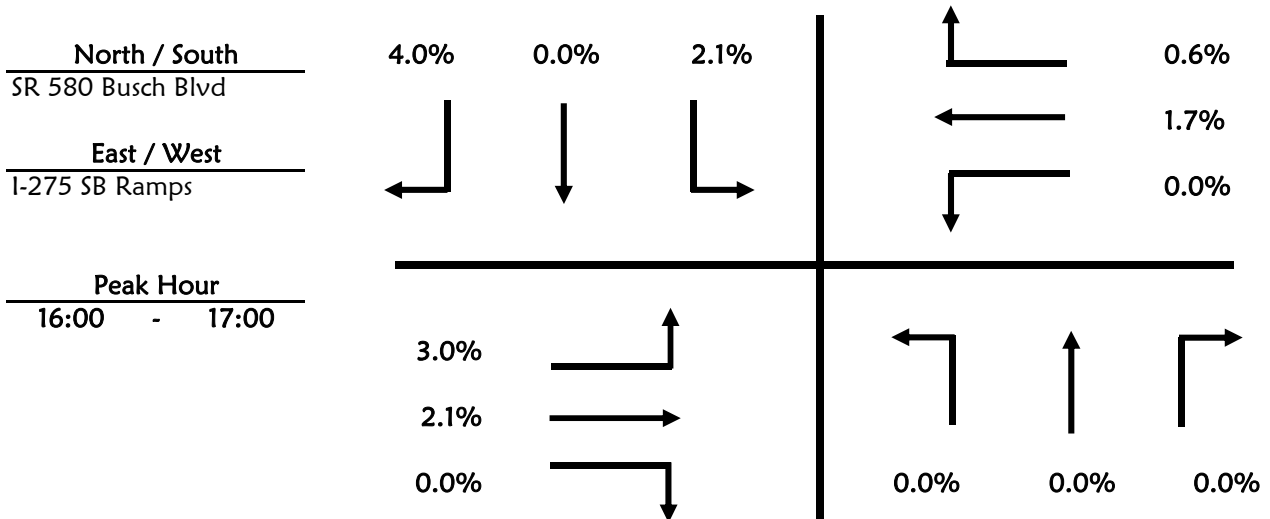
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & I-275 SB Ramps
Date Thursday, May 04, 2017 7:00
Time Period 16:00 to 18:00

Trucks
VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	1	0	4
16:15 - 16:30	0	0	0	2	0	7
16:30 - 16:45	0	0	0	0	0	6
16:45 - 17:00	0	0	0	2	0	4
17:00 - 17:15	0	0	0	2	0	5
17:15 - 17:30	0	0	0	2	0	1
17:30 - 17:45	0	0	0	1	0	3
17:45 - 18:00	0	0	0	2	0	2

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	2	11	0	0	4	1
16:15 - 16:30	0	6	0	0	7	0
16:30 - 16:45	1	12	0	0	3	1
16:45 - 17:00	5	7	0	0	9	1
17:00 - 17:15	4	11	0	0	2	1
17:15 - 17:30	1	9	0	0	7	1
17:30 - 17:45	1	2	0	0	2	1
17:45 - 18:00	0	7	0	0	3	2



Roadway Count Summary

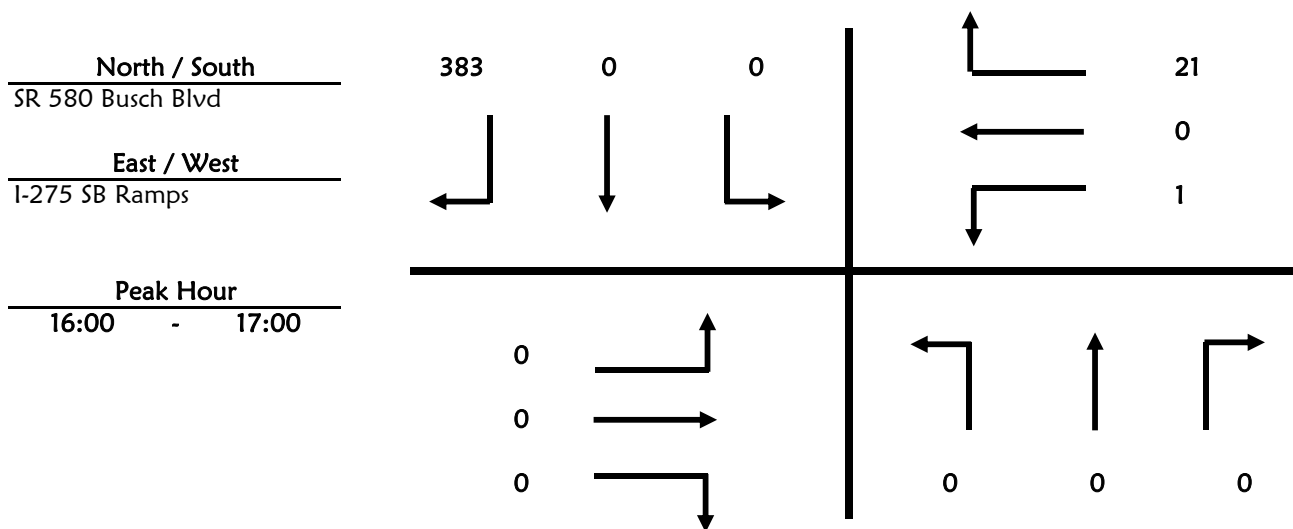
Vanasse Hangen Brustlin, Inc.

County Hillsborough City Tampa
 Intersection SR 580 Busch Blvd & I-275 SB Ramps
 Date Thursday, May 04, 2017 7:00 A
 Time Period 16:00 to 18:00 U-Turn & RTOR

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	104
16:15 - 16:30	0	0	0	0	0	110
16:30 - 16:45	0	0	0	0	0	96
16:45 - 17:00	0	0	0	0	0	73
17:00 - 17:15	0	0	0	0	0	33
17:15 - 17:30	0	0	0	0	0	37
17:30 - 17:45	0	0	0	0	0	54
17:45 - 18:00	0	0	0	0	0	52

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	1	0	0
16:15 - 16:30	0	0	0	0	0	1
16:30 - 16:45	0	0	0	0	0	10
16:45 - 17:00	0	0	0	0	0	10
17:00 - 17:15	0	0	0	0	0	9
17:15 - 17:30	0	0	0	0	0	12
17:30 - 17:45	0	0	0	1	0	18
17:45 - 18:00	0	0	0	0	0	1



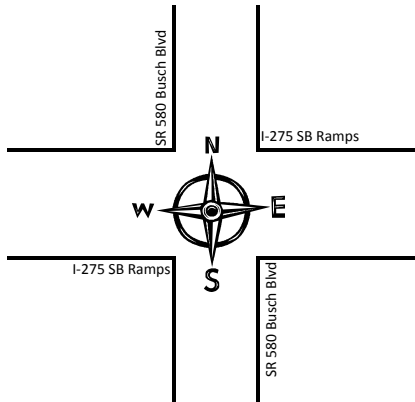
Pedestrian & Bicycle Summary

Project #: 62966
 Date: Thursday, May 04,

NB/SB: SR 580 Busch Blvd
 EB/WB: I-275 SB Ramps

		Hour									
		16:00		17:00							
		1	2	3	6	7	8				
Eastbound	Bike	5	0							5	
	Ped	1	2							3	
Westbound	Bike	1	0							1	
	Ped	0	1							1	

		Southbound		Northbound	
Hour		Ped ▼	Bike	Ped ▲	Bike
1	16:00	0	0	0	0
2	17:00	0	0	0	0
3					
4					
5					
6					
7					
8					
		0	0	0	0



		Southbound		Northbound			
Hour		Ped ▼	Bike	Ped ▲	Bike		
1	16:00	0	0	0	0		
2	17:00	0	0	0	0		
3							
4							
5							
6							
7							
8							
		0	0	0	0		

Eastbound	Bike	0	0							0	
	Ped	0	0							0	
Westbound	Bike	0	0							0	
	Ped	0	0							0	

		Hour							
		16:00		17:00					
		1	2	3	4	5	6	7	8

Roadway Count Summary

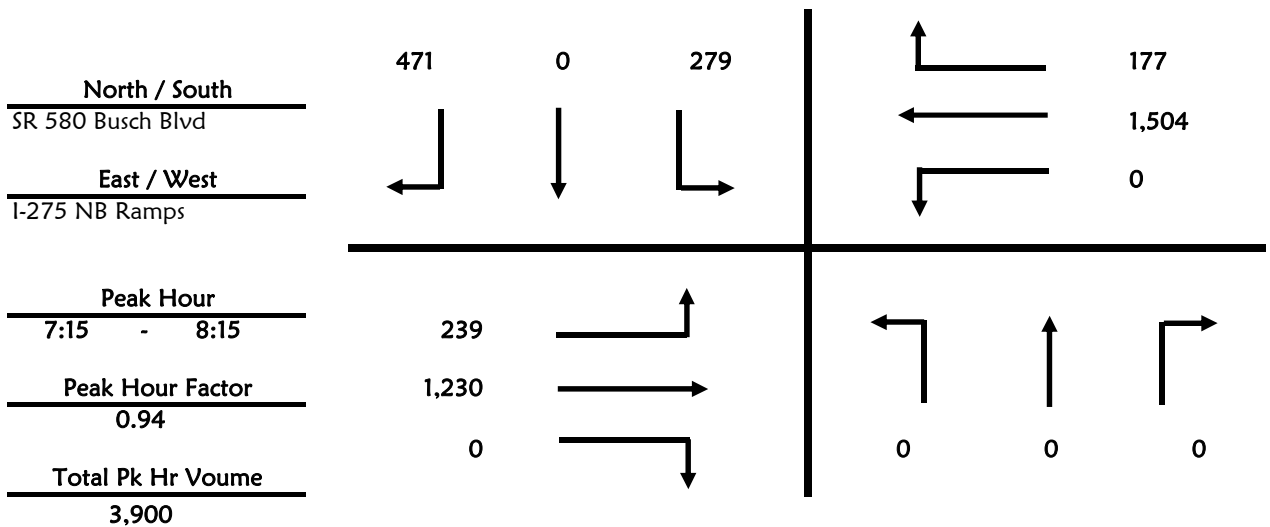
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & I-275 NB Ramps
Date Thursday, May 04, 2017 7:00 AM **All Vehicles**
Time Period 7:00 to 9:00

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	53	0	90
7:15 - 7:30	0	0	0	61	0	123
7:30 - 7:45	0	0	0	67	0	116
7:45 - 8:00	0	0	0	82	0	118
8:00 - 8:15	0	0	0	69	0	114
8:15 - 8:30	0	0	0	60	0	111
8:30 - 8:45	0	0	0	69	0	144
8:45 - 9:00	0	0	0	78	0	162
Total	0	0	0	539	0	978

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	63	322	0	0	367	34
7:15 - 7:30	51	306	0	0	406	37
7:30 - 7:45	51	303	0	0	362	45
7:45 - 8:00	65	305	0	0	420	50
8:00 - 8:15	72	316	0	0	316	45
8:15 - 8:30	54	323	0	1	360	31
8:30 - 8:45	57	312	0	0	291	42
8:45 - 9:00	55	268	0	0	287	36
Total	468	2,455	0	1	2,809	320



Roadway Count Summary

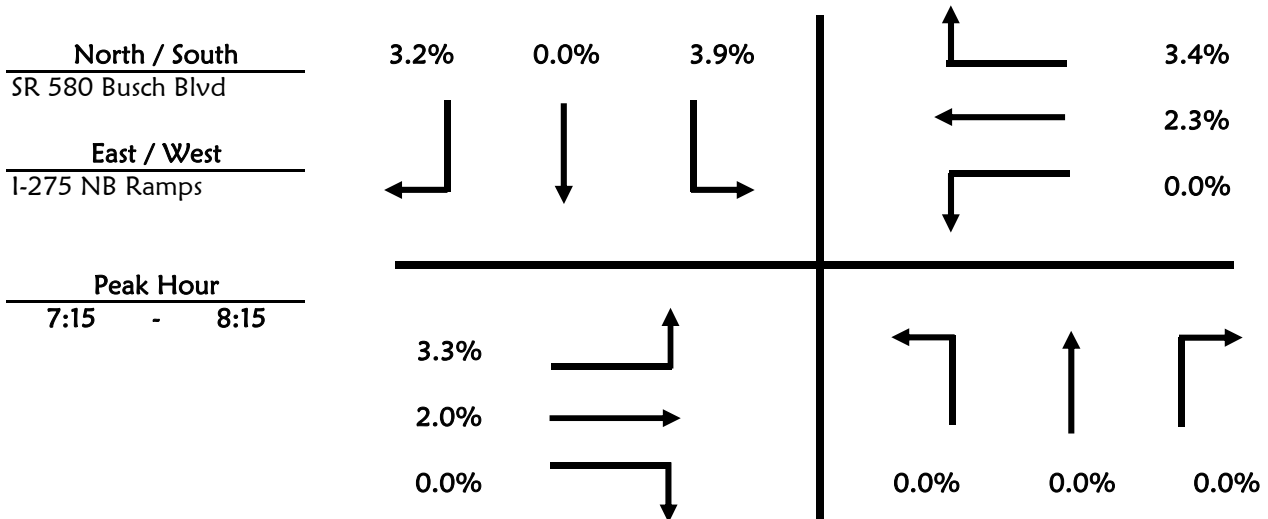
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & I-275 NB Ramps
Date Thursday, May 04, 2017 7:00
Time Period 7:00 to 9:00

Trucks
 VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	1	0	3
7:15 - 7:30	0	0	0	0	0	5
7:30 - 7:45	0	0	0	5	0	2
7:45 - 8:00	0	0	0	3	0	1
8:00 - 8:15	0	0	0	3	0	7
8:15 - 8:30	0	0	0	5	0	3
8:30 - 8:45	0	0	0	1	0	8
8:45 - 9:00	0	0	0	0	0	2

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	5	2	0	0	11	0
7:15 - 7:30	2	7	0	0	10	1
7:30 - 7:45	4	3	0	0	6	2
7:45 - 8:00	1	7	0	0	9	0
8:00 - 8:15	1	8	0	0	10	3
8:15 - 8:30	1	8	0	0	5	2
8:30 - 8:45	5	8	0	0	12	1
8:45 - 9:00	1	12	0	0	6	1



Roadway Count Summary

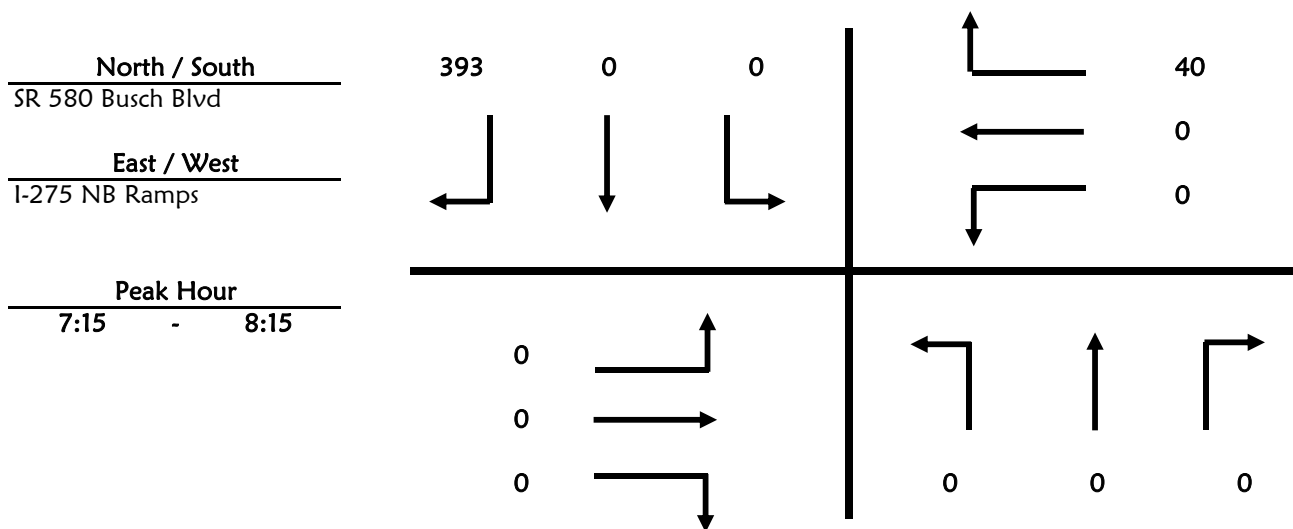
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & I-275 NB Ramps
Date Thursday, May 04, 2017 7:00 A
Time Period 7:00 to 9:00 **U-Turn & RTOR**

