

# ***Draft Project Traffic Analysis Report***

**US 98 / SR 35 / SR 700  
From CR 54 to US 301 / SR 39**

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



**Florida Department of Transportation**

**District 7**

Work Program Item Segment No. 443368-2

ETDM Project No. 14374

Pasco County, Florida

November 2021

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

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Work Program Item Segment No. 443368-2  
ETDM Project No. 14374  
Pasco County, Florida

Prepared for:



Florida Department of Transportation  
District Seven

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Seal

November 2021

This item has been digitally signed and sealed by Joseph N. Samus, Jr, PE, PTOE, on XX/XX/2021.

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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION  
**PROJECT TRAFFIC ASSUMPTION FORM**

650-050-39  
 ENVIRONMENTAL  
 MANAGEMENT  
 06/17

<b>Traffic forecast for the project was developed using:</b>	
Travel Demand Model	Growth Rates
<b>Type of Travel Demand Model Used:</b> <input checked="" type="checkbox"/> Metropolitan Planning Model <input type="checkbox"/> Other Model ( <i>specify</i> ) _____	No-Build: 5.3% to 8.0% Build: 5.3% to 8.0%
<b>Is the travel demand model based on the latest adopted Long Range Transportation Plan?</b>	
<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
12-11-19 (amended 6-10-21) _____ Date when MPO adopted the latest Long Range Transportation Plan	Explain why
2015 _____ Base Year of Travel Demand Model	
2045 _____ Horizon Year of Travel Demand Model	
Long Range Transportation Plan documentation is available at (provide web address): <a href="https://pascocountyfl.net/DocumentCenter/View/61429/Pasco-MPO-PPP-Minor-Updates-Adoption-6-10-21">https://pascocountyfl.net/DocumentCenter/View/61429/Pasco-MPO-PPP-Minor-Updates-Adoption-6-10-21</a>	
<b>Traffic Data and Factors</b>	
Standard K = <u>9.0 %</u> D Factor = <u>51.5% to 69.3%</u> T <sub>Daily</sub> = <u>13.5% to 23.9%</u>	Data Collection Year = <u>2019</u> Opening Year = <u>2025</u> Interim Year = _____ Design Year = <u>2045</u>
Discuss any changes in land use, economics, population and employment data since the model was built. Changes between the base year (2015) and horizon year (2045) include the widening of US 98 to four lanes within the project limits to determine horizon year (2045) unrestricted demand. Employment modifications from the SR 56 ACER Study were incorporated into the travel demand model. This includes data changes documented in Pasco County planned developments.	
<b>Traffic Analysis Assumptions</b>	
Discuss study area, data calibration/validation parameters, analysis tools, analysis periods and MOEs. Refer to the remainder of this Project Traffic Analysis Report.	

# Executive Summary

This Project Development and Environment (PD&E) Study, conducted by the Florida Department of Transportation (FDOT) District Seven, determines the need of widening US 98 from two to four lanes, from the Polk County Line/CR 54 to US 301, for the purpose of relieving traffic congestion and improving safety. The primary focus of this study examines the effectiveness of realigning US 98 recommended as part of an Alternative Corridor Evaluation (ACE) process, within the US 301/US 98/Clinton Avenue Intersection Realignment Study. As a result of evaluating the realignment of US 98 to meet Clinton Avenue, east of US 301, the necessity to modify the US 98 and US 301 intersection and include two additional intersections along the new US 98 with Old US 98 and Clinton Avenue were considered. The following intersections were evaluated to address transportation demand needs:

- 1 US 98 and CR 54 (Stop Controlled)
- 2 US 98 Access and Old Lakeland Highway (Planned Signal)
- 3 US 98 and US 98 Access (Stop Controlled)
- 4 US 98 and US 301 (Existing Signal)
- 5 US 301 and Clinton Avenue (Existing Signal)
- 6 US 98 and Old US 98 (New Intersection)
- 7 US 98 and Clinton Avenue (New Intersection)

## No-Build Alternative

In order to quantify the benefit of the proposed improvements, a No-Build Alternative was also assessed for the study area. The No-Build Alternative maintains the existing year (2019) lane configuration and traffic control at most study intersections and maintains the existing lanes and alignment of US 98 within the study area. The only variation from the existing year (2019) conditions under the No-Build Alternative is the inclusion of a signal at the intersection of Old Lakeland Highway and US 98 Access which was designed by others and planned by Pasco County.

The results of the operational analysis indicate that both the intersection of US 301 at Clinton Avenue and US 301 at US 98 fail to meet the LOS target of D in both the AM and PM peak hour under design year (2045) No-Build conditions. The eastbound approach at US 98 and CR 54 intersection and northbound approach at US 98 and US 98 Access Road are also expected to experience LOS F during both AM and PM peak hours. Additionally, the results indicate that the queue lengths associated with the failed approaches are longer than the available storage lengths. The results of the segment analysis indicate that US 98 from CR 54 to US 98 Access Road fails to meet the LOS target C for the rural segments during both AM and PM peak hour under design year (2045) No-Build conditions.

## Build Alternative

The Build Alternative incorporates the widening of US 98 from two or four lanes and its realignment with the intersection of US 301 and Clinton Avenue. The results indicate that the intersection of US 301 at Clinton Avenue fails to meet the LOS target of D in both the AM and PM peak hour. However, the delay is reduced compared to the No-Build Alternative. The results of the segment analysis indicate that both facilities operate at LOS D and C targets under the design year (2045) Build condition. Overall, the analysis results indicated that corridor delay is reduced under the Build Alternative in the design year 2045 due to the widening and re-alignment of US 98 when compared to the No-Build Alternative.

## Conclusion

**Table E.1** summarizes the intersection analysis results for the No-Build and Build Alternatives for the seven impacted intersections and **Table E.2** summarizes the segment analysis results for the segments along US 98 within the study area. The realignment and widening of US 98 from US 301 to Clinton Avenue is expected to:

- Mitigate increased traffic congestion at the intersections of US 301 at US 98 and US 301 at Clinton Avenue, addressing current intersection safety concerns;
- Address capacity needs for the segment of US 98 connecting to US 301 (which is a designated regional freight mobility corridor); as well as
- Provide operational improvements to the intersection of US 98 and US 301, ultimately resulting in enhanced transportation network connectivity.

**Table E.1: Intersection Analysis Summary**

ID	Intersection	No-Build (2045) Operations				Build (2045) Operations			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	US 98 and CR 54	7372.3*	F	7574*	F	30.3	C	22.2	C
2	US 98 Access and Old Lakeland Highway	15.6	B	16.8	B	20.3	C	22.4	C
3	US 98 and US 98 Access Road	307.3*	F	155.6*	F	18.1	B	15.6	B
4	US 301 and US 98	68.6	E	101.2	F	9.0	A	11.1	B
5	US 301 and Clinton Avenue	332.4	F	167.3	F	135.7	F	82.9	E
6	US 98 and Old US 98	-	-	-	-	17.1*	C	15.8*	C
7	US 98 and Clinton Avenue	-	-	-	-	7.0	A	7.3	A

\*Stop controlled left turn movement delay

Table E.2: Segment Analysis Summary

From	To	No Build								Build								
		AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour				
		Arterial LOS		Arterial V/C		Arterial LOS		Arterial V/C		Arterial LOS		Arterial V/C		Arterial LOS		Arterial V/C		
NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	
<i>US 98</i>																		
CR 54	US 98 Access Road	C*	D*	0.95	1.22	D*	C*	1.22	0.95	B*	B*	0.24	0.31	B*	B*	0.31	0.24	
US 98 Access Road	Old US 98									B	B	0.18	0.21	B	B	0.21	0.18	
Old US 98	Clinton Avenue	B	B	0.50	0.58	B	B	0.58	0.50	B	B	0.19	0.15	B	B	0.15	0.19	
Clinton Avenue	US 301									B	B	0.28	0.26	B	B	0.26	0.28	
<i>US 301</i>																		
South of US 98	Old US 98	C	C	0.58	0.77	C	C	0.77	0.58	C	C	0.58	0.77	C	C	0.77	0.58	
Old US 98	Clinton Avenue	C	D	0.84	1.03	D	C	1.03	0.84	C	C	0.60	0.72	C	C	0.72	0.60	
Clinton Avenue	North of Clinton Avenue	C	C	0.83	0.70	C	C	0.70	0.83	C	C	0.70	0.83	C	C	0.83	0.70	

LOS Threshold represents acceptable LOS peak hour demand for LOS C in 'rural' conditions (\*) and LOS D in 'urban' conditions  
 Red highlight indicates that the delay does not meet the LOS targets

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Appendix C: Crash Data

Appendix D: Count Data

Appendix E: Signal Timing Data

Appendix F: Historical Count Data

Appendix G: US 98 at US 98 Access Road Volume Development

Appendix H: Existing Year (2019) Operational Analysis

Appendix I: FDOT 2020 Generalized Level of Service Tables

Appendix J: Base Year Model Refinement Technical Memorandum

Appendix K: Volume Development Memorandum

Appendix L: US 98 Intersection Control Evaluation (Stage 1) Report

Appendix M: Opening Year (2025) Operational Analysis

Appendix N: Design Year (2045) Operational Analysis

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# Glossary of Terms

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Term	Definition
AADT	Annual Average Daily Traffic
ADT	Average Daily Traffic
ACE	Alternative Corridor Evaluation
ACER	Alternative Corridor Evaluation Report
ACF	Axle Correction Factors
BEBR	Bureau of Economic and Business Research
CARS	Crash Analysis Reporting System
DDHV	Directional Design Hour Volume
DHT	Design Hour Truck Factor
DRI	Development of Regional Impact
ETDM	Efficient Transportation Decision Making
FDM	FDOT Design Manual
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FSUTMS	Florida Statewide Urban Transportation Modeling Structure
FTO	Florida Traffic Online
GLOS	Generalized Level of Service
HCM	Highway Capacity Manual
ICE	Intersection Control Evaluation
LOS	Level of Service
L RTP	Long Range Transportation Plan
MEV	Million Entering Vehicles
MOCF	Model Output Conversion Factor
MPH	Miles per Hour
MPO	Metropolitan Planning Organization
MPUD	Master Planned Unit Development
MVMT	Million Vehicle Miles Traveled
NCHRP	National Cooperative Highway Research Program
PD&E	Project Development and Environment
PTAR	Project Traffic Analysis Report
PSWADT	Peak Season Weekday Average Daily Traffic
SF	Seasonal Factors
TAZ	Traffic Analysis Zone
TBRPM	Tampa Bay Regional Planning Model
TMC	Turning Movement Count
USDOT	United States Department of Transportation

# 1.0 Introduction

## 1.1 PD&E Study Purpose

The objective of the PD&E study is to assist the FDOT's Office of Environmental Management (OEM) in reaching a decision on the type, location, and conceptual design of the proposed improvements for the widening of US Highway 98 (US 98), including stormwater management facility (SMF) and floodplain compensation (FPC) sites. This study documents the need for the improvements as well as the procedures utilized to develop and evaluate various improvements.

The PD&E study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), to qualify for federal-aid funding of subsequent development phases (design, right of way acquisition, and construction). This project was screened through the FDOT's Efficient Transportation Decision Making (ETDM) process as ETDM Project No. 14374. The ETDM Programming Screen Summary Report was published on February 24, 2021, containing comments from the Environmental Technical Advisory Team (ETAT) on the project's effects on various natural, physical, and social resources. A Type 2 Categorical Exclusion will be prepared as part of this PD&E study.

The project is located in Sections 11, 12, 13, and 14, Township 25S, and Range 21E; and Sections 18, 19, 20, 27, 28, 29, 34 and 35, Township 25S, and Range 22E; Pasco County, Florida. The project study area is shown in **Figure 1.1** and is bounded by the following intersections:

- US 98 at CR 54
- US 98 Access Road at Old Lakeland Highway
- US 98 at US 98 Access Road
- US 98 at US 301
- US 301 at Clinton Avenue



Figure 1.1: Project Location Map

## 1.2 Project Purpose and Need

### Purpose

The purpose of this project is to evaluate the realignment of US 301 at US 98 and Clinton Avenue to enhance safety and provide system linkage/regional connectivity.