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	68
7:15 - 7:30	0	0	0	0	0	107
7:30 - 7:45	0	0	0	0	0	85
7:45 - 8:00	0	0	0	0	0	99
8:00 - 8:15	0	0	0	0	0	102
8:15 - 8:30	0	0	0	0	0	88
8:30 - 8:45	0	0	0	0	0	110
8:45 - 9:00	0	0	0	0	0	134

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	0	0	0	5
7:15 - 7:30	0	0	0	0	0	7
7:30 - 7:45	0	0	0	0	0	14
7:45 - 8:00	0	0	0	0	0	5
8:00 - 8:15	0	0	0	0	0	14
8:15 - 8:30	0	0	0	1	0	8
8:30 - 8:45	0	0	0	0	0	6
8:45 - 9:00	0	0	0	0	0	11



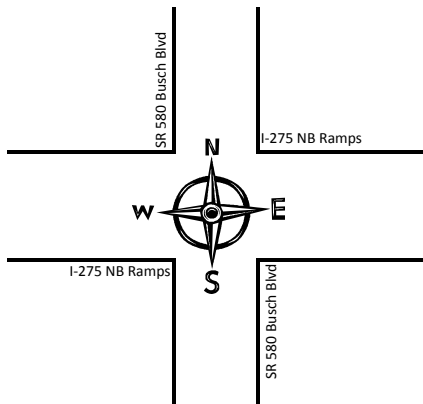
Pedestrian & Bicycle Summary

Project #: 62966
 Date: Thursday, May 04,

NB/SB: SR 580 Busch Blvd
 EB/WB: I-275 NB Ramps

		Hour								
		7:00	8:00	1	2	3	6	7	8	
Eastbound	Bike	0	0							0
	Ped	0	0							0
Westbound	Bike	0	0							0
	Ped	0	0							0

Hour	Southbound		Northbound	
	Ped ▼	Bike	Ped ▲	Bike
1 7:00	0	0	0	0
2 8:00	0	0	0	0
3				
4				
5				
6				
7				
8				
	0	0	0	0



Hour	Southbound		Northbound	
	Ped ▼	Bike	Ped ▲	Bike
1 7:00	0	0	0	0
2 8:00	0	0	0	0
3				
4				
5				
6				
7				
8				
	0	0	0	0

Eastbound	Bike	0	0							0
	Ped	0	0							0
Westbound	Bike	0	0							0
	Ped	0	0							0

		7:00	8:00	1	2	3	4	5	6	7	8

Roadway Count Summary

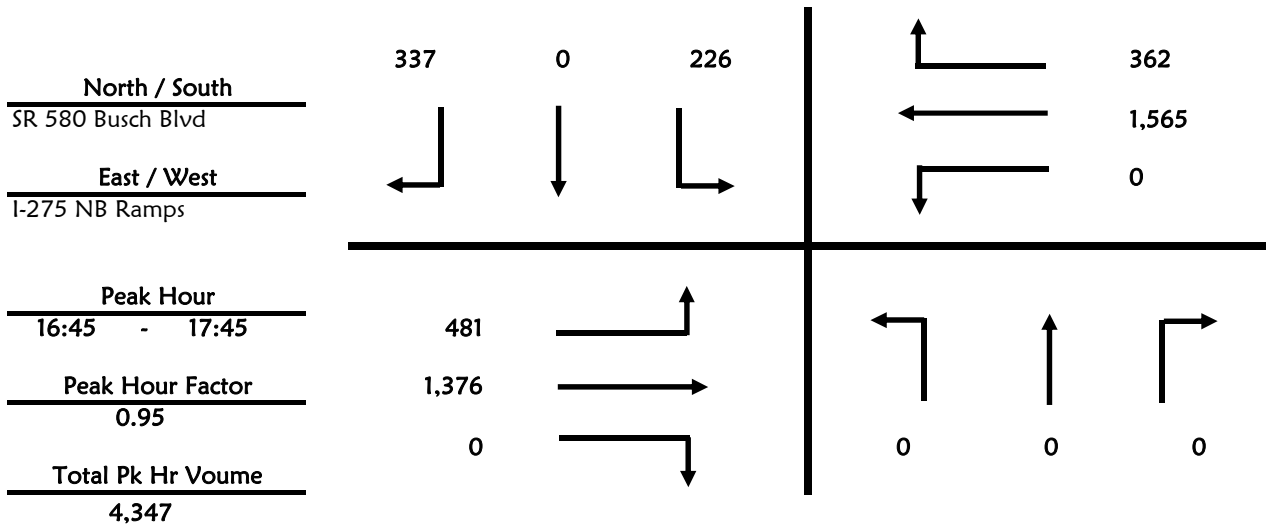
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & I-275 NB Ramps
Date Thursday, May 04, 2017 7:00 AM **All Vehicles**
Time Period 16:00 to 18:00

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	54	0	90
16:15 - 16:30	0	0	0	53	0	95
16:30 - 16:45	0	0	0	46	0	91
16:45 - 17:00	0	0	0	51	0	90
17:00 - 17:15	0	0	0	53	0	83
17:15 - 17:30	0	0	0	55	0	84
17:30 - 17:45	0	0	0	67	0	80
17:45 - 18:00	0	0	0	53	0	101
Total	0	0	0	432	0	714

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	108	368	0	0	361	65
16:15 - 16:30	109	388	0	0	347	69
16:30 - 16:45	94	376	0	0	373	70
16:45 - 17:00	121	342	0	0	417	83
17:00 - 17:15	125	334	0	0	350	98
17:15 - 17:30	119	356	0	0	425	105
17:30 - 17:45	116	344	0	0	373	76
17:45 - 18:00	107	340	0	0	325	79
Total	899	2,848	0	0	2,971	645



Roadway Count Summary

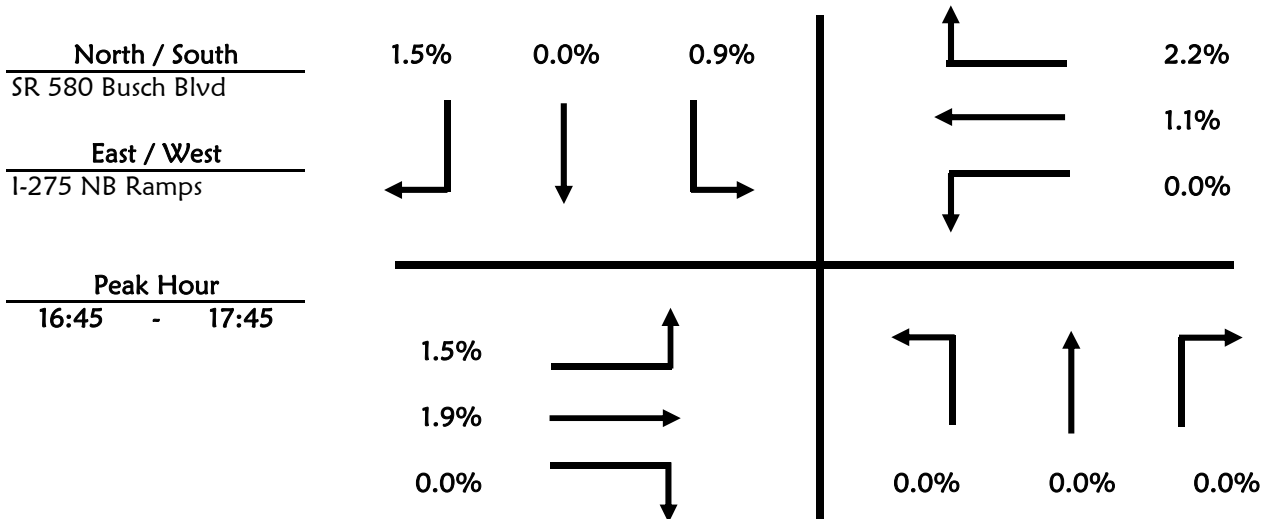
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & I-275 NB Ramps
Date Thursday, May 04, 2017 7:00 .
Time Period 16:00 to 18:00

Trucks
VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	2	0	0
16:15 - 16:30	0	0	0	1	0	2
16:30 - 16:45	0	0	0	1	0	0
16:45 - 17:00	0	0	0	0	0	2
17:00 - 17:15	0	0	0	0	0	0
17:15 - 17:30	0	0	0	2	0	2
17:30 - 17:45	0	0	0	0	0	1
17:45 - 18:00	0	0	0	2	0	2

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	4	5	0	0	6	2
16:15 - 16:30	1	10	0	0	4	3
16:30 - 16:45	0	9	0	0	3	2
16:45 - 17:00	2	7	0	0	7	0
17:00 - 17:15	2	9	0	0	3	0
17:15 - 17:30	3	7	0	0	5	8
17:30 - 17:45	0	3	0	0	2	0
17:45 - 18:00	3	8	0	0	3	0



Roadway Count Summary

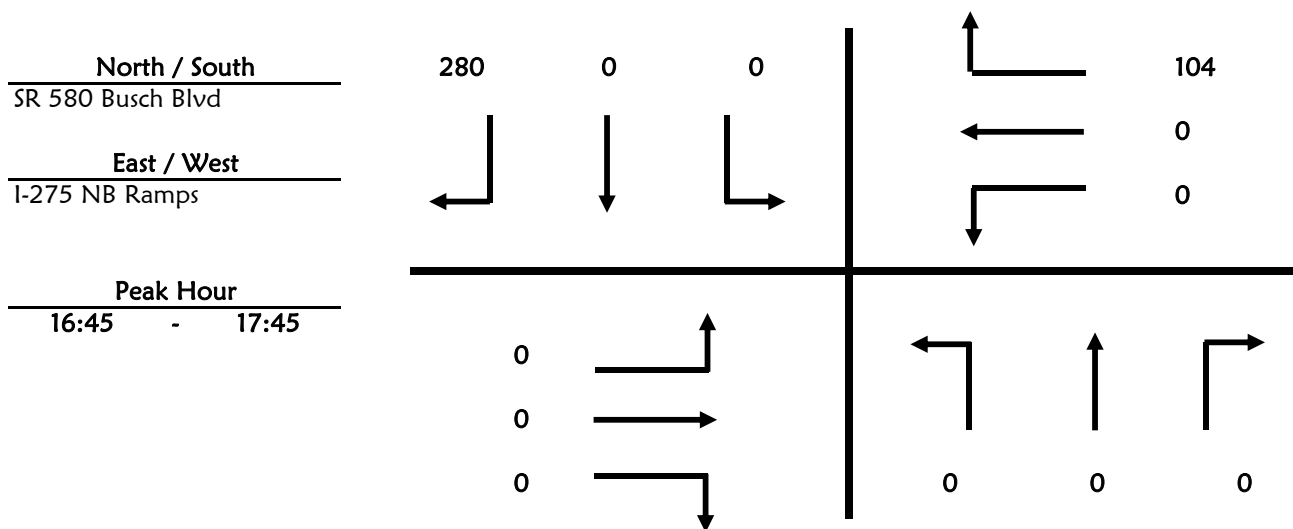
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & I-275 NB Ramps
Date Thursday, May 04, 2017 7:00 A
Time Period 16:00 to 18:00 **U-Turn & RTOR**

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	72
16:15 - 16:30	0	0	0	0	0	80
16:30 - 16:45	0	0	0	0	0	80
16:45 - 17:00	0	0	0	0	0	75
17:00 - 17:15	0	0	0	0	0	72
17:15 - 17:30	0	0	0	0	0	70
17:30 - 17:45	0	0	0	0	0	63
17:45 - 18:00	0	0	0	0	0	85

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	0	0	0	23
16:15 - 16:30	0	0	0	0	0	16
16:30 - 16:45	0	0	0	0	0	12
16:45 - 17:00	0	0	0	0	0	27
17:00 - 17:15	0	0	0	0	0	28
17:15 - 17:30	0	0	0	0	0	30
17:30 - 17:45	0	0	0	0	0	19
17:45 - 18:00	1	0	0	0	0	15



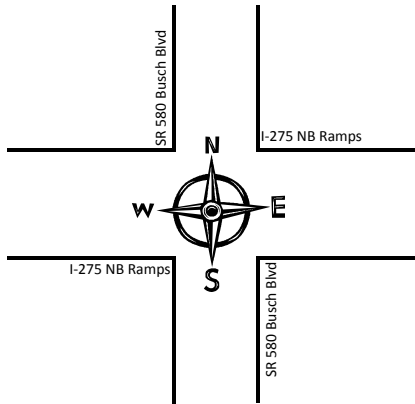
Pedestrian & Bicycle Summary

Project #: 62966
 Date: Thursday, May 04,

NB/SB: SR 580 Busch Blvd
 EB/WB: I-275 NB Ramps

		Hour									
		16:00		17:00							
		1	2	3	4	5	6	7	8		
Eastbound	Bike	0	1							1	
	Ped	0	1							1	
Westbound	Bike	0	1							1	
	Ped	0	0							0	

		Southbound		Northbound	
Hour		Ped ▼	Bike	Ped ▲	Bike
1	16:00	0	0	0	0
2	17:00	0	0	0	0
3					
4					
5					
6					
7					
8					
		0	0	0	0



		Southbound		Northbound			
Hour		Ped ▼	Bike	Ped ▲	Bike		
1	16:00	0	0	0	0		
2	17:00	0	0	0	0		
3							
4							
5							
6							
7							
8							
		0	0	0	0		

Eastbound	Bike	0	0							0	
	Ped	0	0							0	
Westbound	Bike	0	0							0	
	Ped	0	0							0	

		Hour							
		16:00		17:00					
		1	2	3	4	5	6	7	8

Roadway Count Summary

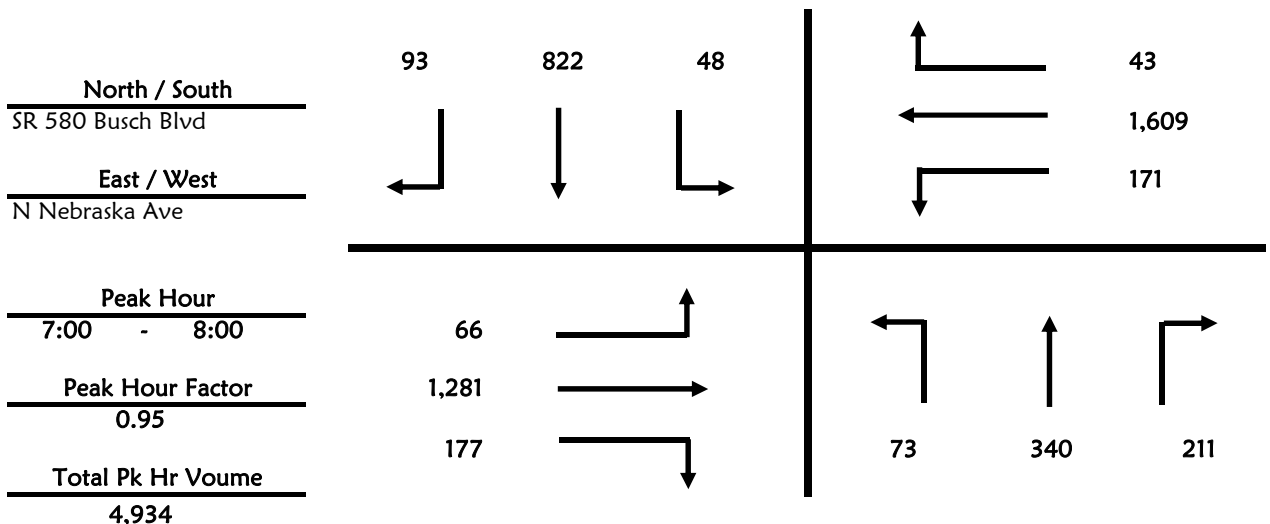
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Nebraska Ave
Date Thursday, May 04, 2017 7:00 AM **All Vehicles**
Time Period 7:00 to 9:00

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	15	65	40	13	200	27
7:15 - 7:30	20	76	52	8	209	21
7:30 - 7:45	23	110	60	13	213	22
7:45 - 8:00	15	89	59	14	200	23
8:00 - 8:15	24	77	35	17	193	15
8:15 - 8:30	23	78	54	21	177	22
8:30 - 8:45	12	78	32	27	160	34
8:45 - 9:00	16	92	39	18	136	39
	148	665	371	131	1,488	203

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	13	298	39	44	373	12
7:15 - 7:30	11	317	46	45	385	13
7:30 - 7:45	19	325	52	45	401	7
7:45 - 8:00	23	341	40	37	450	11
8:00 - 8:15	25	311	49	46	313	17
8:15 - 8:30	21	315	44	44	328	11
8:30 - 8:45	27	309	28	56	304	16
8:45 - 9:00	31	273	36	38	268	22
	170	2,489	334	355	2,822	109



Roadway Count Summary

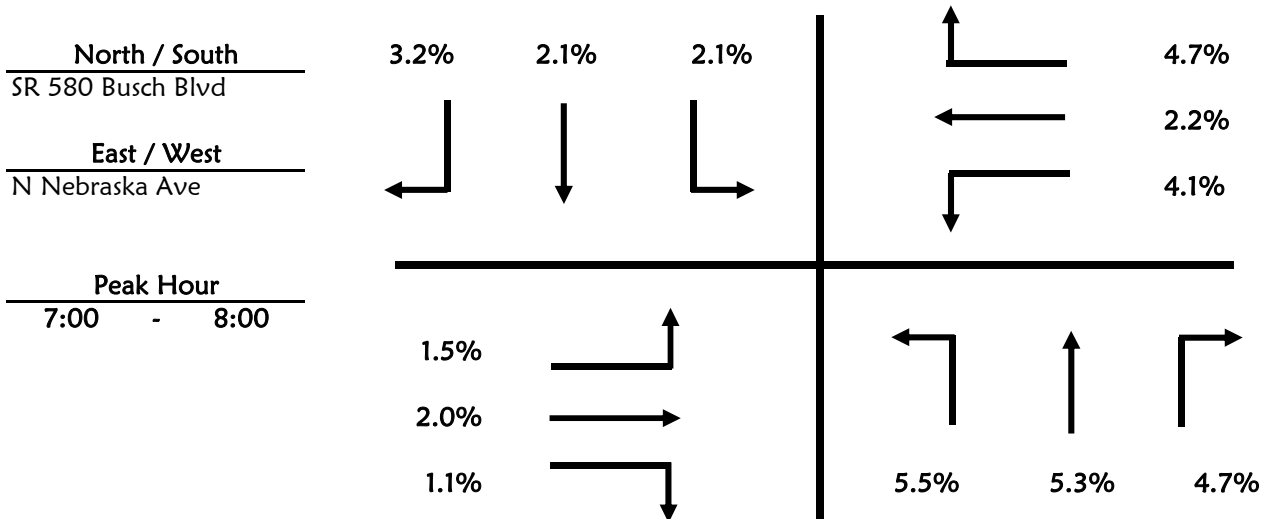
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Nebraska Ave
Date Thursday, May 04, 2017 7:00
Time Period 7:00 to 9:00

Trucks
VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	4	2	0	4	1
7:15 - 7:30	3	5	2	0	3	0
7:30 - 7:45	1	3	3	0	3	2
7:45 - 8:00	0	6	3	1	7	0
8:00 - 8:15	2	3	0	1	4	0
8:15 - 8:30	2	5	3	0	4	0
8:30 - 8:45	0	4	2	4	2	2
8:45 - 9:00	0	7	4	1	3	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	1	1	0	8	0
7:15 - 7:30	0	6	0	4	8	1
7:30 - 7:45	1	8	1	2	5	1
7:45 - 8:00	0	10	0	1	14	0
8:00 - 8:15	3	5	2	1	10	0
8:15 - 8:30	3	9	3	0	3	3
8:30 - 8:45	1	5	1	2	11	1
8:45 - 9:00	3	8	1	0	3	2



Roadway Count Summary

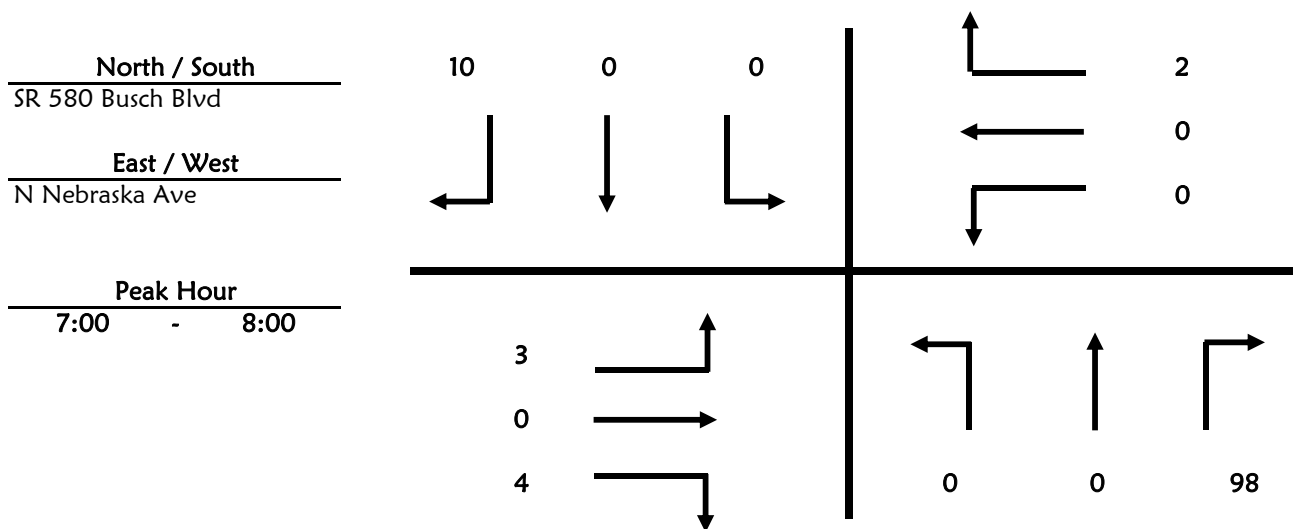
Vanasse Hangen Brustlin, Inc.

County Hillsborough City Tampa
 Intersection SR 580 Busch Blvd & N Nebraska Ave
 Date Thursday, May 04, 2017 7:00 A
 Time Period 7:00 to 9:00 U-Turn & RTOR

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	0	0	14	0	0	4
7:15 - 7:30	0	0	24	0	0	0
7:30 - 7:45	0	0	30	0	0	0
7:45 - 8:00	0	0	30	0	0	6
8:00 - 8:15	0	0	19	0	0	0
8:15 - 8:30	0	0	20	0	0	0
8:30 - 8:45	0	0	18	0	0	5
8:45 - 9:00	0	0	18	0	0	9

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
7:00 - 7:15	1	0	1	0	0	1
7:15 - 7:30	1	0	0	0	0	1
7:30 - 7:45	0	0	2	0	0	0
7:45 - 8:00	1	0	1	0	0	0
8:00 - 8:15	0	0	1	0	0	0
8:15 - 8:30	0	0	0	0	0	0
8:30 - 8:45	1	0	0	0	0	0
8:45 - 9:00	1	0	0	0	0	0



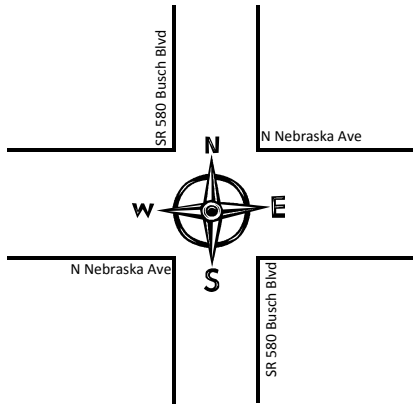
Pedestrian & Bicycle Summary

Project #: 62966
 Date: Thursday, May 04,

NB/SB: SR 580 Busch Blvd
 EB/WB: N Nebraska Ave

		Hour								
		7:00	8:00	1	2	3	6	7	8	
Eastbound	Bike	0	0							0
	Ped	0	0							0
Westbound	Bike	1	2							3
	Ped	0	0							0

		Southbound		Northbound	
Hour		Ped	Bike	Ped	Bike
1	7:00	0	6	0	0
2	8:00	0	1	1	2
3					
4					
5					
6					
7					
8					
		0	7	1	2



		Southbound		Northbound			
Hour		Ped	Bike	Ped	Bike	Hour	
1	7:00	4	0	6	1	1	7:00
2	8:00	0	1	0	0	2	8:00
3						3	
4						4	
5						5	
6						6	
7						7	
8						8	
		4	1	6	1		

Eastbound	Bike	1	0							1
	Ped	1	1							2
Westbound	Bike	0	1							1
	Ped	0	1							1

		7:00	8:00	1	2	3	4	5	6	7	8
Hour											

Roadway Count Summary

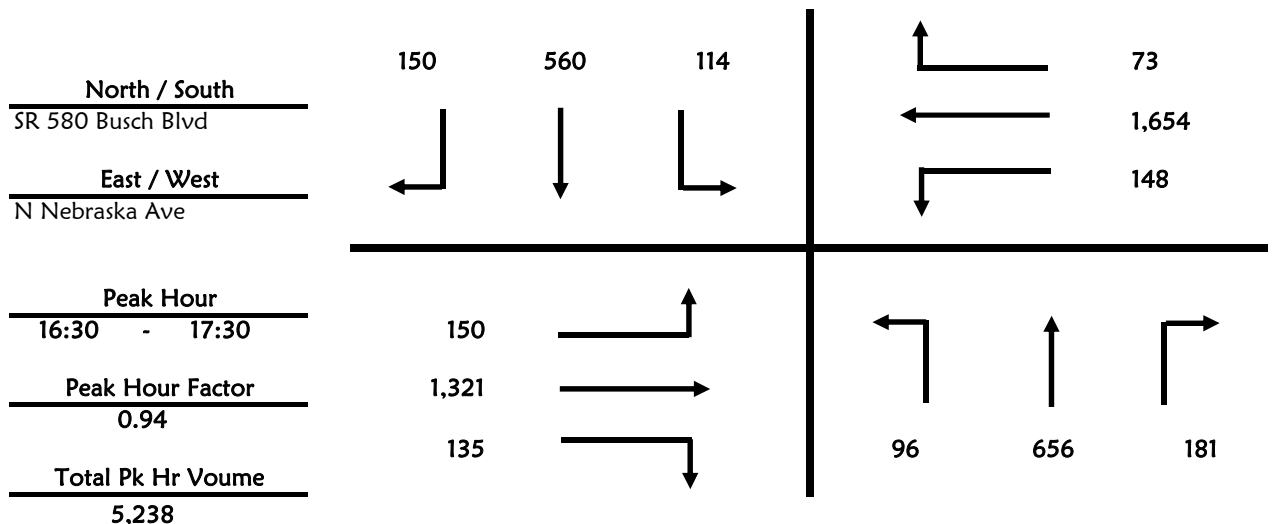
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Nebraska Ave
Date Thursday, May 04, 2017 7:00 AM **All Vehicles**
Time Period 16:00 to 18:00

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	30	145	38	26	124	45
16:15 - 16:30	22	145	41	23	138	39
16:30 - 16:45	17	141	44	29	140	27
16:45 - 17:00	24	164	38	35	124	44
17:00 - 17:15	34	176	46	26	143	38
17:15 - 17:30	21	175	53	24	153	41
17:30 - 17:45	17	162	51	29	128	39
17:45 - 18:00	28	170	41	28	132	42
	193	1,278	352	220	1,082	315

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	32	359	41	38	363	16
16:15 - 16:30	35	371	43	36	375	27
16:30 - 16:45	37	345	44	34	394	17
16:45 - 17:00	43	326	28	32	426	17
17:00 - 17:15	30	309	30	43	371	24
17:15 - 17:30	40	341	33	39	463	15
17:30 - 17:45	39	333	33	30	391	17
17:45 - 18:00	29	327	32	42	328	29
	285	2,711	284	294	3,111	162



Roadway Count Summary

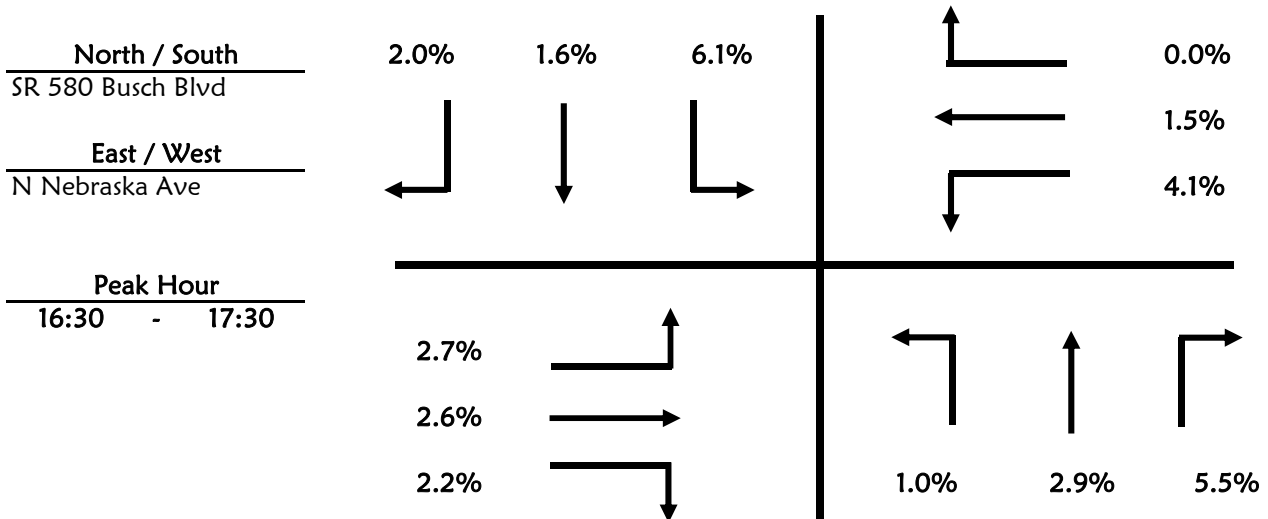
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Nebraska Ave
Date Thursday, May 04, 2017 7:00 .
Time Period 16:00 to 18:00

Trucks
 VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	1	3	2	0	3	0
16:15 - 16:30	0	2	1	4	8	0
16:30 - 16:45	0	5	6	0	1	0
16:45 - 17:00	0	5	1	3	5	0
17:00 - 17:15	0	4	1	4	3	1
17:15 - 17:30	1	5	2	0	0	2
17:30 - 17:45	0	5	0	0	5	1
17:45 - 18:00	0	3	2	2	3	0

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	1	6	1	1	4	1
16:15 - 16:30	0	7	3	0	7	3
16:30 - 16:45	1	11	0	2	7	0
16:45 - 17:00	1	5	3	0	6	0
17:00 - 17:15	0	10	0	3	2	0
17:15 - 17:30	2	8	0	1	9	0
17:30 - 17:45	1	2	0	0	2	0
17:45 - 18:00	1	4	3	1	2	0



Roadway Count Summary

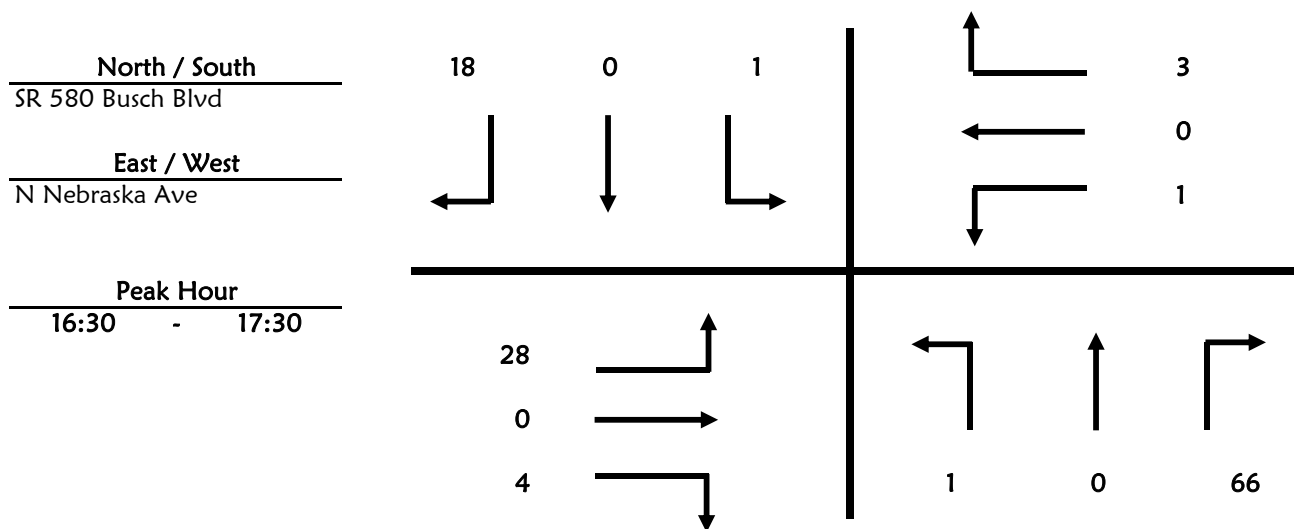
Vanasse Hangen Brustlin, Inc.