### Need

A realignment of US 98 to Clinton Avenue intersection is needed to deemphasize the existing closely spaced intersections of US 301 at US 98 and US 301 at Clinton Avenue, to reduce crashes, and to enhance safety. Construction of the realignment of SR 52 from east of McKendree Road to east of US 301 began in 2019 and will serve as an additional east/west route in the regional transportation network. When completed, this improvement will increase traffic at the US 301 at US 98 and US 301 at Clinton Avenue intersections, exacerbating the current intersection safety concerns. Also, plans are currently underway for the widening of US 98 from north of West Socrum Loop Road to South of CR 54 (Financial Management No.: 436673-1-22-01). This project will address capacity needs for the final segment of US 98 connecting to US 301 (which is a designated regional freight mobility corridor) as well as operational improvements to the intersection of US 98 and US 301 ultimately resulting in enhanced transportation network connectivity.

### System Linkage

US 98 is a regional corridor which provides a connecting link between Polk and Pasco Counties and, within the area, provides a connection to the cities of Lakeland and Bartow to the south.

US 98 is the longest road in Florida and spans from Pensacola to Palm Beach primarily traveling along the Gulf Coast. Plans are currently underway for the widening of US 98 from north of West Socrum Loop Road to South of CR 54 (Financial Management No.: 436673-1-22-01). This project will provide additional capacity for the final segment of US 98 connecting to US 301 (which is a designated regional freight mobility corridor) as well as operational improvements to the intersection of US 98 and US 301 ultimately resulting in enhanced transportation network connectivity. Currently, this segment of US 98 experiences truck volumes in excess of 23% of annual average daily traffic (AADT) which illustrates this facility's importance to the overall freight network within the State of Florida.

Also, the SR 52/Clinton Avenue extension from I-75 to West of Fort King Road (Financial Management No.: 435142-1) is currently under construction. This extension will provide direct linkage to I-75 from this project.

### Safety

The closely spaced intersections of US 301 at US 98 and US 301 at Clinton Avenue have crash rates that exceed the statewide average. Between 2014 and 2018, the intersection of US 301 at US 98 experienced a total of 63 crashes. The predominant crash types were angle crashes (58%) followed by rear end crashes (29%). This intersection exhibited a crash rate (0.816 crashes per million entering vehicles) that was consistently higher than the statewide average (0.270) for a similar type of intersection resulting in a crash ratio of 3.022 (crash rate divided by statewide average crash rate).

Between 2014 and 2018, the intersection of US 301 and Clinton Avenue experienced a total of 65 crashes. The predominant crash types were rear end crashes (55%) followed by angle crashes (25%). This intersection exhibited a crash rate (1.259) that was consistently higher than the statewide average (0.526) for a similar type of intersection resulting in a crash ratio of 2.394. A realignment of US 98 to Clinton Avenue to eliminate high traffic volumes at one of the two closely spaced intersections has the potential to reduce crashes and enhance safety.

### 1.3 Project Background

FDOT District Seven conducted an Alternative Corridor Evaluation (ACE) process as part of the US 301/US 98/Clinton Avenue Intersection Realignment Study. An ACE is performed as part of the Efficient Transportation Decision Making (ETDM) screening efforts that precede the PD&E phase and is used to identify, evaluate, and eliminate alternatives.

The ACE Report (ACER) recommended to realign US 98 to meet Clinton Avenue, east of US 301. This realignment will include two additional intersections along the new US 98 with Old US 98 and Clinton Avenue as well as deemphasizing, but not modifying, the existing intersection of US 301 and Old US 98. This will allow most of the traffic using US 98, US 301, and SR 52 to navigate through only one major intersection, thereby necessitating fewer turning movements and conflict points. With this proposed realignment, safety will be improved by shifting the traffic demand from the closely spaced intersections along US 301 at US 98 and at Clinton Avenue. Additionally, the realignment will reduce the potential weaving movements and turning movements between the two intersections. **Figure 1.2** shows the recommended corridor that was evaluated in the ACER.

US 98 is a two-lane undivided rural typical section with 12-foot travel lanes and is functionally classified as an Urban Principal Arterial from US 301 to Old Lakeland Highway and a Rural Principal Arterial from Old Lakeland Highway to CR 54. This PD&E Study evaluates the possibility of widening US 98 from two to four lanes from the Polk County Line/CR 54 to US 301 in Pasco County, Florida.

### 1.4 Methodology

This report will be conducted utilizing methodologies and principles established as best practice by the FDOT. The FDOT approved methodology for this report can be found in **Appendix A**.

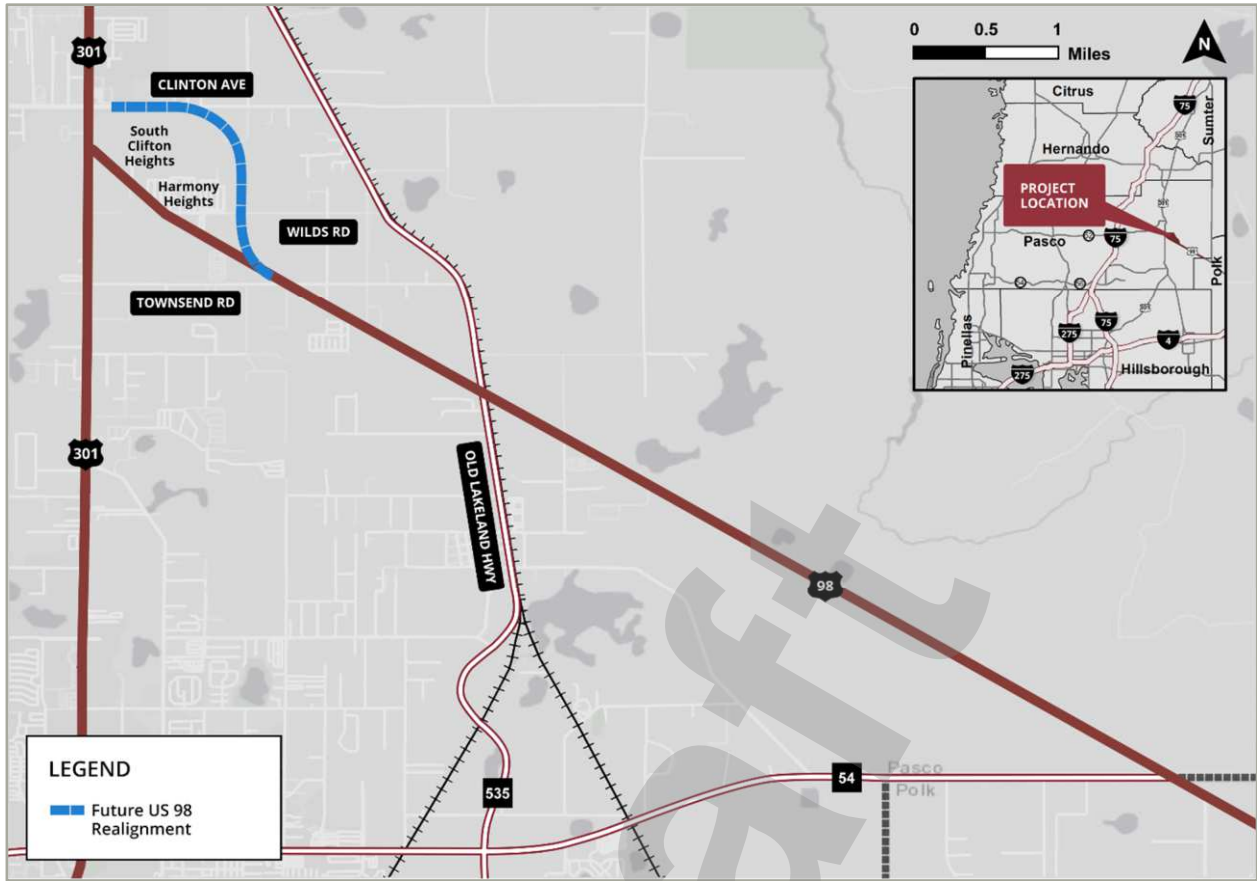


Figure 1.2: Recommended Corridor in the ACER



# 2.0 Existing Conditions

## 2.1 Data Collection

### 2.1.1 Roadway Characteristics

Roadway characteristics for each facility being analyzed in the study area can be found in **Table 2.1**. US 98 is classified as an Urban/Rural Principal Arterial Other, and US 301 is classified as an Urban Principal Arterial Other. Both are owned and maintained by FDOT. Clinton Avenue and Old Lakeland Highway are owned and maintained by Pasco County. Old Lakeland Highway is classified as an Urban Minor Arterial and Clinton Avenue is classified as a Urban/Rural Major Collector. CR 54 is classified as a Rural Minor Arterial from Lumberton Road to US 98. West of US 301, outside of the project study limits, Clinton Avenue is classified as an Urban Major Collector and will be designated as SR 52 after completion of construction of the SR 52 Realignment from I-75 to west of Fort King Road (WPI Segment #435142-1). The straight-line diagrams for this information can be found in **Appendix B**. The existing lane geometry for each of the study intersections is shown in **Figure 2.1**.

Table 2.1: Roadway Characteristics

Segment	Functional Classification	Length (mi)	Speed Limit (mph)	Typical Section	Directionality
<i>US 98</i>					
From CR 54 to Old Lakeland Highway	Rural Principal Arterial Other	5.100	60	Two-Lane Undivided	Two-Way
From Old Lakeland Highway to West of Jim Jordan Road	Urban Principal Arterial Other	1.300	60	Two-Lane Undivided	Two-Way
From West of Jim Jordan Road to US 301	Urban Principal Arterial Other	1.800	55	Two-Lane Undivided	Two-Way
<i>Clinton Avenue</i>					
From US 301 to Curtis Lane	Urban Major Collector	0.500	45	Two-Lane Undivided	Two-Way
From Curtis Lane to Old Lakeland Highway	Rural Major Collector	0.900	45	Two-Lane Undivided	Two-Way
<i>US 301</i>					
From US 98 to Clinton Avenue	Urban Principal Arterial Other	0.200	50	Four-Lane Divided	Two-Way
<i>Old Lakeland Highway</i>					
From US 98 to Townsend Road	Urban Minor Arterial	0.800	55	Two-Lane Undivided	Two-Way
<i>CR 54</i>					
From Lumberton Road to US 98	Rural Minor Arterial	3.400	55	Two-Lane Undivided	Two-Way