County Hillsborough **City** Tampa
Intersection SR 580 Busch Blvd & N Nebraska Ave
Date Thursday, May 04, 2017 7:00 A
Time Period 16:00 to 18:00 **U-Turn & RTOR**

VHB Project #: 62966

Time Period	Northbound			Southbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	0	0	10	2	0	3
16:15 - 16:30	0	0	8	0	0	1
16:30 - 16:45	0	0	18	0	0	3
16:45 - 17:00	0	0	13	0	0	5
17:00 - 17:15	1	0	16	1	0	5
17:15 - 17:30	0	0	19	0	0	5
17:30 - 17:45	0	0	19	0	0	8
17:45 - 18:00	0	0	16	0	0	1

Time Period	Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right
16:00 - 16:15	2	0	0	1	0	0
16:15 - 16:30	2	0	0	0	0	0
16:30 - 16:45	5	0	1	0	0	1
16:45 - 17:00	8	0	2	1	0	1
17:00 - 17:15	5	0	0	0	0	0
17:15 - 17:30	10	0	1	0	0	1
17:30 - 17:45	5	0	0	0	0	3
17:45 - 18:00	0	0	2	0	0	0



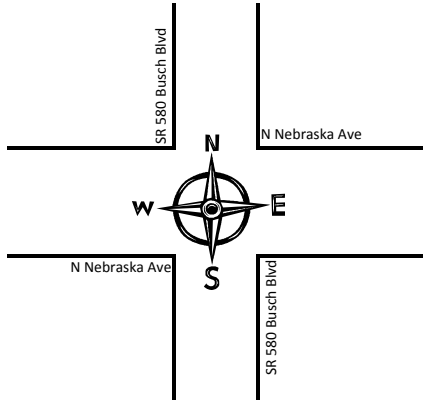
Pedestrian & Bicycle Summary

Project #: 62966
 Date: Thursday, May 04,

NB/SB: SR 580 Busch Blvd
 EB/WB: N Nebraska Ave

		Hour								
		16:00		17:00						
		1	2	3	4	5	6	7	8	
Eastbound	Bike	0	0							0
	Ped	0	1							1
Westbound	Bike	0	0							0
	Ped	0	0							0

Hour	Southbound		Northbound	
	Ped ▼	Bike	Ped ▲	Bike
1 16:00	1	3	4	6
2 17:00	5	1	5	2
3				
4				
5				
6				
7				
8				
	6	4	9	8



Hour	Southbound		Northbound	
	Ped ▼	Bike	Ped ▲	Bike
1 16:00	1	4	3	3
2 17:00	1	6	0	12
3				
4				
5				
6				
7				
8				
	2	10	3	15

Eastbound	Bike	1	1							2
	Ped	1	1							2
Westbound	Bike	1	0							1
	Ped	0	0							0

		Hour							
		16:00		17:00					
		1	2	3	4	5	6	7	8

Appendix D

Previous Study - ESAL

MEMORANDUM
FLORIDA DEPARTMENT OF TRANSPORTATION
INTERMODAL SYSTEMS DEVELOPMENT * MS 7-500

DATE: December 14, 2015

TO: Liyanage Indike Ratnayake, FDOT Project Manager

FROM: Andrew J. Tyrell, Systems Planning Coordinator 

COPIES: File

SUBJECT: F.P.N. : 437530-1-52-01
Roadway ID: 10 310 000
State Road : SR 580/W. Busch Blvd. (E. of N. Armenia Ave. to W. of Florida Ave.)
County : HILLSBOROUGH

Per your request, enclosed are the projected 2020, 2030 and the 2040 AADT traffic, the (K30, D30 & T24) factors, and the 18 KIP Equivalent Single Axle Load Accumulation (ESAL), for the above sections.

K30	9.00%
D30	58.60%
24Hr T	4.00%
Design Hr T	2.00%

Year	AADT
2014	42,000
2020	43,900
2030	47,100
2040	50,300

The projected 2020 and 2030 AADT's are interpolated between the 2014 and 2040 AADT.

I have followed The FDOT Project Traffic Forecasting Procedure.

/AJT
Enclosure

18 kip EQUIVALENT SINGLE AXLE LOAD ANALYSIS

PROJECT TRAFFIC FOR PD&E and DESIGN ANALYSIS INFO / FACTORS

PIN #: 437530-1-52-01
COUNTY: HILLSBOROUGH
ROADWAYID: 10 310 000
PROJECT DESCRIPTION: SR 580/W. Busch Blvd. (E. of N. Armenia Ave. to W. of Florida Ave.)

LOCATION DESCRIPTION: _____ **LOCATION #:** 1
 _____ **0**

GROWTH RATE FORMULA

A: Interpolation
B: Enter Growth Rate
C: Enter All AADTs
D: New Facility

Choose A, B, C, or D here: C

Linear Growth Rate 0.76 %
 Compounded Growth Rate _____ %
 Decaying Growth Rate _____ %
 (select one)

If "A" select an interpolation function
 If "B" enter rate as decimals (1%=1.01)
 If "C", or "D" continue to next section

DESIGN INFORMATION

	AADT	
Existing Year <u>2014</u>	<u>42000</u>	Daily Direction Split (50% or 100%) <u>50%</u>
Opening Year <u>2020</u>	<u>43900</u>	Lanes in One Direction <u>2</u>
Mid-Design Year <u>2030</u>	<u>47100</u>	T24 values
Design Year <u>2040</u>	<u>50300</u>	Existing to Opening Year <u>4.00%</u>
		Opening to Mid-Year <u>4.00%</u>
		Mid-Year to Design-Year <u>4.00%</u>

Note: AADT values have been rounded to the nearest 100

1995 EQUIVALENCY FACTORS [u(1)]

(selected with an X)	FLEXIBLE PAVEMENT	RIGID PAVEMENT
	SN = 5/THICK	SN = 12/THICK
RURAL FREEWAY:	1.050 _____	1.600 _____
URBAN FREEWAY:	0.900 _____	1.270 _____
RURAL HIGHWAY:	0.960 _____	1.350 _____
URBAN HIGHWAY:	0.890 <u>X</u>	1.220 <u>X</u>
OTHER (Enter Factor and X):	_____	_____

(1) Equivalency Factors are based on Updated Pavement Damage Factors Memorandum, dated July 2, 1998.

Lane Factors developed by Copes equation

I have reviewed the 18 kip Equivalent Single Axle Loads (ESAL's) to be used for pavement design on this project. I hereby attest that these have been developed in accordance with the FDOT Project Traffic Forecasting Procedure using historical traffic data and other available information.

Prepared by:	Andrew J. Tyrell	Systems Planning Coordinator	FDOT D7	12/14/2015
	Name	Title	Org. Unit or Firm	Date
	Signature			
Reviewed by:	Daniel R. Lamb	Systems Planning Administrator	FDOT D7	12/14/2015
	Name	Title	Org. Unit or Firm	Date
	Signature			

18 kip EQUIVALENT SINGLE AXLE LOAD ANALYSIS - LOCATION 1

PROJECT TRAFFIC FOR PD&E and DESIGN ANALYSIS INFO / FACTORS

YEARS: 2014 to 2040

SECTION #: 10 310 000

COUNTY: HILLSBOROUGH

PIN #: 437530-1-52-01

FLEXIBLE PAVEMENT URBAN HIGHWAY 0.890

SN=5/THICK

SR 580/W. Busch Blvd. (E. of N. Armenia Ave. to W. of Florida Ave.)

C

YEAR	AADT	ESAL (1000S)	ACCUM (1000s)	D	T	LF	EF
2014	42000	204	0	0.5	4.00%	0.745	0.890
2015	42300	205	0	0.5	4.00%	0.744	0.890
2016	42600	206	0	0.5	4.00%	0.744	0.890
2017	42900	208	0	0.5	4.00%	0.743	0.890
2018	43200	209	0	0.5	4.00%	0.743	0.890
2019	43500	210	0	0.5	4.00%	0.742	0.890
2020	43900	212	212	0.5	4.00%	0.741	0.890
2021	44200	213	425	0.5	4.00%	0.741	0.890
2022	44500	214	639	0.5	4.00%	0.740	0.890
2023	44800	216	855	0.5	4.00%	0.740	0.890
2024	45100	217	1072	0.5	4.00%	0.739	0.890
2025	45500	219	1291	0.5	4.00%	0.738	0.890
2026	45800	220	1511	0.5	4.00%	0.738	0.890
2027	46100	221	1732	0.5	4.00%	0.737	0.890
2028	46400	223	1955	0.5	4.00%	0.737	0.890
2029	46700	224	2179	0.5	4.00%	0.736	0.890
2030	47100	226	2405	0.5	4.00%	0.735	0.890
2031	47400	227	2632	0.5	4.00%	0.735	0.890
2032	47700	228	2860	0.5	4.00%	0.734	0.890
2033	48000	229	3089	0.5	4.00%	0.734	0.890
2034	48300	231	3320	0.5	4.00%	0.733	0.890
2035	48700	232	3552	0.5	4.00%	0.733	0.890
2036	49000	234	3786	0.5	4.00%	0.732	0.890
2037	49300	235	4021	0.5	4.00%	0.732	0.890
2038	49600	236	4257	0.5	4.00%	0.731	0.890
2039	49900	237	4494	0.5	4.00%	0.731	0.890
2040	50300	239	4733	0.5	4.00%	0.730	0.890

Opening to Mid-Design Year ESAL Accumulation (1000s): 2193

Opening to Design Year ESAL Accumulation (1000s): 4521

I have reviewed the 18 kip Equivalent Single Axle Loads (ESAL's) to be used for pavement design on this project. I hereby attest that these have been developed in accordance with the FDOT Project Traffic Forecasting Procedure using historical traffic data and other available information.

Prepared by: Andrew J. Tyrell Systems Planning Coordinator FDOT D7 12/14/2015
 Name Title Org.Unit or F Date

Signature

Reviewed By: Daniel R. Lamb Systems Planning Administrator FDOT D7 12/14/2015
 Name Title Org.Unit or F Date

Signature

18 kip EQUIVALENT SINGLE AXLE LOAD ANALYSIS - LOCATION HILLSBORO

PROJECT TRAFFIC FOR PD&E and DESIGN ANALYSIS INFO / FACTORS

YEARS: 2014 to 2040

SECTION #: 10 310 000

Location #: 1

FIN #: 437530-1-52-01

RIGID PAVEMENT URBAN HIGHWAY 1.220

SN=12/THICK

SR 580/W. Busch Blvd. (E. of N. Armenia Ave. to W. of Florida Ave.)

C

YEAR	AADT	ESAL (1000S)	ACCUM (1000s)	D	T	LF	EF
2014	42000	279	0	0.5	4.00%	0.745	1.220
2015	42300	281	0	0.5	4.00%	0.744	1.220
2016	42600	283	0	0.5	4.00%	0.744	1.220
2017	42900	284	0	0.5	4.00%	0.743	1.220
2018	43200	286	0	0.5	4.00%	0.743	1.220
2019	43500	288	0	0.5	4.00%	0.742	1.220
2020	43900	290	290	0.5	4.00%	0.741	1.220
2021	44200	292	582	0.5	4.00%	0.741	1.220
2022	44500	294	876	0.5	4.00%	0.740	1.220
2023	44800	296	1172	0.5	4.00%	0.740	1.220
2024	45100	297	1469	0.5	4.00%	0.739	1.220
2025	45500	300	1769	0.5	4.00%	0.738	1.220
2026	45800	301	2070	0.5	4.00%	0.738	1.220
2027	46100	303	2373	0.5	4.00%	0.737	1.220
2028	46400	305	2678	0.5	4.00%	0.737	1.220
2029	46700	307	2985	0.5	4.00%	0.736	1.220
2030	47100	309	3294	0.5	4.00%	0.735	1.220
2031	47400	311	3605	0.5	4.00%	0.735	1.220
2032	47700	312	3917	0.5	4.00%	0.734	1.220
2033	48000	314	4231	0.5	4.00%	0.734	1.220
2034	48300	316	4547	0.5	4.00%	0.733	1.220
2035	48700	318	4865	0.5	4.00%	0.733	1.220
2036	49000	320	5185	0.5	4.00%	0.732	1.220
2037	49300	322	5507	0.5	4.00%	0.732	1.220
2038	49600	324	5831	0.5	4.00%	0.731	1.220
2039	49900	325	6156	0.5	4.00%	0.731	1.220
2040	50300	328	6484	0.5	4.00%	0.730	1.220

Opening to Mid-Design Year ESAL Accumulation (1000s): 3004

Opening to Design Year ESAL Accumulation (1000s): 6194

I have reviewed the 18 kip Equivalent Single Axle Loads (ESAL's) to be used for pavement design on this project. I hereby attest that these have been developed in accordance with the FDOT Project Traffic Forecasting Procedure using historical traffic data and other available information.

Prepared by: Andrew J. Tyrell Systems Planning Coordinator FDOT D7 12/14/2015
 Name Title Firm Date



Reviewed By: Daniel R. Lamb Systems Planning Administrator FDOT D7 12/14/2015
 Name Title Org. Unit or Firm Date



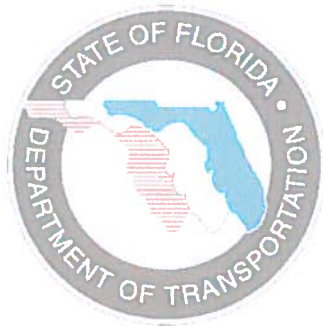
Appendix D
Mid-Block Crossing Study

**FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT VII**

**SR 580 (BUSCH BLVD)
FROM ARMENIA AVE TO FLORIDA AVE
FINANCIAL PROJECT NO. 413407-2-38-01**

MID-BLOCK PEDESTRIAN CROSSWALK STUDY

Prepared for:



District VII



City of Tampa

Prepared by:

**ICON Consultant Group, Inc.
10006 North Dale Mabry Highway, Suite 201
Tampa, Florida 33618**

FINAL June 2013

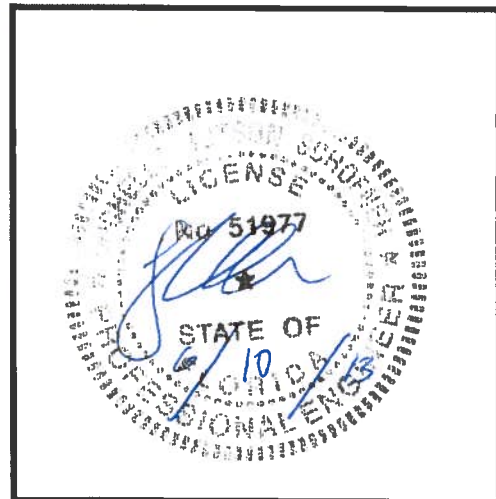
SIGNATURE PAGE
PROFESSIONAL ENGINEER'S SEAL

ICON Consultant Group, Inc.
10006 N. Dale Mabry Highway, Suite 201
Tampa, Florida 33618-4422
813.962.8689
813.963.1610 (fax)

State of Florida Authorization No.: 8230

Engineer in Responsible Charge: Michelle Hutson Schofner, PE

Professional Registration No.: 51977



SIGN / DATE / SEAL

ICON

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EXECUTIVE SUMMARY

This expanded traffic analysis has been prepared in support of ongoing design efforts for SR 580 (Busch Boulevard) from Armenia Avenue to Florida Avenue. The pedestrian and signalization design improvements are a part of FPID 413407-2-38-01, a City of Tampa LAP project.