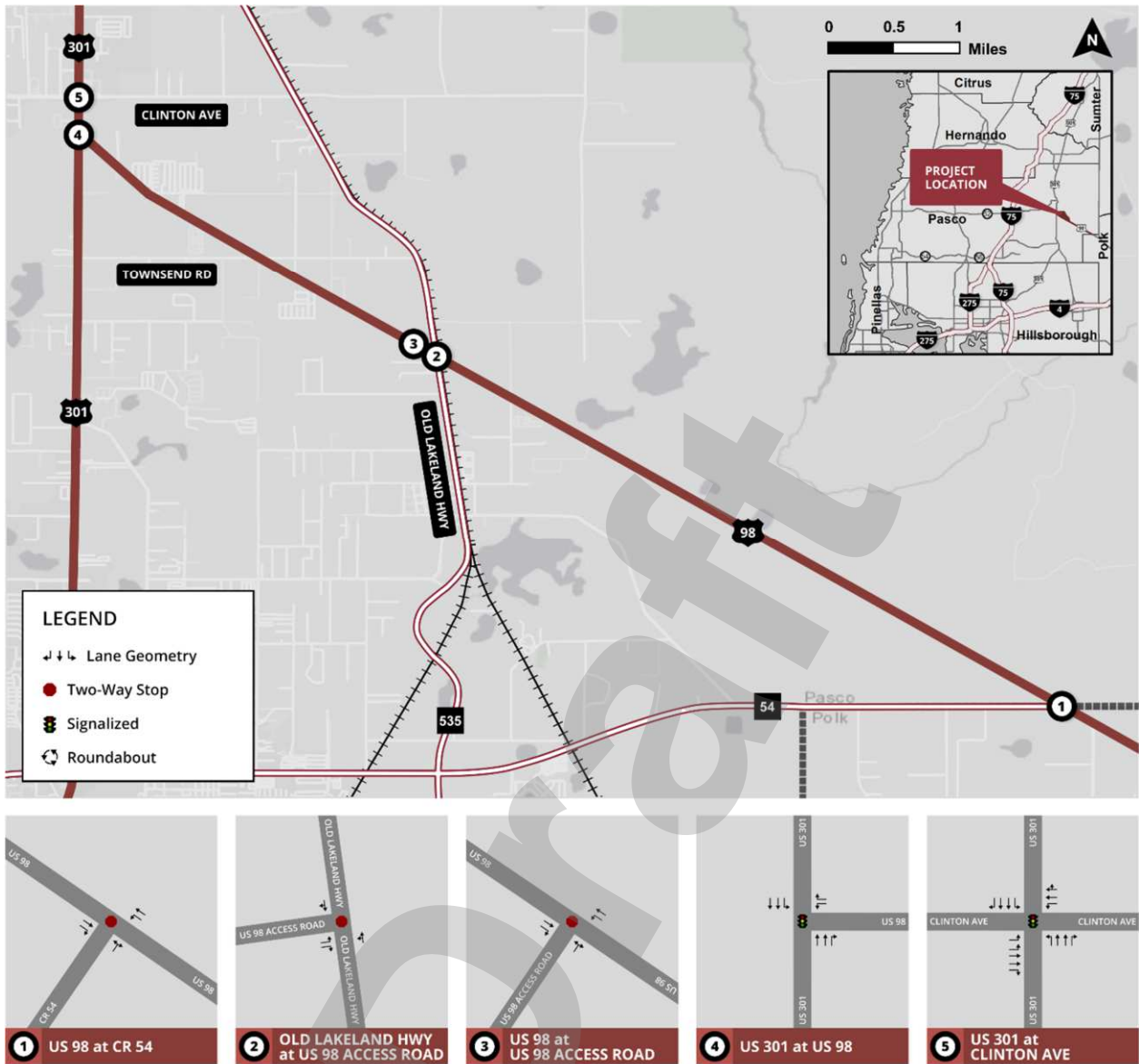


Figure 2.1: Existing Intersection Geometries

### 2.1.2 Crash Reporting

Historical crash data within the study area was obtained from FDOT's Crash Analysis Reporting System (CARS) Online and the University of Florida's Signal Four Analytic database for the five-year period from 2014 to 2018. The historical crash data included crashes that occurred on US 98 from the Polk/Pasco County line to US 301 and US 301 from US 98 to Clinton Avenue. The data collected includes crash frequency, type, severity, lighting conditions (day versus night), and pavement surface conditions (wet versus dry). Crash data, Florida Crash Costs, and 5-year Statewide Average Crash Rates for intersections and segments can be found in **Appendix C**.

### 2.1.3 Traffic Data Collection

Traffic count data was collected for the US 301/US 98/SR 35/SR 700 study area for the development of existing year (2019) traffic volumes. As part of the previously conducted ACE Study, 72-hour bi-directional (approach and departure volumes at 15-minute increments) machine classification counts, 48-hour bi-directional (approach and departure volumes at 15-minute increments) machine counts, 2-hour AM (from 7:00 AM to 9:00 AM) and PM (from 4:15 PM to 6:15 PM) turning movement counts (TMCs), pedestrian, and bicycle counts were collected in April and May of 2019 at the following intersection locations:

- US 98 Access Road at Old Lakeland Highway
- US 98 at US 301
- US 301 at Clinton Avenue

Additionally, 2-hour AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) TMCs were collected at the US 98 and CR 54 intersection on March 4, 2021. **Figure 2.2** shows the locations of the traffic count data collection. The traffic count data can be found in **Appendix D**. Signal timing data was obtained from Pasco County and can be found in **Appendix E**.

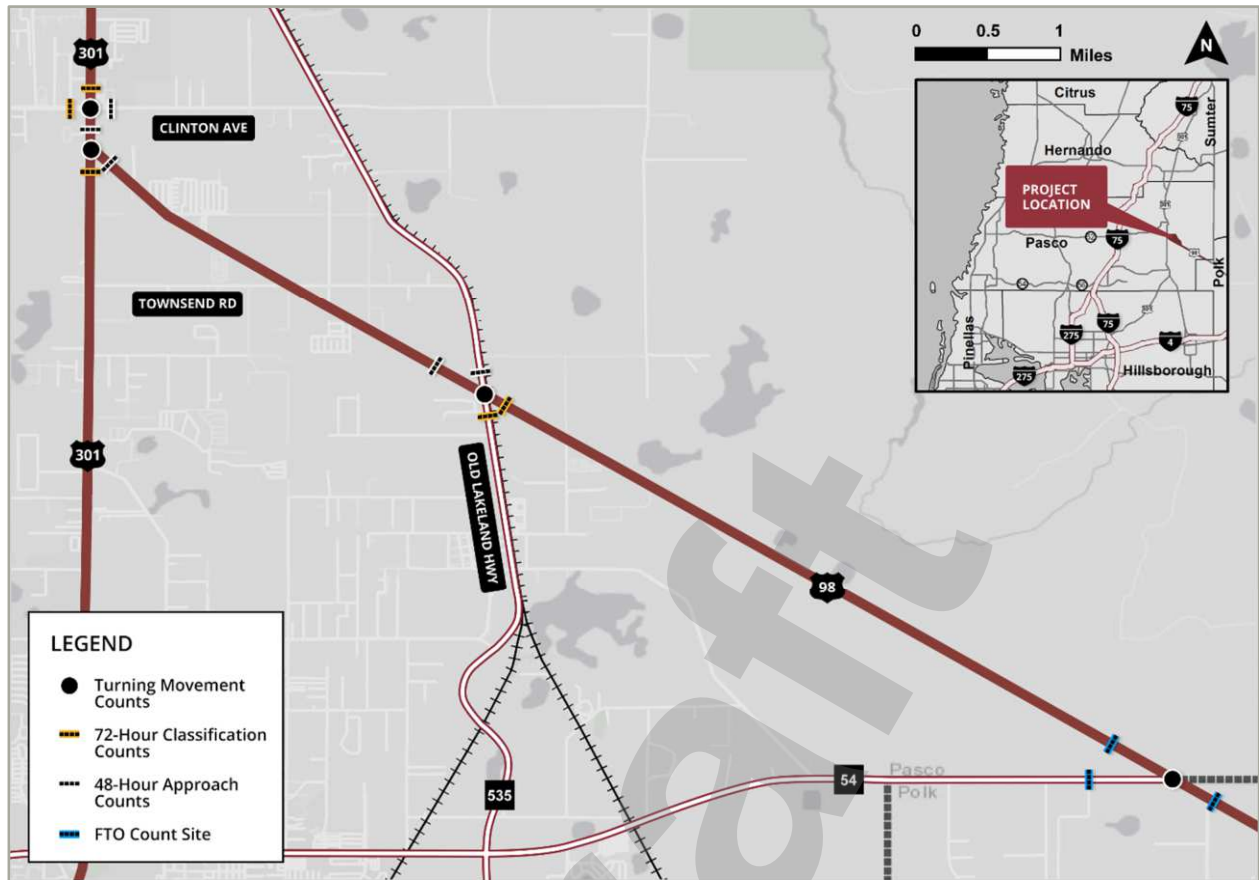


Figure 2.2: Traffic Count Locations

### 2.2.1 Crash Analysis

Crash data is summarized in **Table 2.2**. Approximately 36 percent of the 211 total crashes over the five-year period were rear end crashes, which is a crash type typically related to “stop-and-go driving” conditions and is indicative of traffic congestion. Left turn movement crashes also made up a significant proportion of total crashes at 29.9%. This is primarily due to the presence of permitted left turns at multiple intersections, including the southbound left turn at US 301 at US 98, and the eastbound US 98 Access Road to northbound Old Lakeland Highway.

Of the 211 total crashes, there were three fatal crashes, 109 crashes involving personal injury, and 99 crashes that were property damage only. All three of the fatal crashes occurred on US 98 between Old Lakeland Highway and the Polk/Pasco County line in close proximity to each other. One fatal crash was the result of a drunk driver striking a motorcycle while attempting to overtake it. Both of the other fatal crashes resulted in the at-fault vehicles coming to rest after striking a tree off of the roadway. In one of these crashes, the vehicle lost control after driving onto the shoulder while attempting to overtake a slower vehicle, and the cause for the other crash was unknown, having involved only a single vehicle with no witnesses. Of the 109 injury crashes, 31 crashes involved severe injury. The intersection of US 301 at US 98 reported 12 severe injury crashes. The second high severity intersection reported 4 severe crashes at US 98 and Old Lakeland Highway.

Roadway segment and spot crash rates were calculated and compared with statewide averages for similar highway facilities throughout the State of Florida. The highest crash locations within the US 98 PD&E study area include US 301 from US 98 to Clinton Avenue and the intersections of US 301 at Clinton Avenue, and US 301 at US 98. **Figure 2.3** shows the crash heat map for crashes within the study area.

Table 2.2: Crash Data Summary

Category	2014	2015	2016	2017	2018	Total	Mean	Percentage
<i>Type</i>								
Angle	1	1	1	5	1	9	1.8	4.27%
Bicycle	0	0	0	0	0	0	0.0	0.00%
Head On	0	0	1	0	2	3	0.6	1.42%
Hit Fixed Object	1	3	1	3	3	11	2.2	5.21%
Hit Non-Fixed Object	1	2	0	0	1	4	0.8	1.90%
Left Turn	20	12	10	11	10	63	12.6	29.86%
Other	2	2	2	2	3	11	2.2	5.21%
Overturn/Rollover	2	2	2	1	1	8	1.6	3.79%
Pedestrian	0	0	1	0	0	1	0.2	0.47%
Ran Off Road	0	0	0	1	1	2	0.4	0.95%
Rear End	18	18	13	11	16	76	15.2	36.02%
Right Turn	0	1	1	1	2	5	1.0	2.37%
Sideswipe	5	3	2	1	4	15	3.0	7.11%
Single Vehicle	1	0	1	0	1	3	0.6	1.42%
Unknown	0	0	0	0	0	0	0.0	0.00%
<b>Total</b>	<b>51</b>	<b>44</b>	<b>35</b>	<b>36</b>	<b>45</b>	<b>211</b>	<b>42.2</b>	<b>100.00%</b>
<i>Severity</i>								
Fatal	0	2	0	0	1	3	0.6	1.42%
Severe Injury	7	7	7	5	5	31	6.2	14.69%
Moderate Injury	11	5	4	4	9	33	6.6	15.64%
Minor Injury	10	14	4	10	7	45	9.0	21.33%
Property Damage Only	23	16	20	17	23	99	19.8	46.92%
<b>Total</b>	<b>51</b>	<b>44</b>	<b>35</b>	<b>36</b>	<b>45</b>	<b>211</b>	<b>42.2</b>	<b>100.00%</b>
<i>Lighting Condition</i>								
Day	42	29	25	28	32	156	31.2	73.93%
Dawn	0	1	0	1	2	4	0.8	1.90%
Dusk	1	0	0	0	2	3	0.6	1.42%
Dark - Lighted	5	4	5	4	4	22	4.4	10.43%
Dark - Not Lighted	3	10	5	3	5	26	5.2	12.32%
<b>Total</b>	<b>51</b>	<b>44</b>	<b>35</b>	<b>36</b>	<b>45</b>	<b>211</b>	<b>42.2</b>	<b>100.00%</b>
<i>Surface Condition</i>								
Dry	49	39	33	29	39	189	38	89.57%
Wet	2	5	2	7	6	22	4	10.43%
<b>Total</b>	<b>51</b>	<b>44</b>	<b>35</b>	<b>36</b>	<b>45</b>	<b>211</b>	<b>42</b>	<b>100.00%</b>