Analysis

This study analyzes the following locations:

1. SR 580 (Busch Boulevard) at Section 10310 MP 1.842 (Un-Signalized)
2. SR 580 (Busch Boulevard) at Section 10310 MP 2.220 (Un-Signalized)

Findings

Mid-block crossings are not warranted from Armenia Avenue to Florida Avenue along SR 580 (Busch Boulevard.)

Recommendations

Based on the findings of the operational analysis, ICON's understanding of the area, field observations, and thorough discussions held with the FDOT-District 7 Staff (March 5, 2013), mid-block crossings are not recommended on SR 580 (Busch Boulevard) from Armenia Avenue to Florida Avenue.

1. INTRODUCTION

This Mid-Block Pedestrian Crosswalk Study has been prepared in support of SR 580 (Busch Boulevard from Armenia Avenue to Florida Avenue pedestrian and signalization improvement design efforts for the City of Tampa LAP project funded by Florida Department of Transportation (FDOT) District Seven. The general objective of this study is to consider mid-block crosswalks at two uncontrolled locations within the project limits.

SR 580 is a State Urban Principal Arterial with the existing right-of-way under the Florida Department of Transportation's jurisdiction. The proposed design improvements are to provide sidewalk where feasible, upgrade signal and pedestrian signals at North Boulevard, and provide two (2) ITS traffic cameras. The design project limits are from Armenia Avenue to Florida Avenue in Hillsborough County, Florida.

The two uncontrolled locations are identified as:

LOCATION 1: SR 580 (Busch Boulevard) at Section 10310 MP 1.842. This location is 2,500 feet west of North Boulevard signalized intersection.

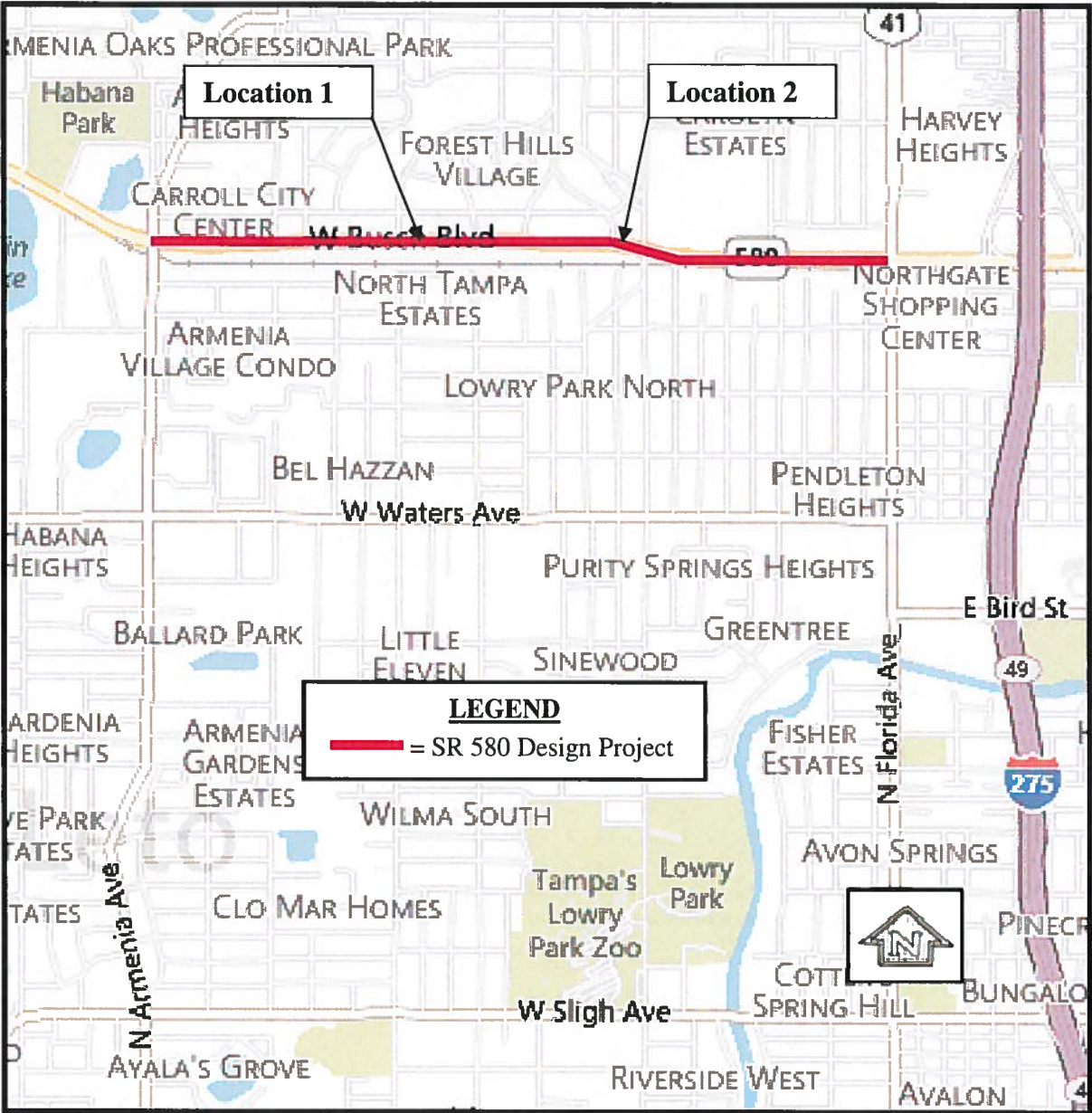
LOCATION 2: SR 580 (Busch Boulevard) at Section 10310 MP 2.220. This location is 500 feet west of North Boulevard signalized intersection.

A location map depicting the SR 580 project area and the two locations is shown in Figure 1.

The Study follows procedures and guidance provided in the FDOT's *Traffic Engineering Manual* (TEM) dated January 2012, FDOT's *Plans Preparation Manual* (PPM) dated January 2012 and FHWA's *Manual on Uniform Traffic Control Devices* (MUTCD) 2009 Edition with Revision Numbers 1 and 2 incorporated, dated May 2012. Any proposed marked crosswalk for an uncontrolled location shall be reviewed and approved by the FDOT District Traffic Operations Engineer.

A mid-block location is defined in the TEM as "Any location proposed for a marked crosswalk on a roadway with an uncontrolled approach".

FIGURE 1
SR 580 LOCATION MAP



2. EXISTING CONDITIONS

The existing typical section along Busch Boulevard (SR 580) from Armenia Avenue (MP 1.315) to Florida Avenue (MP 2.817) primarily consists of a five lane and four lane undivided urban principal roadway with curb and gutter. The posted speed within the section is 45 mph. The project corridor is located within the urban area boundary and is commercial with a school zone at Chamberlain High School and HART transit corridor. The corridor contains existing sidewalk along the north side of roadway and segments of sidewalk along the south side. Existing railroad tracks and CSX right-of-way extend the length of the south side of the project.

2.1 Pedestrian / Bike Counts

The selected 8-hours of counts were based on reviewing available data and through discussions with City of Tampa, FDOT, Hillsborough County School Board, and schools in the area. All the counts were performed when the schools were in session and covered student arrival and departure times.

The eight hours counted were from 6:00am-9:00am, 11:00am-1:00pm, and 2:00pm-5:00pm during the weekday of November 28, 2012.

Table 1 illustrates the peak hour pedestrian and bike volumes crossing SR 580 (Busch Boulevard) North and South. Traffic count data and agency correspondences are provided in Appendix A.

**TABLE 1
SR 580 CROSSING PEDESTRIAN / BIKE VOLUMES**

LOCATION 1 (MP 1.842)								
SR 580 (N/S)	6:00 - 7:00 am	7:00 - 8:00 am	8:00 - 9:00 am	11:00 - 12:00 pm	12:00 - 1:00 pm	2:00 - 3:00 pm	3:00 - 4:00 pm	4:00 - 5:00 pm
TOTALS:	1	0	0	0	1	1	3	0

LOCATION 2 (MP 2.220)								
SR 580 (N/S)	6:00 - 7:00 am	7:00 - 8:00 am	8:00 - 9:00 am	11:00 - 12:00 pm	12:00 - 1:00 pm	2:00 - 3:00 pm	3:00 - 4:00 pm	4:00 - 5:00 pm
TOTALS:	15	19	9	1	1	0	0	0

The highest number of pedestrians/ bikes per hour was 19 from 7:00am to 8:00am which does not meet the minimum of 93 pedestrians per hour (pph) to install a pedestrian signal. In addition, the volumes do not meet the warrants for a mid-block pedestrian crossing on a 4-lane roadway according to the FDOT Traffic Engineering Manual Section 3.8 or the warrants for a pedestrian hybrid beacon of 20 pph.

2.2 Pedestrian Group and Vehicle Gap Size

A Pedestrian Group Size Study was performed to determine the adequate gap time required for the 85th percentile group size of pedestrians to cross SR 580 at a given time. Having calculated the 85th percentile group size, the adequate gap time (G) to cross SR 580 can be found with the following equation:

$$G=(W/s)+3+(N-1)2$$

W= Width of SR 580

N= Number of rows in the 85th percentile group size (1 row)

S= Pedestrian traffic walking speed (3.5 feet/second)

The results of the Pedestrian Group Size and the Vehicle Gap Size studies will determine if controls are warranted.

From the field review, the number of adequate gaps in the traffic stream during the period studied are 0. See Appendix B for Gap Size data.

2.3 Safety

An overview of safety considerations was performed for each segment based on existing conditions.

LOCATION 1:

Sight Distance: This section currently has a straight horizontal alignment.

Illumination: Lighting is currently provided.

Conflicts: Given the proximity of the side streets, there are intersection conflict areas. Spacing between intersections are less than 660 feet per FDOT's Plans Preparation Manual, Volume 1, Chapter 8. See crash data for a more detailed review.

Speeds: Posted speed is 45 mph and operating speeds were observed to be within the limits.

LOCATION 2:

Sight Distance: This segment has a horizontal curve east that does not meet the FDOT Design Standards for Sight Distance.

Illumination: Lighting is currently provided.

Conflicts: Given the proximity of the side streets, there are intersection conflict areas. Spacing between intersections are less than 660 feet per FDOT's Plans Preparation Manual, Volume 1, Chapter 8. See crash data for a more detailed review.

Speeds: Posted speed is 45 mph and operating speeds were observed to be within the limits.

2.4 Pedestrian / Vehicle Crash History

Safety is a primary concern when evaluating the selection of a mid-block crosswalk. Crash data was collected for three years from 2008 to 2010 from FDOT's Crash Analysis Reporting (CAR) System. Table 2 summarizes the crash data by Segment. Provided in Appendix C are the obtained crash data.

At the unsignalized intersection locations, review of the three years data did not reveal any evidence of the presence or formation of a crash incidence pattern or trend.

**TABLE 2
SR 580 CRASH DATA
THREE YEARS FROM 2008-2010**

SEGMENT 1							
SR 580 Armenia to Florida	Peds	Bikes	Crashes	Ped Fatal	Bike Fatal	Vehicle Fatal	Injuries
Totals	6	1	173	0	0	1	139

3 MID BLOCK PEDESTRIAN CROSSING CONSIDERATIONS AND RECOMMENDATIONS

The criteria used to evaluate the installation of a mid-block crosswalk is based on procedures and guidance provided in the FDOT’s *Traffic Engineering Manual (TEM)* dated January 2012, Section 3.8 and FDOT’s *Plans Preparation Manual (PPM)* dated January 2012, Chapter 8.3. Any proposed marked crosswalk for an uncontrolled location shall be reviewed and approved by the District Traffic Operations Engineer.

3.1 Minimum Levels of Pedestrian Demand

- A. Any location under consideration for a mid-block crosswalk should have “a well-defined spatial pattern of pedestrian generators, attractors, and flow (across a roadway) between them or a well-defined pattern of existing pedestrian crossings.” - SR 580 Location 2 meets criteria with Chamberlin High School
- B. Sufficient demand of “pedestrian volume observed crossing the roadway outside a crosswalk at or in the vicinity of the proposed location, or at an adjacent intersection”.
 - a. A minimum of 20 pedestrians during an hour – SR 580 Location 1 & 2 do not meet criteria
 - b. A minimum of 60 pedestrians during any 4 hours of the day – SR 580 Location 1 & 2 do not meet criteria

3.2 Safety Considerations

- A. The location provides adequate stopping sight distance.
- B. Sidewalks are provided.
- C. Adequate illumination is provided.

3.3 PPM Considerations

Chapter 8.3.3.2 of FDOT’s PPM states that mid-block crosswalks can provide “pedestrians with a more direct route to their destinations.” In addition to mid-block crosswalk needs and design guidance, five (5) specific conditions. Some of these conditions are duplicates of conditions established in the TEM, however it is appropriate to review. Chapter 8.3.3.1 clearly references

the FDOT TEM and approval required by the District Traffic Operations Office for all marked crosswalks at uncontrolled locations.

3.4 Crash Data Considerations

Three years of crash data did not reveal any evidence of the presence or formation of a crash incidence pattern or trend.

3.5 Recommendations

Based on these findings, ICON's understanding of the area, field observations, and through discussions held with the FDOT-District 7 Staff (March 5, 2013), mid-block crossings are not recommended on SR 580 (Busch Boulevard) from Armenia Avenue to Florida Avenue.

APPENDIX A
TRAFFIC COUNT DATA AND AGENCY CORRESPONDENCE

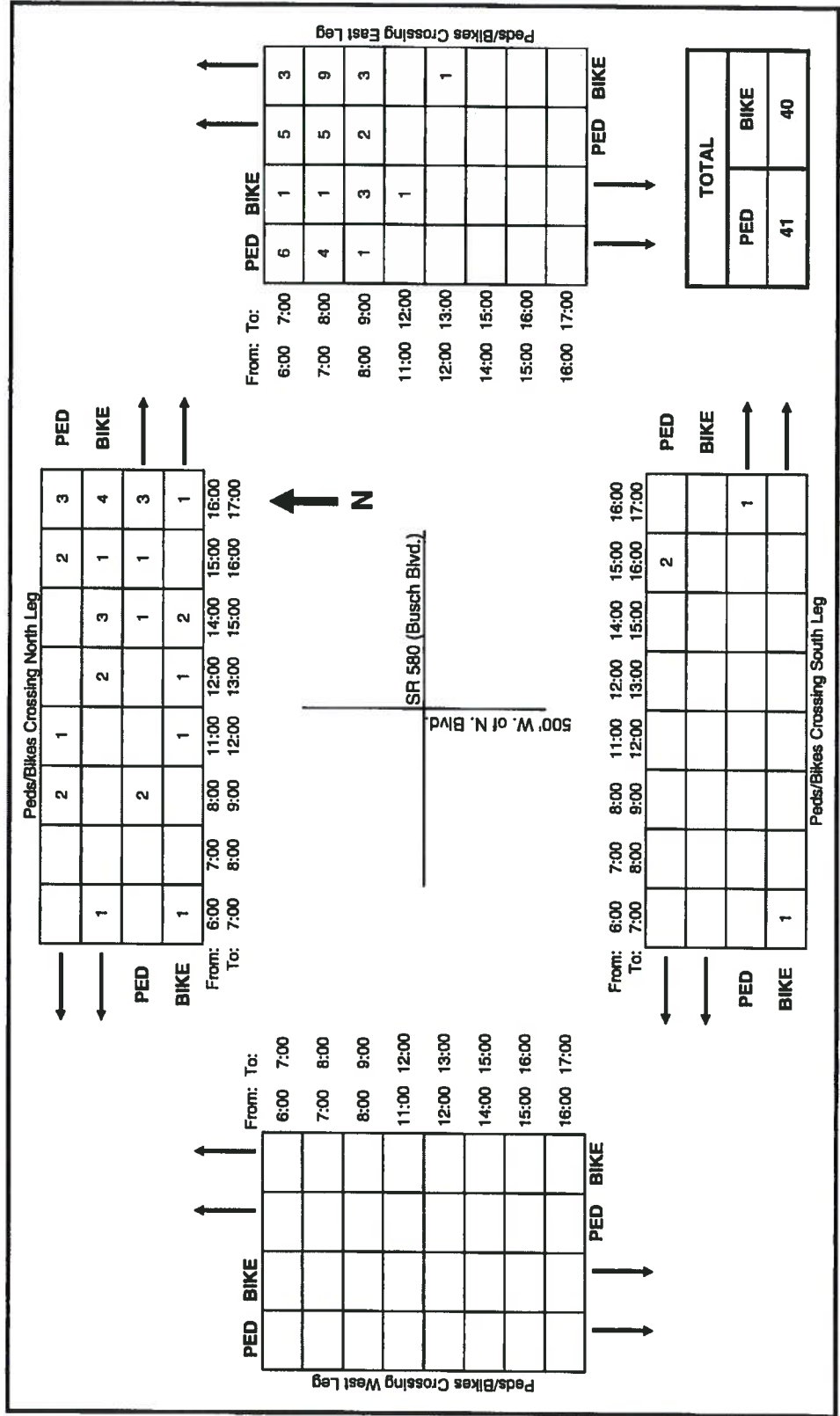
ICON Consultant Group, Inc.