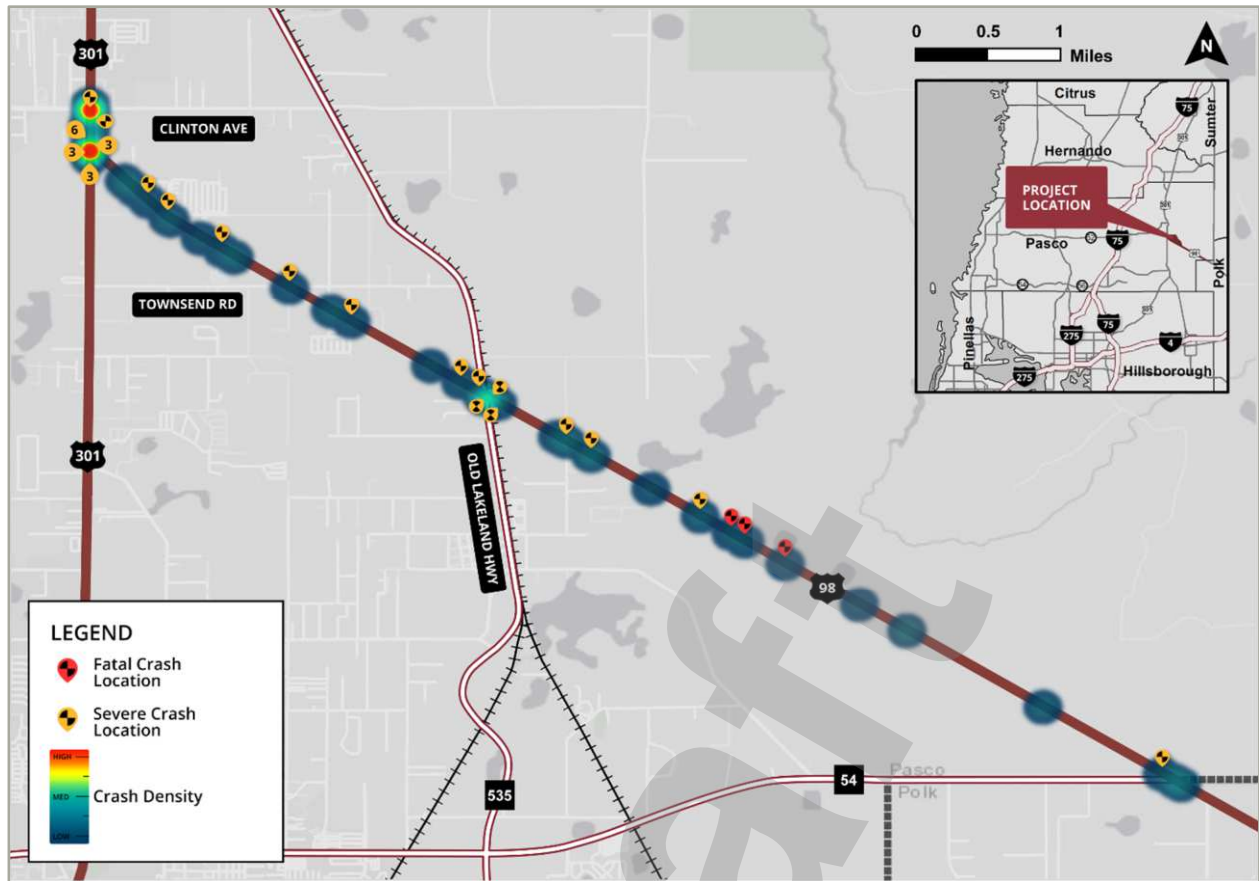


Figure 2.3: Crash Heat Map (2014 to 2018)

## 2.2.2 Segment Crash Rate

The roadway segment crash rates for the US 98 PD&E study area are shown in **Table 2.3**. The segment crash rates exclude crashes that occurred within 250 feet of study area intersections. The segment crash rates range from a low of 0.532 crashes per million vehicle miles traveled (MVMT) along US 98 from Old Lakeland Highway to the Polk/Pasco County Line to a high of 1.241 crashes per MVMT along US 301 from US 98 to Clinton Avenue. The calculated segment crash rates reveal that all segments in the study area have a crash rate that is lower than the statewide average.

Table 2.3: Segment Crash Rates

Location	Total Crashes (5 Years)	Crash Rate*	Statewide Average**	Crash Ratio
<i>Segment: Suburban 4-5 Lane 2-way Divided Raised</i>				
US 301 from US 98 to Clinton Ave	14	1.241	1.746	0.711
<i>Segment: Suburban 2-3 Lane 2-way Divided Paved</i>				
US 98 from US 301 to Old Lakeland Hwy	16	0.551	2.792	0.197
<i>Segment: Rural 2-3 Lane 2-way Undivided</i>				
US 98 from Old Lakeland Hwy to Polk/Pasco County Line	24	0.532	0.788	0.675

\*Segment crash rate = number of crashes per million vehicle miles traveled

\*\*Source: FDOT Crash Analysis Reporting System (CARS) Online Database



### 2.2.3 Intersection Crash Rate

The intersection crash rates for the US 98 PD&E study area are shown in **Table 2.4**. The intersection crash rates range from a low of 0.101 crashes per million entering vehicles (MEV) at US 98 at US 98 access road to a high of 1.826 crashes per MEV at US 98 access road at Old Lakeland Highway. The crash rate at the US 98 access road at Old Lakeland Highway is 1.216 times greater than the statewide average for similar intersection types throughout the State of Florida. The higher-than-expected number of crashes at this location is likely due to the lack of a traffic signal regulating the eastbound left turn, combined with the high speed and poor visibility of oncoming southbound traffic due to bridge supports and structures.

The crash rate at the US 98 and US 301 intersection is 3.022 times greater than the statewide average. The higher-than-expected number of crashes at this location may be due to permitted southbound left turns prior to 2016, after which the southbound left turn was modified to be protected left turn only. Another contributing factor may be congestion at the intersection in the northbound direction combined with high approach speeds to the south of the intersection and spillback queuing into the intersection influence area from the Clinton Avenue intersection to the north.

The crash rate at the Clinton Avenue and US 301 intersection is 2.394 times greater than the statewide average. The higher-than-expected number of crashes at this location may be due to congestion at the intersection contributing to a higher number of rear end crashes along with the close proximity of the US 98 intersection to the south leading to aggressive driving behavior as people attempt to weave between US 98 and Clinton Avenue.

The crash rate at US 98 at County Road 54 is approximately 1.769 times greater than the statewide average. However, there are too few crashes at this intersection to infer meaningful crash patterns indicating operational or design issues.

**Table 2.4: Intersection Crash Rates**

ID	Location	Total Crashes (5 Years)	Crash Rate*	Statewide Average**	Crash Ratio
1	US 98 at CR 54 (Rural 2-3 Lanes 2 way Divided Paved 3 legs)	6	0.483	0.273	1.769
2	US 98 Access Road at Old Lakeland Highway (Rural Ramp 3 Legs)	22	1.826	1.502	1.216
3	US 98 at US 98 Access Road (Suburban 2-3 Lanes 2 way Divided Paved 3 legs)	1	0.101	0.276	0.366
4	US 301 at US 98 (Suburban 4-5 Lanes 2 way Divided Raised 3 legs)	63	0.816	0.270	3.022
5	US 301 at Clinton Avenue (Suburban 4-5 Lanes 2 way Divided Raised 4 legs)	65	1.259	0.526	2.394

\*Intersection crash rate = number of crashes per million entering vehicles

\*\*Source: FDOT Crash Analysis Reporting System (CARS) Online Database

Note: Red highlight indicates crash rate higher than the statewide crash average

### 2.2.4 Economic Loss

Monetary estimates of property damage and economic loss due to injury or a fatality were calculated using average unit costs from the United States Department of Transportation (USDOT)/Federal Highway Administration (FHWA) KABCO (K-Fatal; A-Incapacitating injury; B-Non incapacitating injury; C-Possible injury; and O-No injury) injury classification scale. FDOT's CARS Online provides unit costs for calculating the cost of crashes and injuries. Based on these unit costs that are documented in Table 122.6.2 of the *FDOT Design Manual* (FDM), the crashes in the study area during the five-year period from 2014-2018 resulted in an estimated economic loss of approximately \$71.6 million as shown in **Table 2.5**.



Table 2.5: Estimated Crash Economic Loss

Crash Severity	KABCO Cost <sup>1</sup>	Number of Crashes	Economic Loss
Fatal	\$10,890,000	3	\$32,670,000
Severe Injury (Incapacitating)	\$888,030	31	\$27,528,930
Moderate Injury (Non-incapacitating)	\$180,180	33	\$5,945,940
Minor Injury	\$103,950	45	\$4,677,750
Property Damage Only	\$7,700	99	\$762,300
<b>Total</b>		<b>211</b>	<b>\$71,584,920</b>

<sup>1</sup>Source: FDOT State Safety Office's CARS Online, analysis years 2014 to 2018. Published 11/20/20

## 2.3 Existing Year (2019) Volume Development

### 2.3.1 Design Traffic Factors

Design traffic factors, including design hour factor (K), directional factor (D), and design hour truck factor (DHT), were determined using historical traffic data obtained from the FDOT 2020 Florida Traffic Online (FTO) database and field collected counts. DHT is identified by the *FDOT Project Traffic Forecasting Handbook (2019)* as half of the 24-hour truck percentage (T<sub>24</sub>). Historical traffic data and traffic parameters can be found in **Appendix F**. Reported K and D factors and DHT for use in all analysis can be found in **Table 2.6** and **Table 2.7**, respectively.

Table 2.6: Design Traffic Factors

Factor	
Design Hour Factor (K-Factor)	0.09
Directional Factor (D-Factor)	51.5% to 69.3%

Table 2.7: Design Hour Truck Factors

Segment	T <sub>24</sub>	DHT
<i>US 98</i>		
East of CR 54	13.5%	7.0%
West of CR 54	23.5%	12.0%
East of Old Lakeland Highway	23.9%	12.0%
West of Old Lakeland Highway	15.2%	8.0%
East of US 301	15.2%	8.0%
<i>US 301</i>		
South of US 98	7.1%	4.0%
Between US 98 and Clinton Avenue	5.9%	3.0%
North of Clinton Avenue	6.4%	3.0%
<i>Clinton Avenue</i>		
West of US 301	8.1%	4.0%
East of US 301	5.1%	3.0%
<i>Old Lakeland Highway</i>		
South of US 98	22.7%	11.0%
North of US 98	20.8%	10.0%
<i>CR 54</i>		
West of US 98	5.1%	3.0%

The AM and PM global peak hours were determined through observation of the collected field data and occur from 7:30 AM to 8:30 AM and 4:45 PM to 5:45 PM, respectively.

### 2.3.2 Existing Year (2019) Demand Volume Calculations

The existing year (2019) Annual Average Daily Traffic (AADT) volumes were developed through an iterative process, beginning with using the 48-hour and 72-hour machine counts and calculating their daily average to develop the Average Daily Traffic (ADT) throughout the corridor. To normalize the ADT to AADT, two adjustment factors, axle correction factors (ACF) and seasonal factors (SF) were applied to ADT to yield initial existing year (2019) AADTs.

FDOT 2020 FTO database counts were used to supplement the collected field data and a point of comparison to provide a reasonability check to the field data collection effort. AADTs were reviewed throughout the study area to ensure demand throughout the network did not represent any unreasonable imbalance. Traffic patterns within the study area consisted largely of pass-through trips during AM and PM peak hours, which do not traditionally yield a returning trip due to the study area's rural nature and high truck percentage. Future travel patterns are expected to shift to a more suburban condition where trips are expected to reciprocate between the AM and PM peak hours more uniformly. Due to travel patterns exhibited by the future suburban condition, all design level volumes will be developed to reciprocate movement level demand between the AM and PM peak hours. The existing year (2019) AADTs yielded by this additional review will serve as the basis for the development of AM and PM Direction Design Hour Volume (DDHV) and turning movement volumes.

The existing year (2019) AADT volumes were then multiplied by K and D to obtain existing year (2019) AM and PM DDHVs. The resultant DDHVs from this method were smoothed to ensure reasonable network assignment and then compared to field collected data. The DDHVs were adjusted to account for situations where resultant volumes were lower than the measured count data. The turning movement counts at US 98 and US 98 Access Road were developed using an iterative proportional function (fratar) using AADT, K, and D factors and assumed distribution at the intersection. These calculations are provided in **Appendix G**.

DDHVs were distributed by field measured turning movement percentages and then checked for reasonableness. Smoothing ensured reciprocation of the highest volume movement between the AM and PM peak hours. These existing year (2019) DDHVs will be used as the basis for future volume development. **Figure 2.4**, **Figure 2.5**, and **Figure 2.6** show the existing year (2019) AADT, field turning movement counts, and DDHVs for both the AM and PM peak hours, respectively.