10006 N Dale Mabry Hwy, Suite 201
Tampa, FL 33618
(813) 962-8689

SR 580 (Busch Boulevard) 500' West of N. Boulevard
Section 13010, MP 2.216
Weather: Clear
County: Hillsborough

File Name: 413407 Ped-Bike MBC-1
Start Date: 11/28/2012
Start Time: 6:00 AM
End Time: 5:00 PM

Pedestrian / Bicycle Count Field Data Sheet



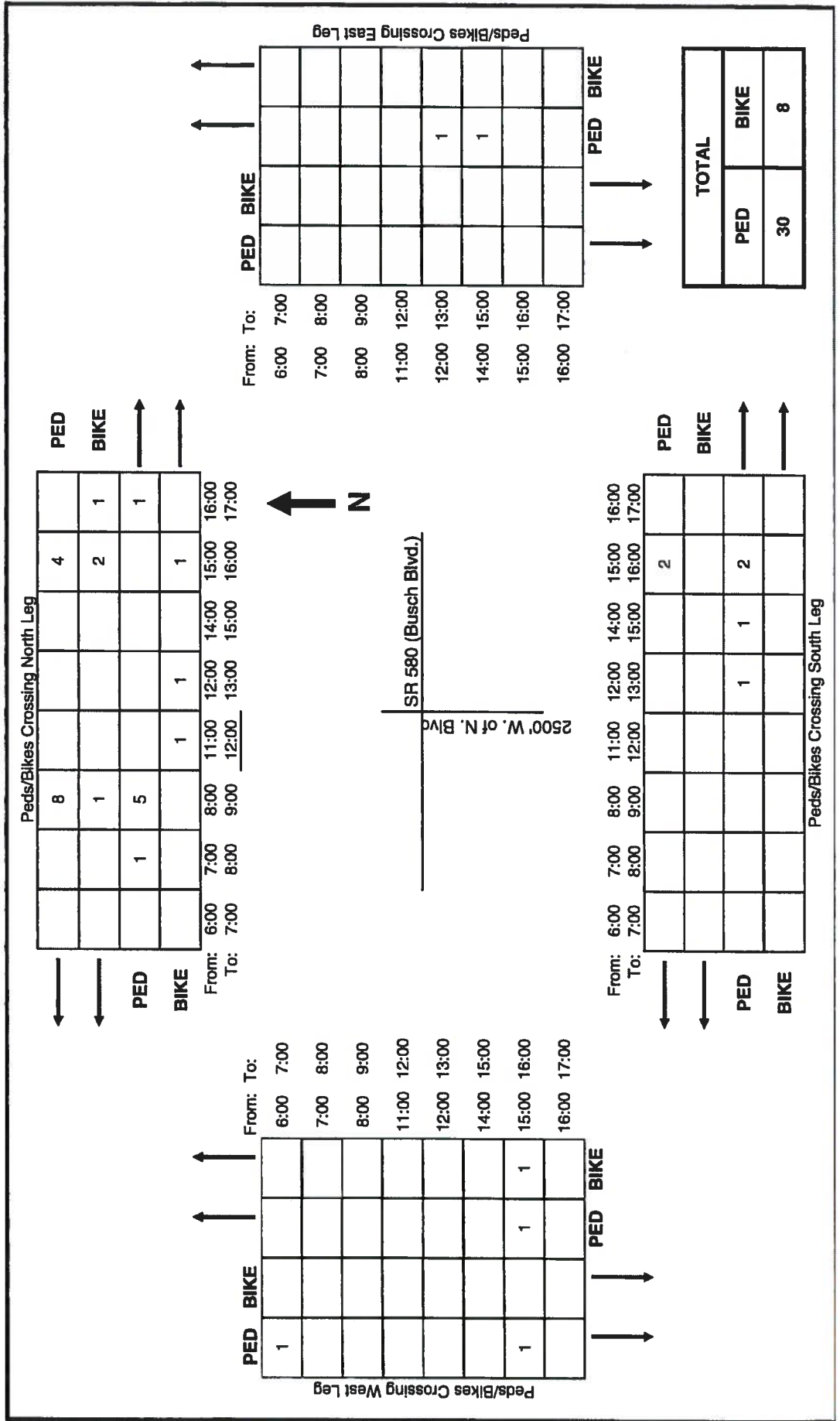
ICON Consultant Group, Inc.

10006 N Dale Mabry Hwy, Suite 201
Tampa, FL 33618
(813) 962-8689

SR 580 (Busch Boulevard) 2500' West of N. Boulevard
Section 13010, MP 1.837
Weather: Clear
County: Hillsborough

Pedestrian / Bicycle Count Field Data Sheet

File Name: 413407 Ped-Bike MBC-2
Start Date: 11/28/2012
Start Time: 6:00 AM
End Time: 5:00 PM



Michelle Schofner

From: Daniel Rodriguez <RodriguezD@gohart.org>
Sent: Thursday, May 31, 2012 2:33 PM
To: Andrew Robb
Cc: Michelle Schofner
Subject: RE: Busch Blvd. (from Armenia to I-275) Route 39

Andrew,

There are 11 stops in the above noted segment, 4 of which need to be upgraded to be ADA accessible. We are scheduled to make those improvements within a month. The ridership is relative to the cross street. Streets like Willow and Oakleaf have low ridership 2 ons and 2 off a day, on the other hand stops at Armenia, N. Blvd and Florida, because they are transfer points have very high ridership, 30 ons and 30 offs at each of these locations. Generally the rule is if there are more than 20 boardings a day then we try to place a shelter.

We don't anticipate moving or deleting any stops since they are already well spaced.

Dan

From: Andrew Robb [<mailto:arobb@iconconsultantgroup.com>]
Sent: Thursday, May 31, 2012 1:39 PM
To: Daniel Rodriguez
Cc: Michelle Schofner
Subject: Busch Blvd. (from Armenia to I-275) Route 39

Dan

We are going to meet with the City of Tampa next week about roadway improvement within the above corridor, does HART have any roadway or pedestrian facility upgrades within the next year or two in your schedule? We walked the project and noticed markings of a possible upgrade on the north side of Busch Blvd, just east of Willow Ave. (see attached photo) Also, do you anticipate bus stops relocating or being removed? One last question – would you consider the ridership high for this segment?

As the design process unfolds, we will naturally keep you in the loop. Look forward to working with you again!

Sincerely

ICON Consultant Group, Inc.

Andrew D. Robb

Andrew D. Robb, M.E., P.E.
Senior Engineer

ICON Consultant Group, Inc.
10006 N. Dale Mabry Highway
Suite 201
Tampa, FL 33618

**APPENDIX B
GAP SIZE DATA**

PEDESTRIAN GROUP SIZE

LOCATION ID: SR 580 Busch Blvd					
COUNTY: Hillsborough			CITY: Tampa		
STUDY DATE: 12/5/2012		TIME: FROM: 7:00 AM TO: 8:00 AM		OBSERVER: DPM	
CROSSWALK ACROSS: SR 580			CURB TO CURB DISTANCE (W): 54'		
RAISED MEDIAN: NO			WIDTH OF MEDIAN: N/A		
REMARKS					
GROUP SIZE	NUMBER OF GROUPS		NO. OF ROWS (N)	CUMULATIVE TOTAL	COMPUTATIONS
	TALLY	TOTAL			
5 or less		1	1	1	
6 - 10			2		$0.85 \cdot 1 = 0.85 \rightarrow N = 1$
11 - 15			3		
16 - 20			4		$G = 54 \div 3.5 + 3 + (1-1)2$
21 - 25			5		$G = 15.4 + 3 = 18.4$
26 - 30			6		G = 19 seconds
31 - 35			7		
36 - 40			8		
41 - 45			9		
46 - 50			10		
Total Number of Groups		1			

Calculation of adequate gap time (G) in seconds:

$$G = W \div 3.5 + 3 + (N-1)2$$

Where: W = Width of roadway in feet

3.5 = Assumed walking speed in feet/second

3 = Perception and reaction time in seconds

(N - 1)2 = Pedestrian clearance time

N = Number of rows in 85th percentile group size

2 = Time interval between rows in seconds

VEHICLE GAP SIZE STUDY

07/99

LOCATION ID: Busch Blvd 500' W of N Blvd

CITY: Tampa COUNTY: Hillsborough

PREPARED BY: DATE: 12/5/2012

REMARKS:

ADEQUATE GAP SIZE	NUMBER OF GAPS							
	PERIOD FROM: 7:00 A.M.		PERIOD FROM: 7:15 A.M.		PERIOD FROM: 7:30 A.M.		PERIOD FROM: 7:45 A.M.	
	TO: 7:15	A.M.	TO: 7:30	A.M.	TO: 7:45	A.M.	TO: 8:00	A.M.
	TALLY	TOTAL	TALLY	TOTAL	TALLY	TOTAL	TALLY	TOTAL
8								
9								
10								
11		1				1		
12								
13								
14								
15								
16								1
17								
18								
19								
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
31								
32								
33								
34								
35								
36								
37								
38								
39								
40								
41								
42								
43								
TOTAL		1				1		1
ADEQUATE GAPS		0		0		0		0

PEDESTRIAN GROUP SIZE

LOCATION ID: SR 580 Busch Blvd					
COUNTY: Hillsborough			CITY: Tampa		
STUDY DATE: 12/5/2012		TIME: FROM: 3:00 PM TO: 4:00 PM		OBSERVER: DPM	
CROSSWALK ACROSS: SR 580			CURB TO CURB DISTANCE (W): 54'		
RAISED MEDIAN: NO			WIDTH OF MEDIAN: N/A		
REMARKS					
GROUP SIZE	NUMBER OF GROUPS		NO. OF ROWS (N)	CUMULATIVE TOTAL	COMPUTATIONS
	TALLY	TOTAL			
5 or less		1	1	1	
6 - 10			2		$0.85 \cdot 1 = 0.85 \rightarrow N = 1$
11 - 15			3		
16 - 20			4		$G = 54 \div 3.5 + 3 + (1-1)2$
21 - 25			5		$G = 15.4 + 3 = 18.4$
26 - 30			6		G = 19 seconds
31 - 35			7		
36 - 40			8		
41 - 45			9		
46 - 50			10		
Total Number of Groups		1			

Calculation of adequate gap time (G) in seconds:

$$G = W \div 3.5 + 3 + (N-1)2$$

Where: W = Width of roadway in feet

3.5 = Assumed walking speed in feet/second

3 = Perception and reaction time in seconds

(N - 1)2 = Pedestrian clearance time

N = Number of rows in 85th percentile group size

2 = Time interval between rows in seconds

VEHICLE GAP SIZE STUDY

07/99

LOCATION ID: Busch Blvd 500' W of N Blvd

CITY: Tampa COUNTY: Hillsborough

PREPARED BY: DM DATE: 12/5/2012

REMARKS:

ADEQUATE GAP SIZE	NUMBER OF GAPS							
	PERIOD		PERIOD		PERIOD		PERIOD	
	FROM:3:00	P.M.	FROM:3:15	P.M.	FROM:3:30	P.M.	FROM:3:45	P.M.
	TO:3:15	P.M.	TO:3:30	P.M.	TO:3:45	P.M.	TO: 4:00	P.M.
	TALLY	TOTAL	TALLY	TOTAL	TALLY	TOTAL	TALLY	TOTAL
8								
9								
10		1						
11				1		1		2
12		1		1		1		
13				1		3		2
14		2				1		1
15				1				1
16		1						
17				1				
18				1		1		
19				1		1		1
20								
21								
22								
23								
24								
25								
26								
27								
28								
29								
30								
31								
32								
33								
34								
35								
36								
37								
38								
39								
40								
41								
42								
43								
TOTAL		5		7		8		7
ADEQUATE GAPS		0		0		0		0

**APPENDIX C
CRASH DATA**

CDMS Crash Data Summary Report

SR 580 from Armenia Ave to Florida Ave

Date Range
1/1/2008 to 12/31/2010

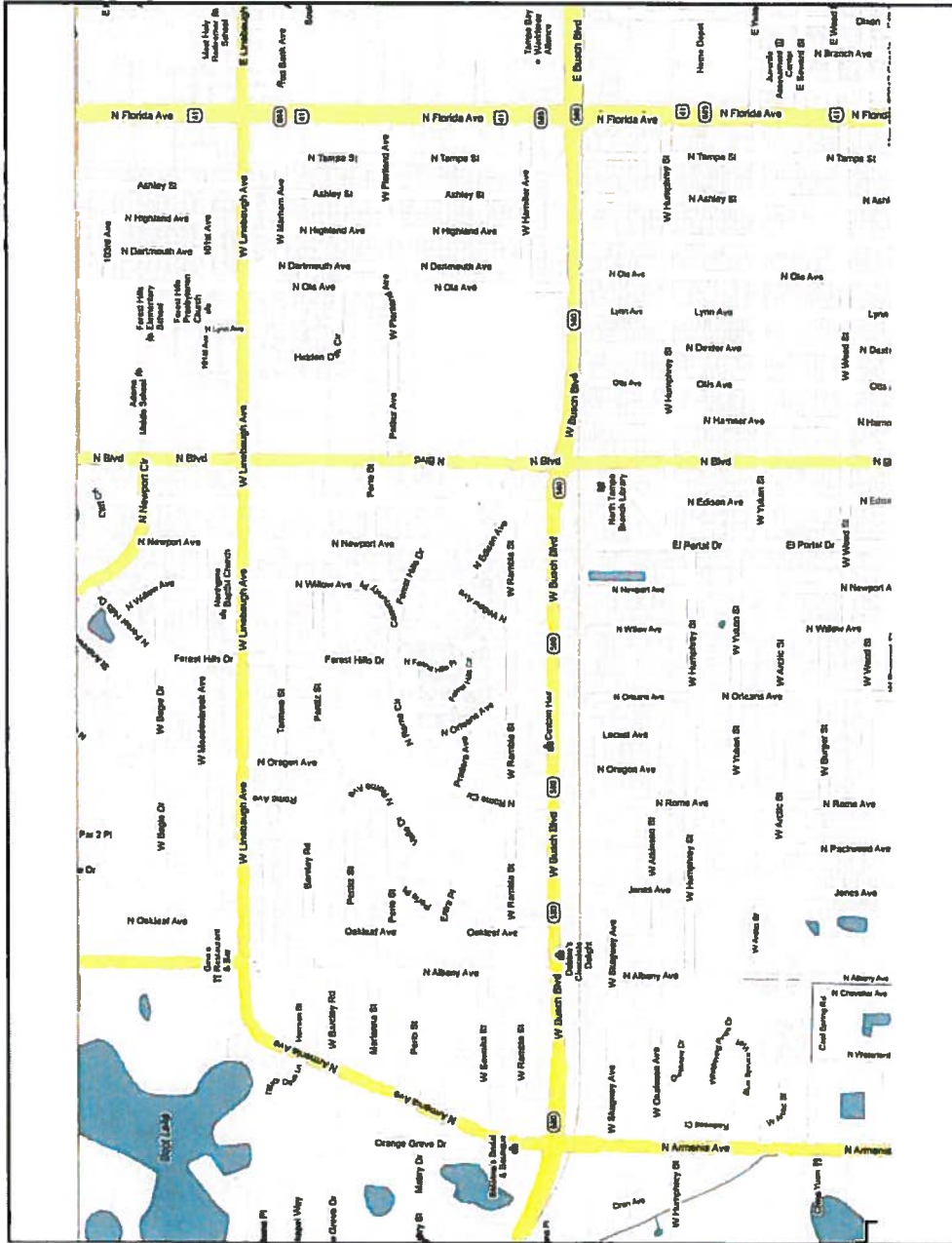
Crash Summary

Crashes	Fatalities	Injuries
173	1	139

Report Memo

10020000 MP 5.81 - 5.93;
10310000 MP 1.20 - 2.95;
01/01/2008 thru 12/31/2010

Exemption from Florida Public Records Section 119, Florida Statutes: The information contained in the Crash Analysis Reporting (C.A.R.) system has been compiled from information collected for the purpose of identifying, evaluating, or planning safety enhancements. This system and its products identify information used for the purpose of developing highway safety construction improvement projects which may be implemented utilizing Federal-aid highway funds. Since this information is collected for the above-mentioned purpose it is exempt from disclosure as a public record pursuant to Federal law. Any document displaying this exemption from public records shall be used only for those purposes deemed appropriate by the Department. See Title 23 United States Code Section 409.