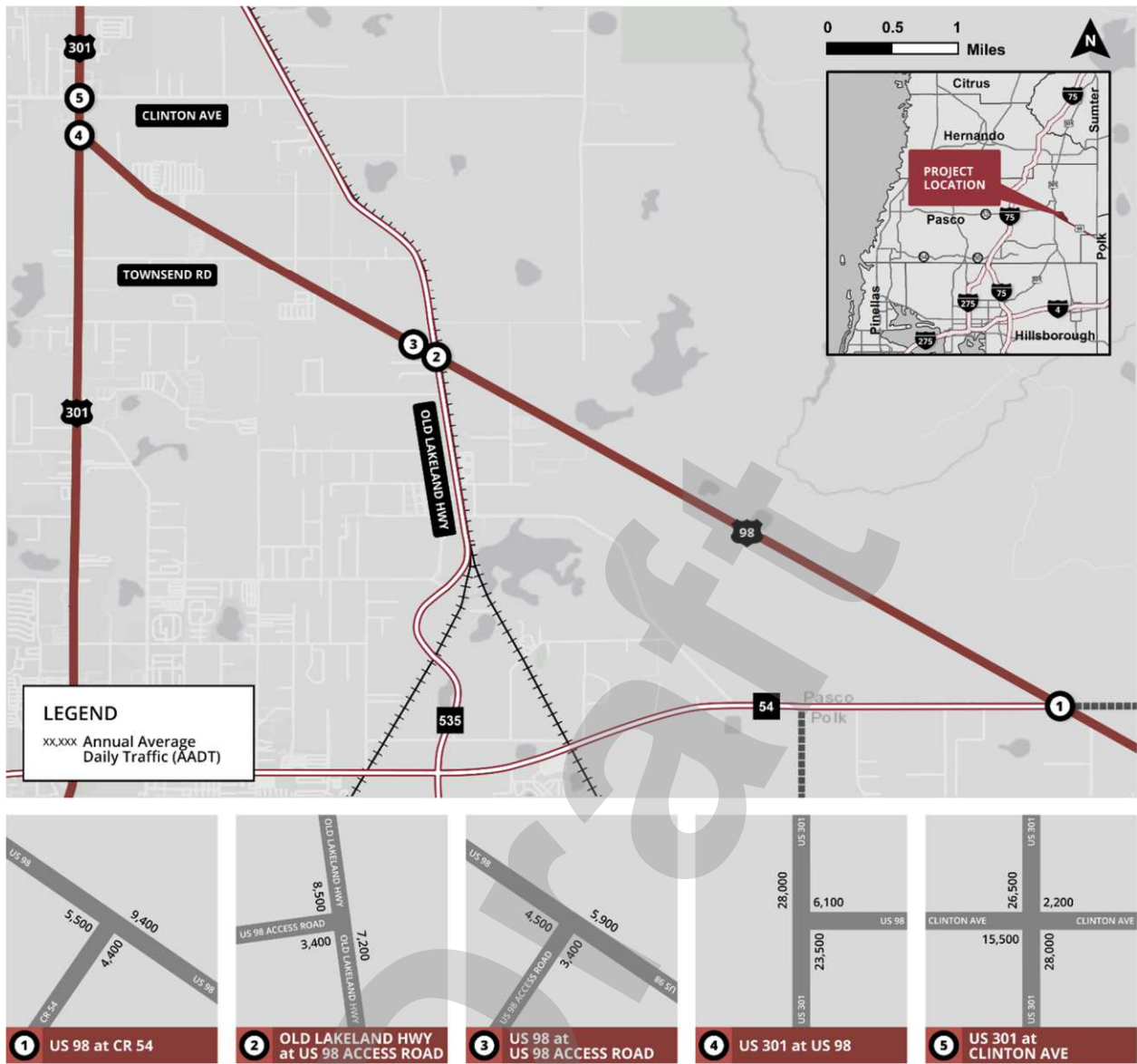


Figure 2.4: Existing Year (2019) AADTs

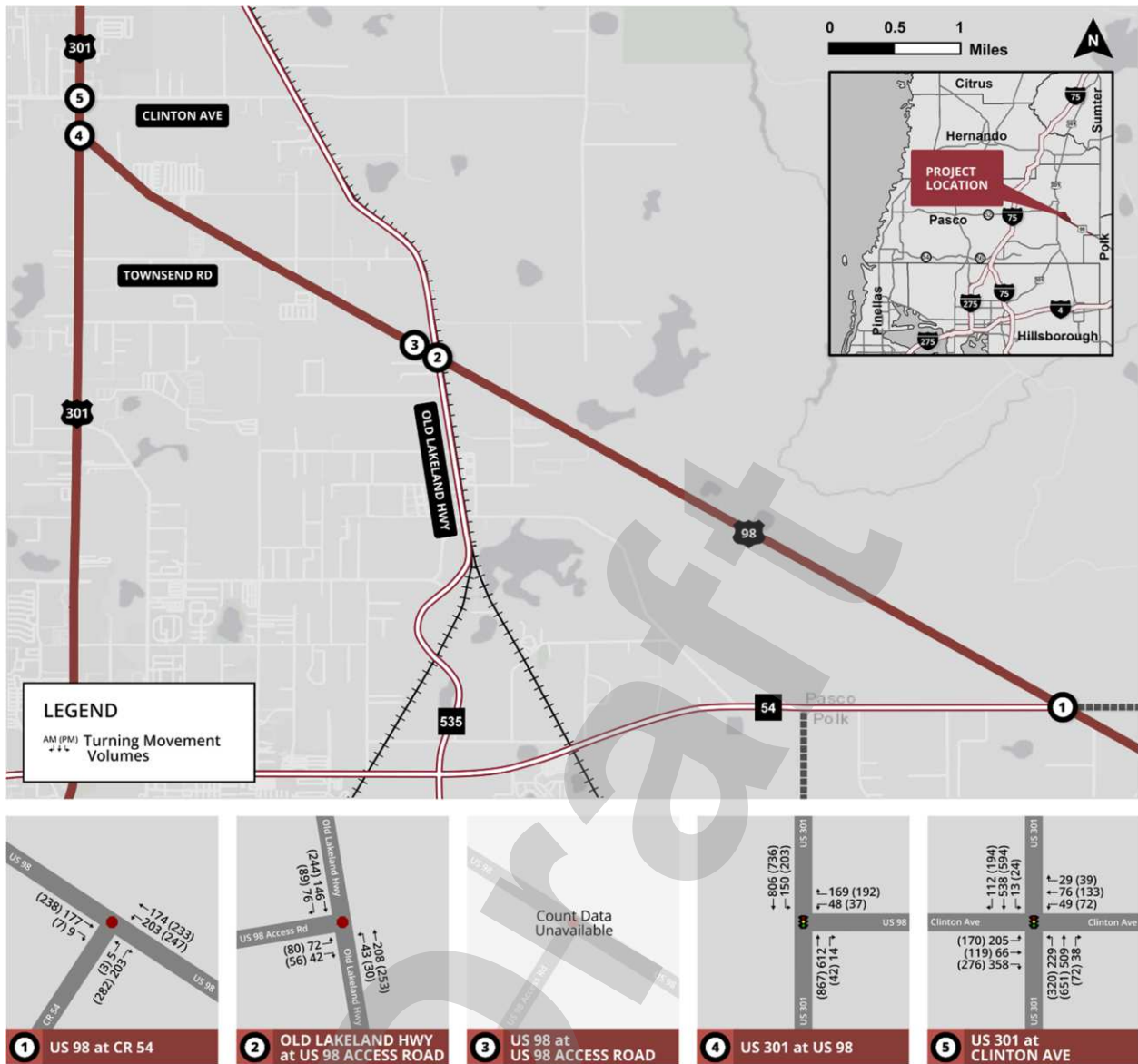


Figure 2.5: Existing Year (2019) Field Turning Movement Volumes

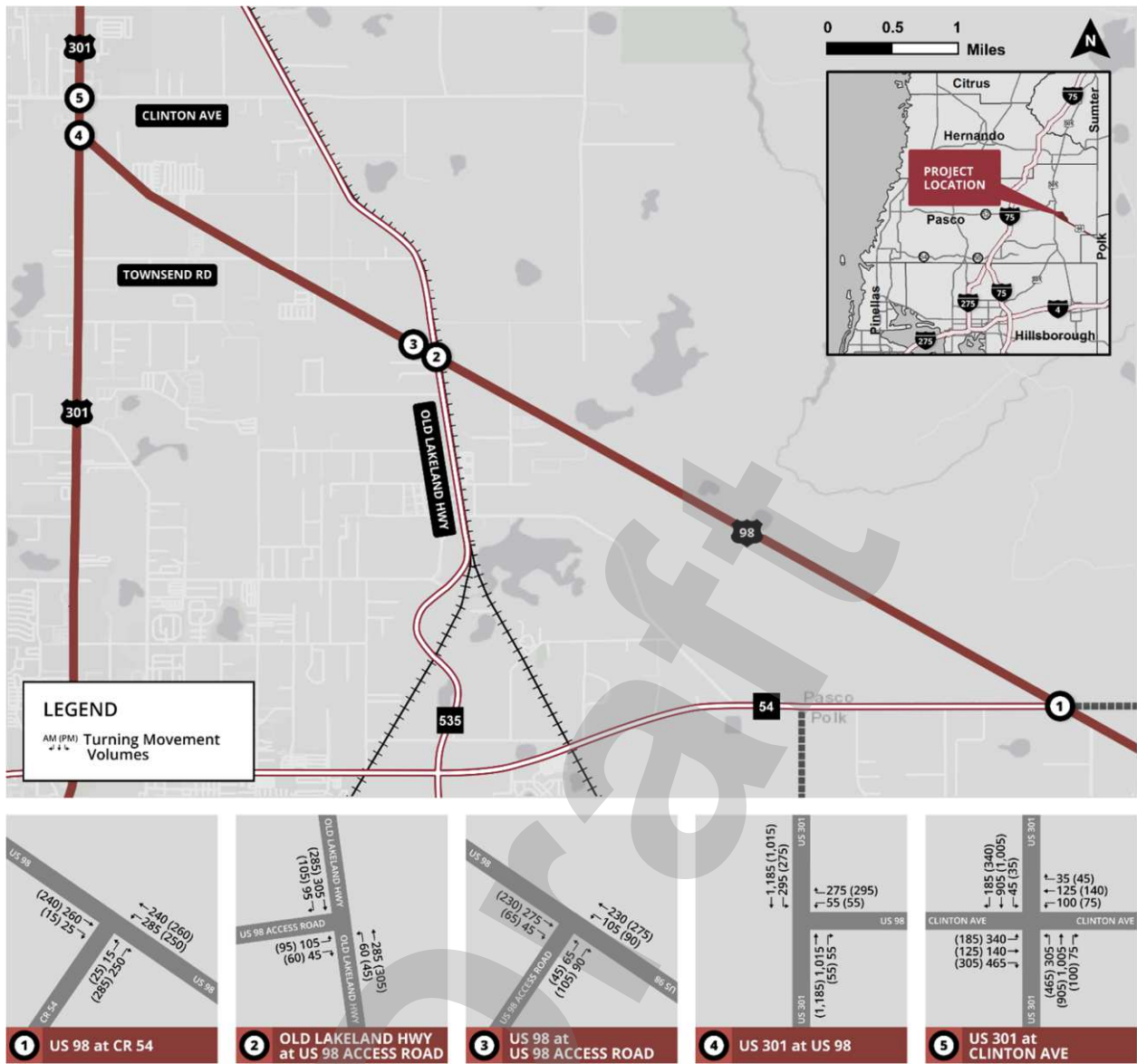


Figure 2.6: Existing Year (2019) Design Turning Movement Volumes

## 2.4 Existing Year (2019) Operational Analysis

To evaluate the existing year (2019) operational characteristics of the US 301/US 98/SR 35/SR 700 study area, an operational analysis using Synchro 10 for signalized intersections, Highway Capacity Software, version 7 (HCS7) for stop-controlled intersections, and *FDOT 2020 Generalized Level of Service (GLOS) Tables* for segments was conducted. The operational analysis consists of intersection delay, level of service (LOS), and queue analysis. *Highway Capacity Manual* (HCM) methodologies were used to estimate the LOS for each study intersection based on the intersection delay resulting from the Synchro and HCS analyses. The following sections document the results of the existing year (2019) operational analysis for the US 301/US 98/SR 35/SR 700 PD&E Study. Additionally, the existing year (2019) analysis results can be found in **Appendix H**.

### 2.4.1 Intersection Analysis

Intersection operational analysis was conducted at each of the signalized and stop-controlled intersections in the study area for the existing year (2019). The results of the existing year (2019) intersection analysis for the AM and PM peak hours are shown in **Table 2.7** and **Table 2.8**, respectively.

The results of the analysis indicate that most of the study intersections meet the LOS target D and C, as defined for urbanized and rural areas, in the *FDOT 2020 Quality/Level of Service Handbook*, in the AM and PM peak hours, respectively. The US 301 at Clinton Avenue intersection was the only study intersection that does not meet the LOS target D, failing during the AM peak hour due to the eastbound left turning movement. Though the intersection meets the LOS target D during the PM peak hour, the eastbound and westbound leg experienced LOS F and LOS E, respectively, due to the left turn operations on both sides. The US 301 at US 98 intersection, while meeting the overall LOS target D for the urbanized areas, also experienced LOS E operations along the westbound leg of the intersection, due to westbound left turn operations, in the PM peak hours.

**Table 2.8: Existing Year (2019) AM Peak Hour Intersection Operational Analysis**

ID	Intersection	Eastbound		Westbound		Northbound		Southbound		Overall	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	US 98 and CR 54+	15.2*	C	-	-	8.7*	A	7.9*	A	-	-
2	US 98 Access and Old Lakeland Highway	22.2*	C	-	-	8.5*	A	-	-	-	-
3	US 98 and US 98 Access	-	-	8.3*	A	18.7*	C	-	-	-	-
4	US 301 and US 98	-	-	39.5	D	16.7	B	2.7	A	12.1	B
5	US 301 and Clinton Avenue	357.6	F	50.7	D	3.7	A	20.3	C	101.8	F

Red highlight indicates that the delay does not meet the LOS targets, D for Urban, C for Rural

+Rural intersection with LOS C Target

\*Stop controlled left turn movement delay



Table 2.9: Existing Year (2019) PM Peak Hour Intersection Operational Analysis

ID	Intersection	Eastbound		Westbound		Northbound		Southbound		Overall	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	US 98 and CR 54+	17.7*	C	-	-	8.5*	A	7.9*	A	-	-
2	US 98 Access and Old Lakeland Highway	20.2*	C	-	-	8.4*	A	-	-	-	-
3	US 98 and US 98 Access	-	-	8.1*	A	16.8*	C	-	-	-	-
4	US 301 and US 98	-	-	42.8	D	19.2	B	4.1	A	15.3	B
5	US 301 and Clinton Avenue	186.4	F	57.0	E	11.8	B	30.4	C	50.7	D

Red highlight indicates that the delay does not meet the LOS targets, D for Urban, C for Rural

+Rural intersection with LOS C Target

\*Stop controlled left turn movement delay

### 2.4.2 Queue Analysis

Queue analysis was conducted at each of the signalized and stop-controlled intersections in the study area for the existing year (2019). The available turning bay storage length and results of the existing year (2019) queue analysis for the AM and PM peak hours, rounded to the nearest 25 feet, are shown in **Table 2.9**, **Table 2.10**, and **Table 2.11**, respectively. Reported queues are based on Synchro and HCS 95<sup>th</sup> percentile queues. The Synchro HCM 6<sup>th</sup> and HCS queues are reported as vehicles, and were therefore multiplied by 25 and rounded to the nearest 25 feet. The result of the analysis indicates that the eastbound right queue of US 301 at Clinton Avenue intersection exceeds the storage lengths and spills back into the through lanes and may block the through movements along eastbound Clinton Avenue during the AM and PM peak hours. The results also indicates that the westbound right queue of US 301 at US 98 also exceeds the storage length during the AM and PM peak hours. This may impact the westbound left movements of the intersection of US 301 at US 98.

Table 2.10: Existing Condition Storage Lengths (ft)

ID	Intersection	Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	US 98 and CR 54	+	-	+	-	-	-	400	-	-	-	-	425
2	US 98 Access and Old Lakeland Highway	-	-	-	-	-	-	+	-	-	-	-	+
3	US 98 and US 98 Access	-	-	375	350	-	-	-	-	-	-	-	-
4	US 301 and US 98	-	-	-	-	-	375	-	-	450	950	-	-
5	US 301 and Clinton Avenue	500	-	600	275	-	+	550	-	400	425	-	425

+Shared Lanes

Table 2.11: Existing Year (2019) AM Peak Hour Queue Analysis

ID	Intersection	Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	US 98 and CR 54	75	-	+	-	-	-	25	-	-	-	-	-
2	US 98 Access and Old Lakeland Highway	50	-	25	-	-	-	25	-	-	-	-	+
3	US 98 and US 98 Access	-	-	-	25	-	-	25	-	25	-	-	-
4	US 301 and US 98	-	-	-	75	-	325	-	350	50	100	25	-
5	US 301 and Clinton Avenue	325	100	1675	150	125	+	150	25	25	25	350	150

Red highlight where queues exceed available storage  
+Shared Lanes

Table 2.12: Existing Year (2019) PM Peak Hour Queue Analysis

ID	Intersection	Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	US 98 and CR 54	100	-	+	-	-	-	25	-	-	-	-	-
2	US 98 Access and Old Lakeland Highway	50	-	25	-	-	-	25	-	-	-	-	+
3	US 98 and US 98 Access	-	-	-	25	-	-	25	-	25	-	-	-
4	US 301 and US 98	-	-	-	75	-	350	-	450	50	175	25	-
5	US 301 and Clinton Avenue	175	100	900	125	150	+	300	25	25	25	500	350

Red highlight where queues exceed available storage  
+Shared Lanes

### 2.4.3 Segment Analysis

Segment analysis was conducted along US 98 and US 301 for the existing year (2019) AM and PM peak hour directional volume and is shown in **Table 2.12** and **Table 2.13**. This analysis is based upon the thresholds provided by the *FDOT 2020 Generalized Level of Service (GLOS) Tables*, which can be found in **Appendix I**. The result of the analysis indicates that both facilities operate at LOS D and C targets under the existing condition.



Table 2.13: Existing Year (2019) AM Directional Peak Hour Segment Operation Analysis

From	To	Peak Hour Volume		Number of Lanes	LOS Threshold	FDOT Generalized LOS Table		Arterial LOS		Arterial V/C	
		NB/EB	SB/WB			Area Type	Classification	NB/EB	SB/WB	NB/EB	SB/WB
<i>US 98</i>											
CR 54	US 98 Access Road	255	285	1	450	Rural	Uninterrupted Flow Highways (Rural)	C	C	0.35	0.39
US 98 Access Road	US 301	295	320	1	1200	Urbanized	Uninterrupted Flow Highways	B	B	0.25	0.27
<i>US 301</i>											
South of US 98	US 98	1070	1240	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.54	0.62
US 98	Clinton Avenue	1290	1480	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.65	0.74
Clinton Avenue	North of Clinton Avenue	1380	1135	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.69	0.57

LOS Threshold represents acceptable LOS peak hour demand for LOS C in 'rural' conditions and LOS D in 'urban' conditions  
 Red highlight indicates that the delay does not meet the LOS targets

Table 2.14: Existing Year (2019) PM Directional Peak Hour Segment Operation Analysis

From	To	Peak Hour Volume		Number of Lanes	LOS Threshold	FDOT Generalized LOS Table		Arterial LOS		Arterial V/C	
		NB/EB	SB/WB			Area Type	Classification	NB/EB	SB/WB	NB/EB	SB/WB
<i>US 98</i>											
CR 54	US 98 Access Road	285	255	1	450	Rural	Uninterrupted Flow Highways (Rural)	C	C	0.39	0.35
US 98 Access Road	US 301	320	295	1	1200	Urbanized	Uninterrupted Flow Highways	B	B	0.27	0.25
<i>US 301</i>											
South of US 98	US 98	1240	1070	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.62	0.54
US 98	Clinton Avenue	1480	1290	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.74	0.65
Clinton Avenue	North of Clinton Avenue	1135	1380	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.57	0.69

LOS Threshold represents acceptable LOS peak hour demand for LOS C in 'rural' conditions and LOS D in 'urban' conditions  
 Red highlight indicates that the delay does not meet the LOS targets

# 3.0 Future Travel Demand

## 3.1 Trend Analysis

### 3.1.1 BEBR Growth Trends

Data was gathered for the Bureau of Economic and Business Research's (BEBR) *Projections of Florida Population by County, 2019-2045* and is summarized in **Table 3.1**. BEBR population forecasts provide a useful metric in measuring growth trends within counties by providing low, medium, and high forecast rates. With a design year of 2045 and the anticipated development within the study area, BEBR data indicates that medium to high population growth should range from 1.3 percent to 2.2 percent per year.

Table 3.1: Pasco County BEBR Population Forecasts 2019 to 2045

2019	2025		2030		2035		2040		2045	
527,122	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth
Low	545,800	0.6%	569,400	0.7%	585,600	0.7%	597,100	0.6%	605,200	0.6%
Medium	586,100	1.9%	626,800	1.7%	659,200	1.6%	686,700	1.4%	711,000	1.3%
High	623,100	3.0%	685,200	2.7%	738,300	2.5%	787,600	2.4%	833,900	2.2%

### 3.1.2 Historical Count Trends

Historical count data was obtained from the FDOT FTO count stations located within or near the study area and growth rates were plotted for the most recent five years of available data and can be found in **Table 3.2**. The coefficient of determination ( $R^2$ ) for the five-year range of data is provided to indicate the statistical fit of the observed growth trend to the available sample. While these metrics provide a reasonable metric by which to compare growth, historical count data can be heavily impacted by major events such as the Coronavirus (COVID-19) pandemic that resulted in a national shut down in March 2020 and a three phase Florida State Recovery Plan. The average weighted annual historical growth rate for the study area is 1.9 percent. Historical Count data can be found in **Appendix F**.

Table 3.2: Historical FTO Growth Trends

Count ID	Location	2015	2016	2017	2018	2019	Linear Growth	R <sup>2</sup>
<i>US 98</i>								
161003	East of CR 54	7,900	8,300	8,900	10,200	9,400	4.9%	0.73
140055	West of CR 54	4,500	4,500	4,700	5,300	5,500	5.1%	0.89
140054	East of US 301	5,500	5,200	5,400	5,900	6,100	3.2%	0.66
<i>US 301</i>								
140053	South of US 98	23,000	23,000	24,000	22,500	23,500	0.2%	0.02
140052	Between US 98 and Clinton Avenue	28,500	30,500	32,500	33,000	28,000	0.5%	0.01
<i>Clinton Avenue</i>								
146038	West of US 301	-	-	-	15,300	15,700	2.5%	1.00
149103	East of US 301	1,800	1,900	2,000	2,100	2,200	4.5%	1.00
<i>CR 54</i>								
149080	West of US 98	3,800	4,000	4,200	4,300	4,400	3.4%	0.97

### 3.1.3 TBRPM Socio-Economic Data Growth

The socio-economic data was compared between the base year (2015) and horizon year (2045) model scenarios using Traffic Analysis Zone (TAZ) contained within the model sub-area. The TAZ level overall growth in population and employment within the model sub-area can be found in **Table 3.3**.

Table 3.3: Sub-Area TAZ Population and Employment

Metric	2015 Model	2045 Model	Annual Growth Rate
Population	76,418	132,641	2.5%
Employment	28,545	40,903	1.4%

To provide additional context to growth centers within the model sub-area, population and employment growth is presented by TAZ in **Figure 3.1** and **Figure 3.2**, respectively. Based on the observed growth patterns presented by the TBRPM, residential development is expected along the US 98 study corridor. Special attention was paid to ensure all Developments of Regional Impact (DRIs) and Master Planned Unit Developments (MPUDs) were accounted for in the zonal data used for this forecast. Additional modifications to the horizon year 2045 employment growth was made under the SR 56 ACER study, which added 26,993 additional jobs around SR 56 in Wesley Chapel. That study overlaps the south of this sub-area, and changes were incorporated into the model. That study did not recommend any further population changes than what is already expected.