CDMS Crash Data Summary Report

SR 580 from Armenia Ave to Florida Ave

Date Range

1/1/2008 to 12/30/2010

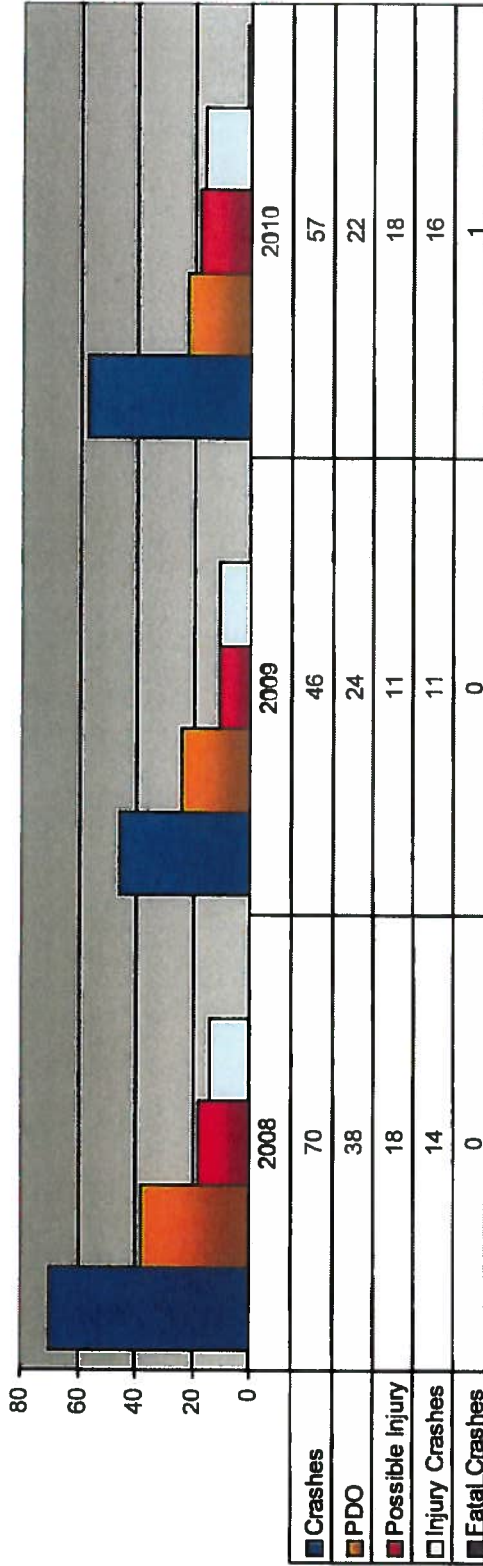
Ref	Node	On Street	Cross Street	Crashes	Fatalities	Injuries
1	10_24309	FLORIDA AVE	BUSCH BLVD	65	0	44
2	10_24391	BUSCH BLVD	ARMENIA AVE	34	1	31
3	10_24353	BUSCH BLVD	NORTH BLVD	26	0	12
4	10_24311	BUSCH BLVD	OLA ST	12	0	21
5	10_24386	BUSCH BLVD	OAKLEAF AVE	7	0	9
6	10_24377	BUSCH BLVD	EDISON AVE	7	0	8
7	10_24381	BUSCH BLVD	WILLOW AVE	7	0	5
8	10_24384	BUSCH BLVD	ROME CIR	7	0	4
9	10_24379	BUSCH BLVD	ALBANY ST	4	0	2
10	10_24383	BUSCH BLVD	ROME CIR	2	0	2
11	10_24556	BUSCH BLVD	ORANGE GROVE RD	1	0	3

CDMS Crash Data Summary Report

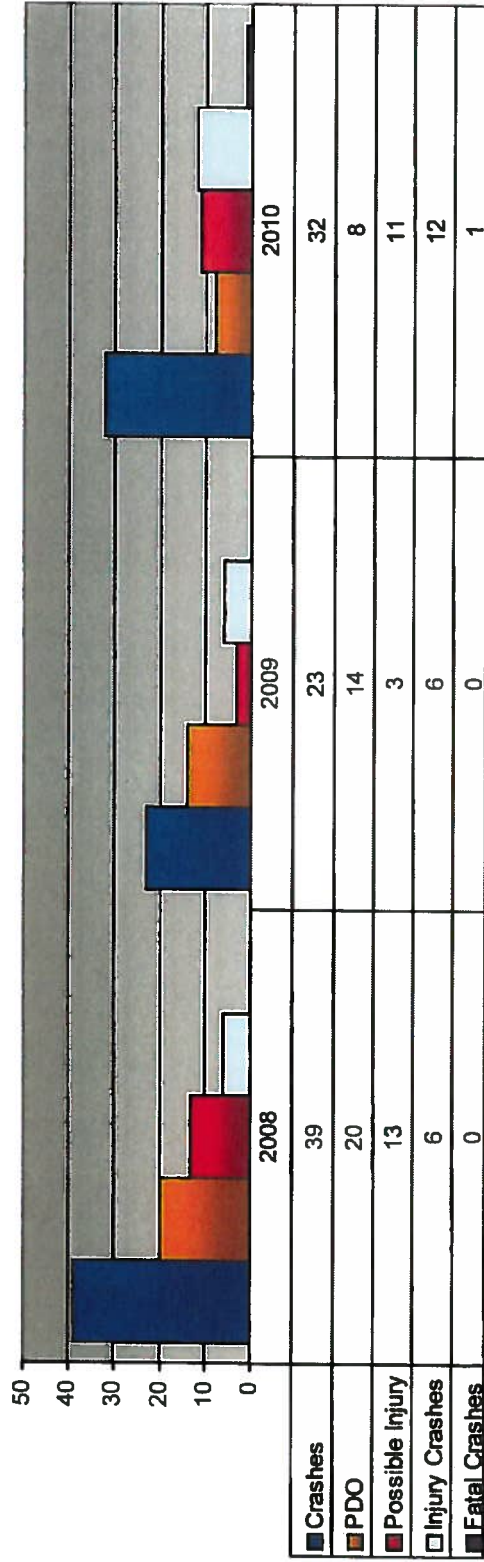
SR 580 from Armenia Ave to Florida Ave

Date Range
1/1/2008 to 12/30/2010

Number of Crashes By Year



Number of Crashes Coded at or Influenced by Intersection



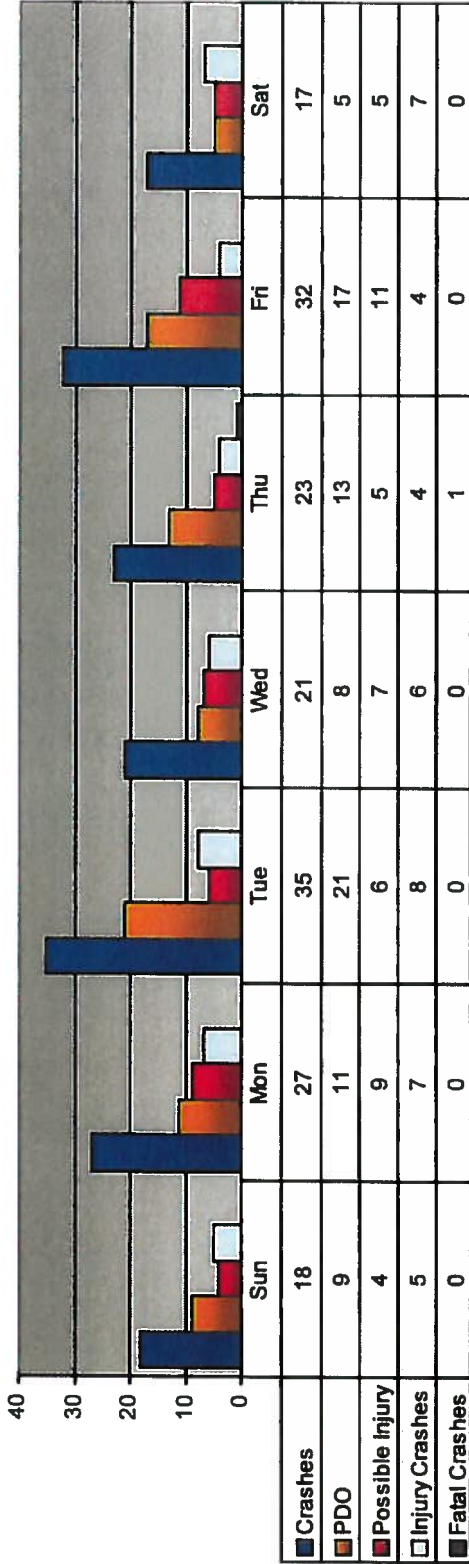
CDMS Crash Data Summary Report

SR 580 from Armenia Ave to Florida Ave

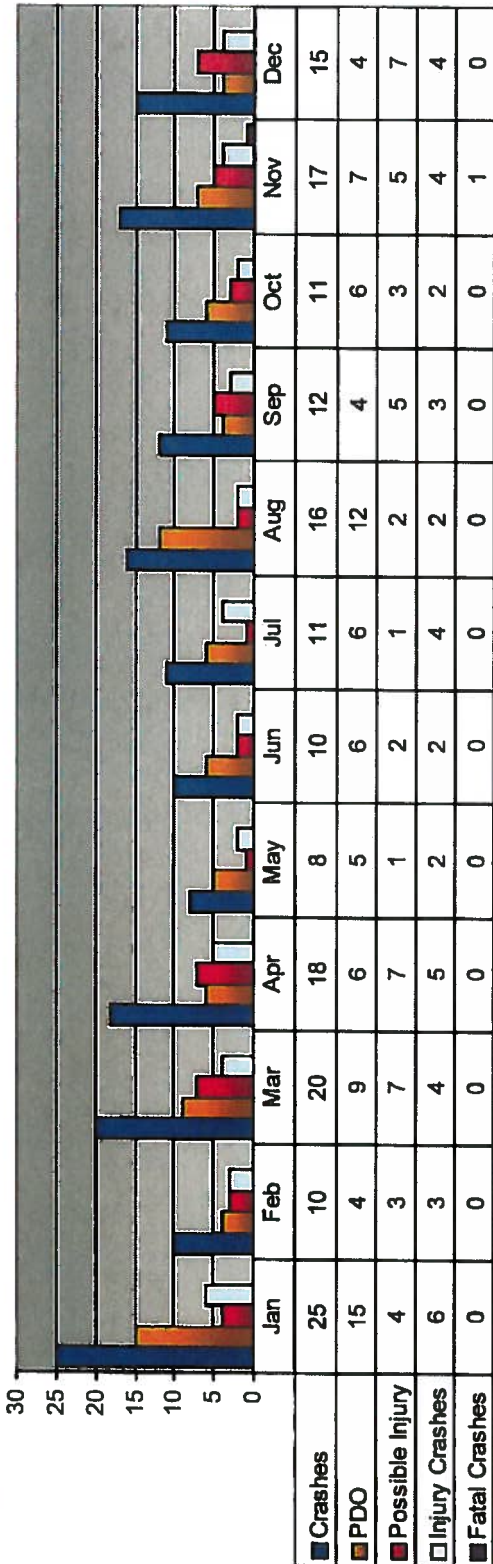
Date Range

1/1/2008 to 12/30/2010

Number of Crashes Day of Week



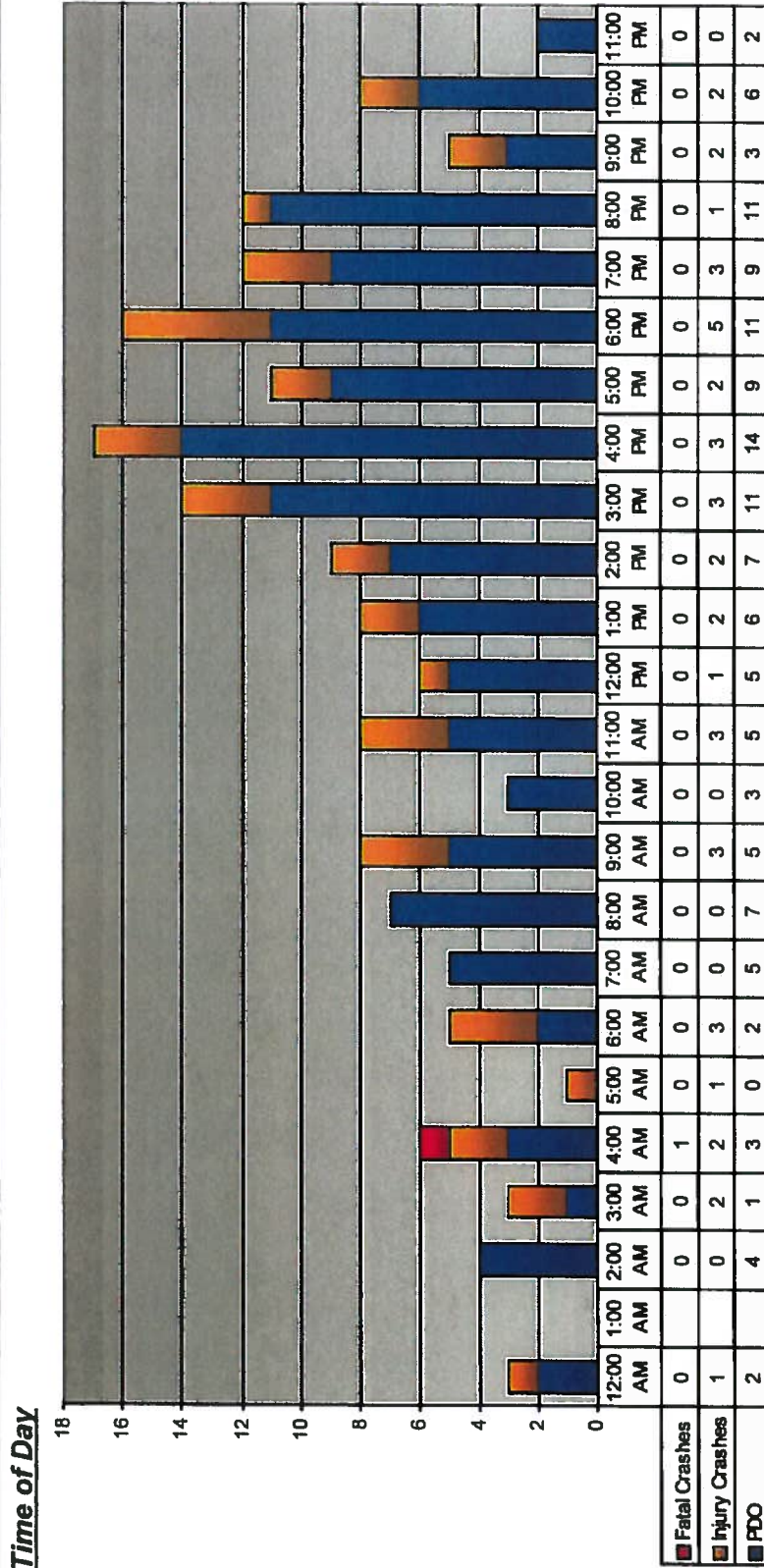
Number of Crashes By Month



CDMS Crash Data Summary Report

SR 580 from Armenia Ave to Florida Ave

Date Range
1/1/2008 to 12/30/2010



CDMS Crash Data Summary Report

SR 580 from Armenia Ave to Florida Ave

Date Range

1/1/2008 to 12/30/2010

Number of Crashes By 1st Harmful Event	2005	2006	2007	2008	2009	2010	2011	Total	Avg	% Pct
ALL OTHER (EXPLAIN)	7	1	6	14	4.67	8.09				
ANGLE	7	4	3	14	4.67	8.09				
BACKED INTO	1	2	3	1	1.73					
CARGO LOSS OR SHIFT				0	0					
COLL. W/ BICYCLE				0	0					
COLL. W/ BICYCLE (BIKE LANE)				0	0					
COLL. W/ MV ON ROADWAY	3	2	5	1.67	2.89					
COLL. W/ PARKED CAR	1		1	0.33	0.58					
COLL. W/ PEDESTRIAN	1	1	4	6	2	3.47				
COLL. W/ CONSTRUCTION BARRICADE/SIGN				0	0					
COLL. W/ CRASH ATTENUATORS				0	0					
COLL. W/ FIXED OBJECT ABOVE ROAD				0	0					
COLL. W/ MOVEABLE OBJECT ON ROAD				0	0					
COLL. W/ TRAFFIC GATE				0	0					
COLLISION WITH ANIMAL				0	0					
COLLISION WITH MOPED				0	0					
COLLISION WITH TRAIN				0	0					
DOWNHILL RUNAWAY				0	0					
EXPLOSION				0	0					
FIRE				0	0					
HEAD-ON	1	1	5	7	2.33	4.05				
HIT BRIDGE/PIER/ABUTMENT/RAIL				0	0					
HIT CONC. BARRIER WALL				0	0					
HIT FENCE		1	1	2	0.67	1.16				
HIT GUARDRAIL				0	0					
HIT OTHER FIXED OBJECT	1		1	0.33	0.58					
HIT SIGN/SIGN POST		1	1	0.33	0.58					
HIT TREE/SHRUBBERY				0	0					
JACKKNIFE				0	0					
LEFT-TURN	3	3	6	2	3.47					
MEDIAN CROSSOVER				0	0					
OCCUPANT FELL FROM VEH				0	0					
OVERTURNED	1		1	0.33	0.58					
RAN IN DITCH/CULVERT	1		1	0.33	0.58					
RAN OFF RD INTO WATER				0	0					