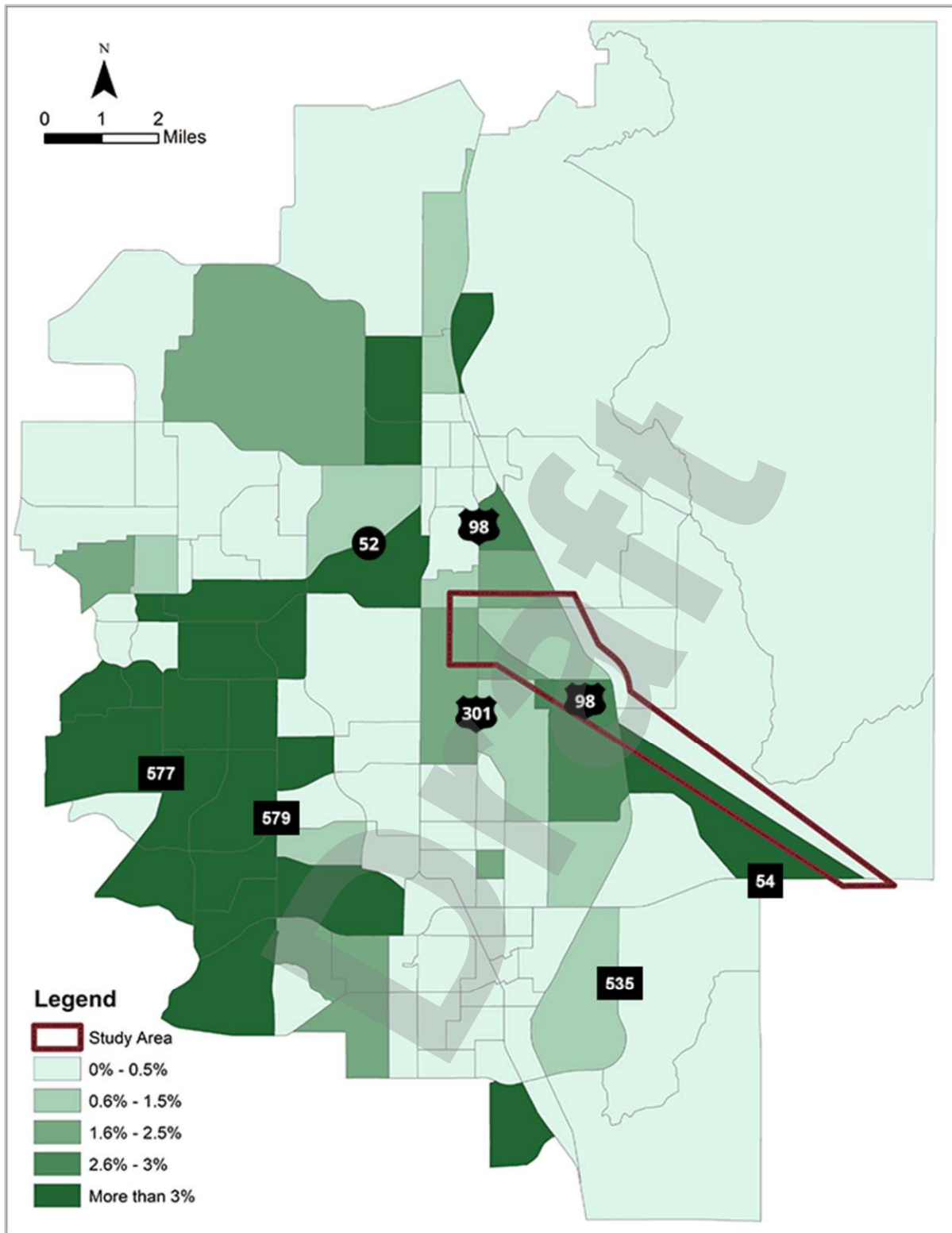


Figure 3.1: TBRPM 9.1 TAZ Level Population Growth

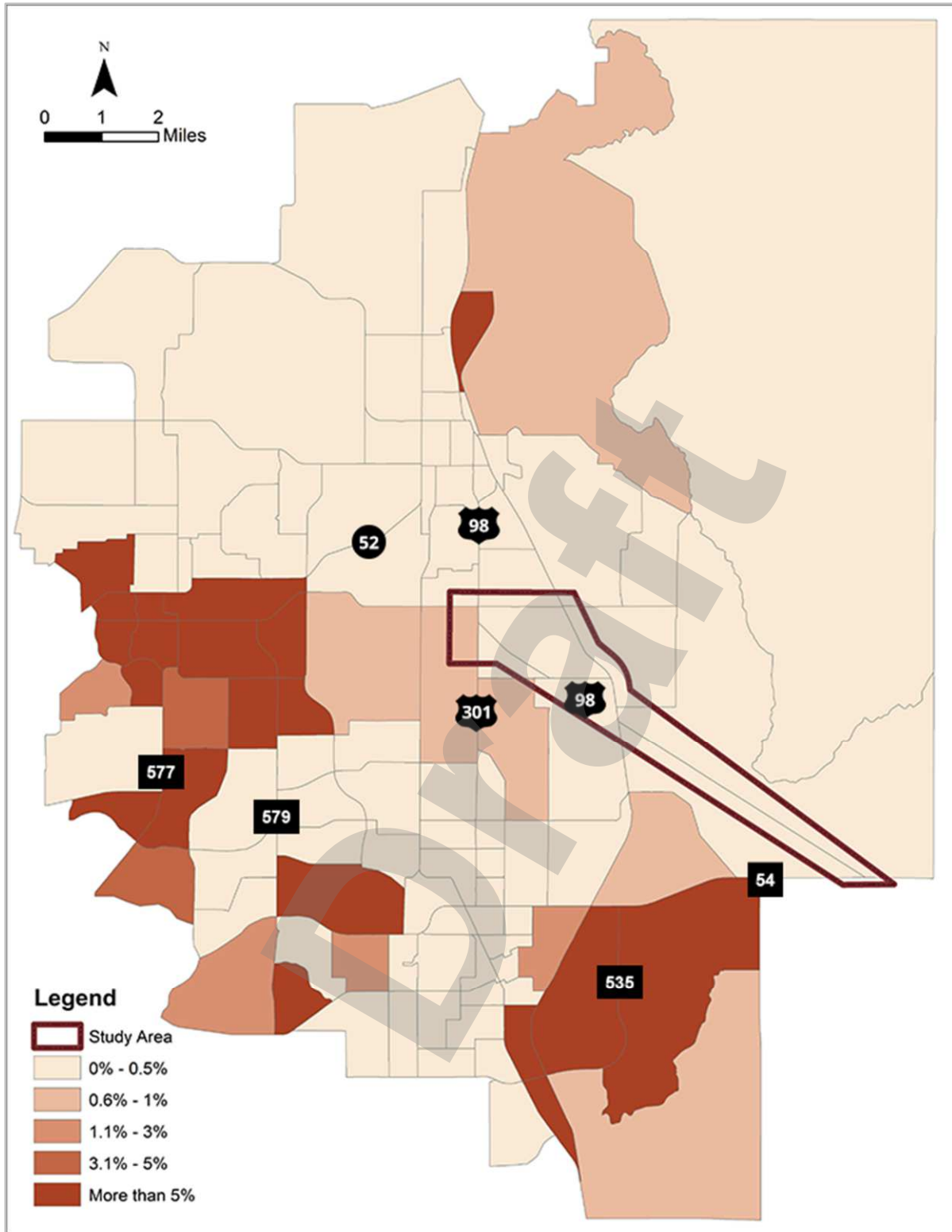


Figure 3.2: TBRPM 9.1 TAZ Level Employment Growth

### 3.2.1 TBRPM Network Checks and Calibration

The travel demand modeling efforts for this analysis utilized the State Road 56 ACER (WPI Segment No: 443367-1) and were based on the Tampa Bay Regional Planning Model (TBRPM), Version 9.1 with a calibrated base year of 2015 and horizon year of 2045. This analysis begun with further refinement of the TBRPM, with an emphasis placed on the area surrounding the US 98 PD&E study area and the resulting forecast AADTs from which the design year (2045) volumes were developed.

Base year (2015) model volumes were compared with FDOT and Pasco County recorded traffic counts within the model sub-area as indicated in **Figure 3.3**. The TBRPM was initially validated regional for a 2015 base year. However, it is customary to review model performance at project locations, and if necessary, calibrate models to improve statistical confidence in forecasts. Adjustments to the model were made to improve sub-area accuracy without compromising regional validation and adhere to the guidelines set forth for the Florida Statewide Urban Transportation Modeling Structure (FSUTMS) in the *2019 FDOT Project Traffic Forecasting Handbook*. The comprehensive base year model refinement of the TBRPM v9.1 for this study is documented in FDOT approved Base Year Model Refinement Technical Memorandum and can be found in **Appendix J**.

### 3.2.2 TBRPM Volume Growth

Based upon the network enhancements made to the base year (2015) model refinement efforts, the horizon year (2045) cost-feasible model scenario was updated with calibration metric enhancements and reviewed for consistency with the Pasco County Metropolitan Planning Organization (MPO) 2045 Long Range Transportation Plan (LRTP). This includes the widening of US 98 to four lanes within the project limits to determine horizon year (2045) unrestricted demand. Demand was also checked for consistency at the TBRPM and District One Regional Planning Model (D1RPM v1.0.6).

The resulting horizon year (2045) model volume output was converted from Peak Season Weekday Average Daily Traffic (PSWADT) to design year (2045) AADTs using a Model Output Conversion Factor (MOCF) of 0.95, as indicated by FDOT FTO for Pasco County. The resulting design year (2045) AADTs were reviewed for reasonableness and forecasting consistency. Adjustments to the forecasts were made utilizing the difference and ratio method procedures from the 2019 FDOT Project Traffic Forecasting Handbook. Adjusted design year (2045) AADTs comparisons to existing year (2019) AADTs and their associated growth rate can be found in **Table 3.4**.

Demand was also checked for consistency at the TBRPM and District One Regional Planning Model (D1RPM v1.0.6). For consistency with the forecasting efforts conducted by FDOT District One for the US 98 PD&E Study (WPI Segment No: 436673-1) from north of West Socrum Loop to SR 471, it was determined to set the AADT on US 98 south of CR 54 to 28,500 AADT in the design year (2045). This AADT was multiplied by K and D and then distributed through the network by the existing turning movement percentages and then smoothed to ensure individual movement growth consistency. All resulting AADTs from this smoothing process were also reviewed to ensure the resulting design year (2045) AADT was higher than the observed growth present in the calibrated TBRPM 9.1. The final design year (2045) AADTs were then calculated after this smoothing and can be found along with a comparison to the TBRPM 9.1 forecasted AADTs in **Table 3.5**.