Thursday, May 31, 2012

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CDMS Crash Data Summary Report

SR 580 from Armenia Ave to Florida Ave

Date Range
11/1/2008 to 12/30/2010

REAR-END	27	26	24	77	25.67	44.51
RIGHT-TURN	1	1	1	3	1	1.73
SEPARATION OF UNITS				0	0	0
SIDESWIPE	11	8	3	22	7.33	12.72
UNKNOWN/NOT CODED				0	0	0
UTILITY/LIGHT POLE	4		5	9	3	5.2

CDMS Crash Data Summary Report

SR 580 from Armenia Ave to Florida Ave

Date Range
1/1/2008 to 12/30/2010

At Fault - Contributing Cause	2004	2005	2006	Total	Average	% Percent
NO IMPROPER DRVNG/ACT				14	4.67	8.09
CARELESS DRIVING				66	22	38.2
FAILED TO YIELD				16	5.33	9.25
IMPROPER BACKING				2	0.67	1.16
IMPROPER LANE CHANGE				12	4	6.94
IMPROPER TURN				2	0.67	1.16
ALCHOL-UNDER INFL				2	0.67	1.16
FOLLOWED TOO CLOSELY				19	6.33	11
DISREGARDED TRAFF SGNL				8	2.67	4.62
EXCEEDED SAFE SPD LMT				2	0.67	1.16
FAILED TO MAINTAIN EQUIPME				3	1	1.73
DRIVING WRONG SIDEWAY				1	0.33	0.58
ALL OTHER (EXPLAIN)				26	8.67	15.0

CDMS Crash Data Summary Report

SR 580 from Armenia Ave to Florida Ave

Date Range

1/1/2008 to 12/30/2010

Crash Type Distribution

Harmful Event	Crashes				SHSP - Emphasis Area			
	Fatalities	Inj.	Peds	Bike	Aggressive Driving	At Intersection	Lane Departure	Vulnerable User
REAR-END	77	0	64	0	17	40	0	2
SIDESWIPE	22	0	3	0	8	14	8	0
ANGLE	14	0	14	0	9	11	0	1
ALL OTHER (EXPLAIN)	14	0	13	0	11	9	0	1
UTILITY/LIGHT POLE	9	0	2	0	2	0	9	0
HEAD-ON	7	0	12	0	2	2	5	0
LEFT-TURN	6	1	3	0	6	6	0	0
COLL. W/ PEDESTRIAN	6	0	8	0	4	5	1	6
COLL. W/ MV ON ROADWAY	5	0	11	0	4	4	0	0
RIGHT-TURN	3	0	2	0	1	2	0	1
BACKED INTO	3	0	1	0	0	0	0	0
HIT FENCE	2	0	1	0	0	0	2	0
COLL. W/ PARKED CAR	1	0	0	0	0	0	0	0
HIT SIGN/SIGN POST	1	0	0	0	0	0	1	0
OVERTURNED	1	0	2	0	0	0	1	0
RAN IN DITCH/CULVERT	1	0	1	0	0	0	1	0
HIT OTHER FIXED OBJECT	1	0	2	0	0	1	1	0

Site Location

Site Location	Crashes				SHSP - Emphasis Area			
	Fatalities	Inj.	Peds	Bike	Aggressive Driving	At Intersection	Lane Departure	Vulnerable User
AT INTERSECTION	94	1	80	5	42	94	2	7
NOT AT INTERSECTION/RRXING/BRIDGE	57	0	41	1	16	0	26	4
INFLUENCED BY INTERSECTION	14	0	11	0	1	0	0	0
DRIVEWAY ACCESS	7	0	8	0	5	0	1	0
PUBLIC BUS STOP ZONE	1	0	1	0	0	0	0	0

Injury Severity

Injury Severity	Crashes				SHSP - Emphasis Area			
	Fatalities	Inj.	Peds	Bike	Aggressive Driving	At Intersection	Lane Departure	Vulnerable User
NONE	84	0	0	0	23	42	18	2
POSSIBLE INJ	47	0	76	1	22	27	4	2
NON INCAP INJ	33	0	49	3	11	18	4	5
INCAPACITATING INJ	8	0	14	2	7	6	3	2
FATAL	1	1	0	0	1	1	0	0

CDMS Crash Data Summary Report

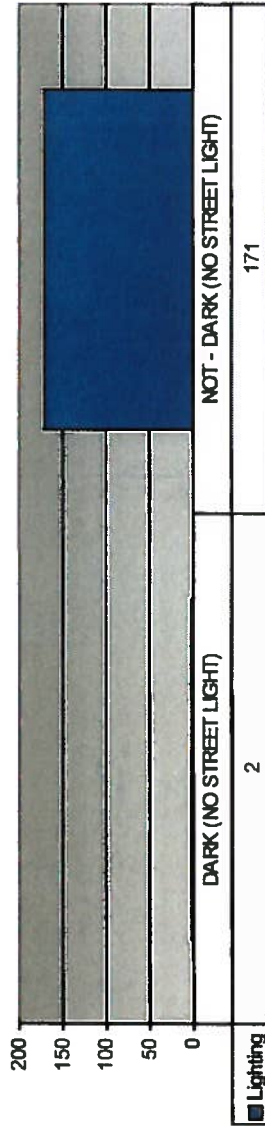
SR 580 from Armenia Ave to Florida Ave

Date Range

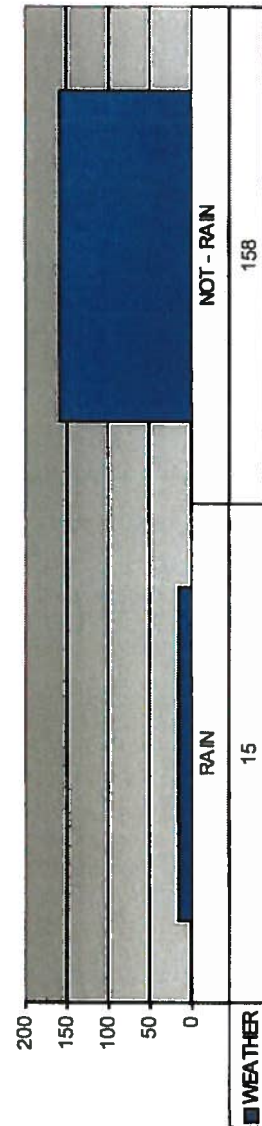
1/1/2008 to 12/30/2010

Environmental Crash Distribution

Lighting	Crashes							SHSP - Emphasis Area			
	Fatalities	Inj.	Peds	Bike	Aggressive Driving	At Intersection	Lane Departure	Vulnerable User			
DAYLIGHT	0	71	3	1	41	57	15	8			
DARK (STREET LIGHT)	1	82	3	0	19	32	12	3			
DUSK	0	4	0	0	3	3	0	0			
DAWN	0	1	0	0	1	1	0	0			
DARK (NO STREET LIGHT)	2	1	0	0	0	0	1	0			
UNKNOWN	1	0	0	0	0	1	0	0			



Weather	Crashes							SHSP - Emphasis Area			
	Fatalities	Inj.	Peds	Bike	Aggressive Driving	At Intersection	Lane Departure	Vulnerable User			
CLEAR	1	117	6	1	56	77	20	11			
CLOUDY	0	14	0	0	4	7	5	0			
RAIN	0	6	0	0	3	8	4	0			
ALL OTHER	3	1	0	0	0	1	0	0			
FOG	1	0	1	0	1	1	0	0			



CDMS Crash Data Summary Report

SR 580 from Armenia Ave to Florida Ave

Date Range

1/1/2008 to 12/30/2010

Roadway Conditions Crash Distribution

Road Condition	Crashes				SHSP - Emphasis Area			
	Fatalities	Inj.	Peds	Bike	Aggressive Driving	At Intersection	Lane Departure	Vulnerable User
NO DEFECTS	171	1	138	6	84	82	29	11
STANDING WATER	1	0	1	0	0	1	0	0
ALL OTHER (EXPLAIN)	1	0	0	0	0	1	0	0

SHSP - Emphasis Area

Road Surface Type	Crashes				SHSP - Emphasis Area			
	Fatalities	Inj.	Peds	Bike	Aggressive Driving	At Intersection	Lane Departure	Vulnerable User
BLACKTOP	155	1	124	6	61	64	27	11
SLAG/GRAVEL/BRICK	10	0	9	0	1	5	2	0
CONCRETE	5	0	5	0	2	4	0	0
UNKNOWN	3	0	1	0	0	1	0	0

SHSP - Emphasis Area

Road Surface Condition	Crashes				SHSP - Emphasis Area			
	Fatalities	Inj.	Peds	Bike	Aggressive Driving	At Intersection	Lane Departure	Vulnerable User
DRY	148	1	126	6	58	82	23	11
WET	22	0	12	0	6	11	6	0
ALL OTHER	3	0	1	0	0	1	0	0

SHSP - Emphasis Area

Traffic Control	Crashes				SHSP - Emphasis Area			
	Fatalities	Inj.	Peds	Bike	Aggressive Driving	At Intersection	Lane Departure	Vulnerable User
TRAFFIC SIGNAL	72	1	60	2	29	55	4	5
NO CONTROL	72	0	63	3	24	26	17	5
SPEED CONTROL SIGN	19	0	10	1	7	5	8	1
STOP SIGN	6	0	6	0	4	5	0	0
ALL OTHER	2	0	0	0	0	1	0	0
SPECIAL SPEED ZONE	1	0	0	0	0	1	0	0
OFFICER/GUARD/FLAGMAN	1	0	0	0	0	1	0	0

SHSP - Emphasis Area

Alignment	Crashes				SHSP - Emphasis Area			
	Fatalities	Inj.	Peds	Bike	Aggressive Driving	At Intersection	Lane Departure	Vulnerable User
STRAIGHT-LEVEL	159	0	122	6	59	87	27	11
STRAIGHT-UPGRADE/DOWNGRADE	11	0	16	0	2	5	1	0
CURVE-LEVEL	3	1	1	0	3	2	1	0

CDMS Crash Data Summary Report

SR 580 from Armenia Ave to Florida Ave

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At Fault Vehicle Crash Distribution

Vehicle Type	Crash Data				SHSP - Emphasis Area			
	Crashes	Fatalities	Inj.	Bike	Aggressive Driving	At Intersection	Lane Departure	Vulnerable User
AUTOMOBILE	114	0	107	5	45	60	23	7
UNKNOWN/NOT CODED	23	0	3	0	4	18	0	0
PICKUP/LIGHT TRUCK (2 REAR)	15	0	13	1	6	7	3	1
PASSENGER VAN	8	0	11	0	3	4	1	0
OTHER	3	0	1	0	2	1	1	0
MOTORCYCLE	3	0	2	0	2	1	0	3
MEDIUM TRUCK (4 REAR TIRES)	2	0	2	0	0	0	0	0
HEAVY TRUCK (2 OR MORE RE)	2	0	0	0	0	0	1	0
TRUCK TRACTOR (CAB)	1	1	0	0	1	1	0	0
BUS (DRIVR + 9 - 15 PASS)	1	0	0	0	0	1	0	0
BUS (DRIVR + > 15 PASS)	1	0	0	0	1	1	0	0

SHSP - Emphasis Area

Vehicle Movement	Crash Data				SHSP - Emphasis Area			
	Crashes	Fatalities	Inj.	Bike	Aggressive Driving	At Intersection	Lane Departure	Vulnerable User
STRAIGHT AHEAD	115	1	100	5	34	63	18	7
MAKING LEFT TURN	13	0	10	0	12	9	0	0
CHANGING LANES	13	0	8	0	10	6	5	2
SLOWING/STOPPED/STALLED	11	0	12	0	4	4	2	0
MAKING RIGHT TURN	10	0	5	1	3	7	1	2
ALL OTHERS	6	0	2	0	0	3	3	0
BACKING	3	0	1	0	0	0	0	0
PASSING	1	0	0	0	0	1	0	0
MAKING U-TURN	1	0	3	0	1	1	0	0

SHSP - Emphasis Area

Vehicle Use	Crash Data				SHSP - Emphasis Area			
	Crashes	Fatalities	Inj.	Bike	Aggressive Driving	At Intersection	Lane Departure	Vulnerable User
PRIVATE TRANSPORTATION	135	0	124	5	56	89	26	10
N/A	25	0	5	1	5	20	0	1
COMMERCIAL CARGO	5	1	4	0	1	1	1	0
OTHER GOVERNMENT	2	0	0	0	0	0	0	0
PUBLIC SCHOOL BUS	1	0	0	0	1	1	0	0
OTHER	1	0	1	0	1	1	0	0
MILITARY	1	0	0	0	0	1	0	0
LAW ENFORCEMENT	1	0	0	0	0	0	1	0
COMMERCIAL PASSENGERS	1	0	0	0	0	1	0	0
AMBULANCE	1	0	5	0	0	0	1	0

CDMS Crash Data Summary Report

SR 580 from Armenia Ave to Florida Ave

Date Range

1/1/2008 to 12/30/2010

Driver Characteristics Crash Distribution

Alcohol / Drug Use	Crashes					SHSP - Emphasis Area				
	Fatalities	Inj.	Peds	Bike	Aggressive Driving	At Intersection	Lane Departure	Vulnerable User		
NONE	1	126	5	1	81	88	24	10		
NOT DRINKING OR USING DRU	0	12	1	0	3	6	4	1		
DRUGS INVOLVED	0	0	0	0	0	0	1	0		
ALCOHOL INVOLVED	0	1	0	0	0	0	0	0		

Vision Obstruction	Crashes					SHSP - Emphasis Area				
	Fatalities	Inj.	Peds	Bike	Aggressive Driving	At Intersection	Lane Departure	Vulnerable User		
VISION NOT OBSCURED	1	131	8	1	61	69	28	11		
ALL OTHER (EXPLAIN)	0	0	0	0	1	3	0	0		
INCLEMENT WEATHER	0	2	0	0	1	1	0	0		
PARKED/STOPPED VEHICLE	0	5	0	0	0	0	1	0		
FOG	0	1	0	0	1	1	0	0		

CDMS Crash Data Summary Report

SR 580 from Armenia Ave to Florida Ave

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1/1/2008 to 12/30/2010