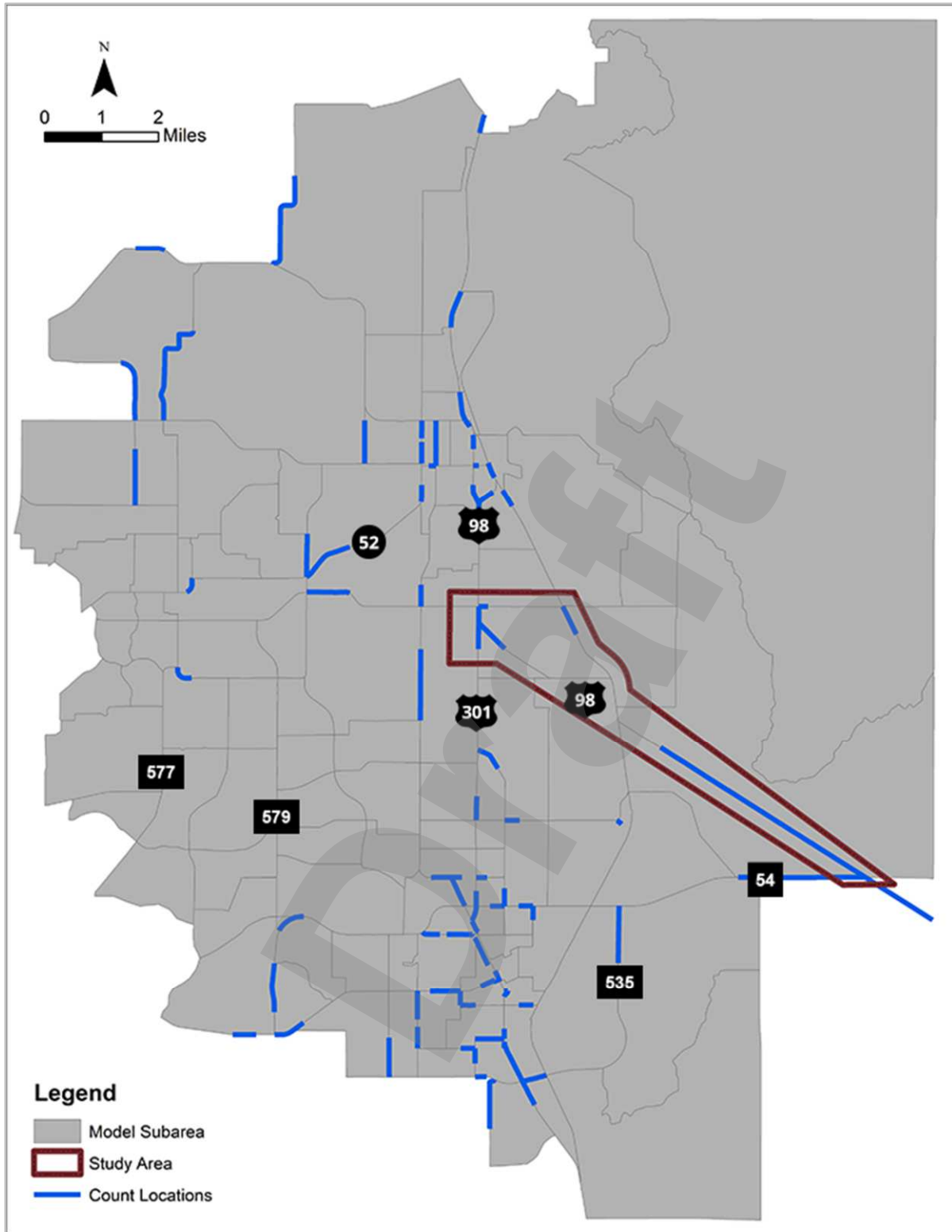


Figure 3.3: TBRPM 9.1 Model Calibration Subarea

Table 3.4: TBRPM 9.1 NCHRP 765 Adjustments

Segment	Existing		TBRPM 9.1 Output		Difference Method			Ratio Method		Forecast (2045)		
	2019 AADT	2015 AADT	2045 AADT	AGR	2019 AADT	Difference	2045 AADT	Ratio	2045 AADT	2045 AADT	AGR	
<i>US 98</i>												
East of CR 54	9,400	7,700	18,900	4.8%	9,200	9,700	19,100	2.05	19,300	19,200	4.0%	
West of CR 54	5,500	5,000	9,600	3.1%	5,600	4,000	9,500	1.71	9,400	9,500	2.8%	
East of Old Lakeland Highway	5,900	5,000	9,600	3.1%	5,600	4,000	9,900	1.71	10,100	10,000	2.7%	
West of Old Lakeland Highway	4,500	4,800	7,500	1.9%	5,200	2,300	6,800	1.44	6,500	6,700	1.9%	
East of US 301	6,100	4,800	7,500	1.9%	5,200	2,300	8,400	1.44	8,800	8,600	1.6%	
<i>US 301</i>												
South of US 98	23,500	25,900	33,200	0.9%	26,900	6,300	29,800	1.23	29,000	29,400	1.0%	
Between US 98 and Clinton Avenue	28,000	25,900	33,200	0.9%	26,900	6,300	34,300	1.23	34,600	34,500	0.9%	
North of Clinton Avenue	26,500	26,000	32,700	0.9%	26,900	5,800	32,300	1.22	32,200	32,300	0.8%	
<i>Clinton Avenue</i>												
West of US 301	15,500	10,700	20,400	3.0%	12,000	8,400	23,900	1.70	26,400	25,200	2.4%	
East of US 301	2,200	1,100	2,400	3.9%	1,300	1,100	3,300	1.85	4,100	3,700	2.6%	
<i>US 98 Access Road</i>												
South of US 98	3,400	-	-	-	-	-	-	-	-	6,300	3.3%	
<i>Old Lakeland Highway</i>												
South of US 98	7,200	4,500	6,000	1.1%	4,700	1,300	8,500	1.28	9,200	8,900	0.9%	
North of US 98	8,500	4,500	6,000	1.1%	4,700	1,300	9,800	1.28	10,900	10,400	0.9%	
<i>CR 54</i>												
West of US 98	4400	3400	9800	6.3%	4,300	5,500	9,900	2.28	10,000	10,000	4.9%	

TBRPM 2019 AADTs are calculated using linear interpolation between the TBRPM Base Year (2015) and Horizon Year (2045) TBRPM outputs.  
 Difference 2045 AADTs are yielded by applying the difference between the 2019 and 2045 TBRPM AADTs to the Existing Year (2019) AADTs.  
 Ratio 2045 AADTs are yielded by applying the ratio between the 2019 and 2045 TBRPM AADTs to the Existing Year (2019) AADTs.  
 Forecast (2045) AADTs are an average between the Delta and Ratio yielded 2045 AADTs as described in the 2019 Project Traffic Forecasting Manual.



Table 3.5: Forecasted Design Year (2045) AADTs

Segment	Existing Year (2019)	Forecast (2045)		D1 Consistency	Design Year (2045)	
	AADT	AADT	AGR	Adjustment	AADT	AGR
<i>US 98</i>						
East of CR 54	9,400	19,200	4.0%	9,300	28,500	7.8%
West of CR 54	5,500	9,500	2.8%	7,400	16,900	8.0%
East of Old Lakeland Highway	5,900	10,000	2.7%	7,600	17,600	7.6%
West of Old Lakeland Highway	4,500	6,700	1.9%	7,200	13,900	8.0%
East of US 301	6,100	8,600	1.6%	5,900	14,500	5.3%
<i>US 301</i>						
South of Old US 98	23,500	29,400	1.0%	600	30,000	1.1%
North of Old US 98	28,000	34,500	0.9%	6,200	40,700	1.7%
South of Clinton Avenue	28,000	34,500	0.9%	7,000	41,500	1.9%
North of Clinton Avenue	26,500	32,300	0.8%	1,600	33,900	1.1%
<i>Clinton Avenue</i>						
West of US 301	15,500	25,200	2.4%	4,300	29,500	3.5%
East of US 301	2,200	3,700	2.6%	3,700	7,400	9.1%
<i>US 98 Access Road</i>						
South of US 98	3,400	6,300	3.3%	0	6,300	3.3%
<i>Old Lakeland Highway</i>						
South of US 98	7,200	8,900	0.2%	100	9,000	0.2%
North of US 98	8,500	10,400	1.7%	2,200	12,600	2.9%
<i>CR 54</i>						
West of US 98	4,400	10,000	4.9%	2,500	12,500	7.1%

Split of the AADT adjustment along CR 54 and US 98 is consistent with the FDOT District 1 US 98 PD&E Study (WPI Segment No: 436673-1).

### 3.3 Development of Future Demand

The design year (2045) DDHVs were calculated by applying K and D to the design year (2045) AADTs. The resulting DDHVs were distributed throughout the existing study area network by turning movement percentages observed in the existing year (2019) turning movements. The resulting DDHVs were examined and smoothed to ensure growth for every movement and establish the No-Build scenario design year (2045) AADTs and turning movement volumes which can be found in **Figure 3.4** and **Figure 3.5**, respectively.

While the Build scenario does include substantial network adjustment, it does not prohibit any movements from being present under the No-Build scenario. As such, to develop Build scenario design year (2045) turning movement volumes, No-Build demand was logically reassigned throughout the network. The Build scenario design year (2045) AADTs and turning movements that result from this process can be found in **Figure 3.6** and **Figure 3.7**, respectively.

Due to ensuring growth between the existing year (2019) and No-Build scenario design year (2045) demand volumes, No-Build opening year (2025) AADTs and DDHVs were developed using linear interpolation and can be found in **Figure 3.8** and **Figure 3.9**, respectively. Build scenario opening year (2025) AADTs and DDHVs were developed through the redistribution of No-Build demand, as consistent with design year (2045), and can be found in **Figure 3.10** and **Figure 3.11**, respectively. All future year AADT and DDHV calculations can be found in the Volume Development Memorandum in **Appendix K**.

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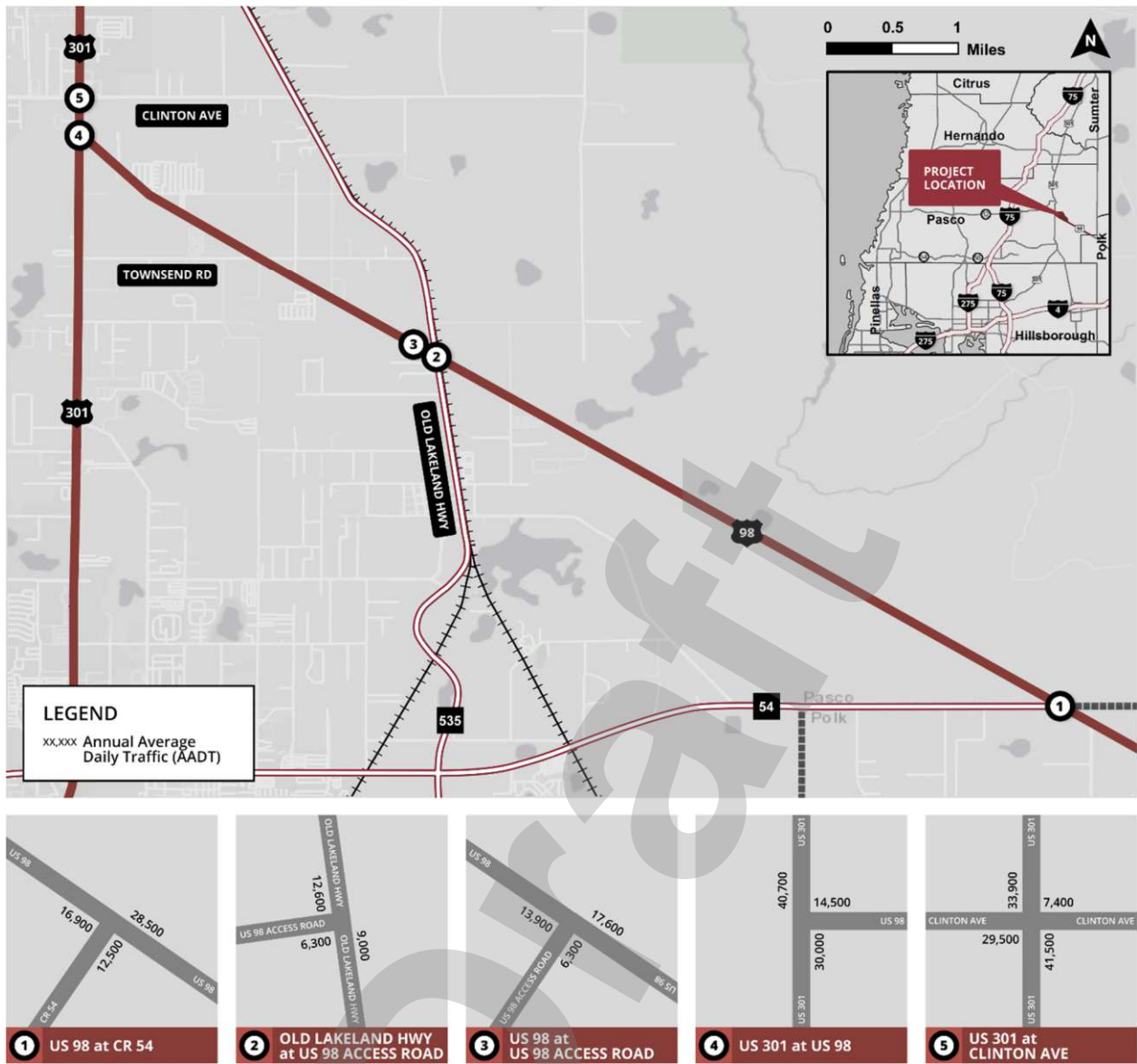


Figure 3.4: Design Year (2045) No-Build AADTs

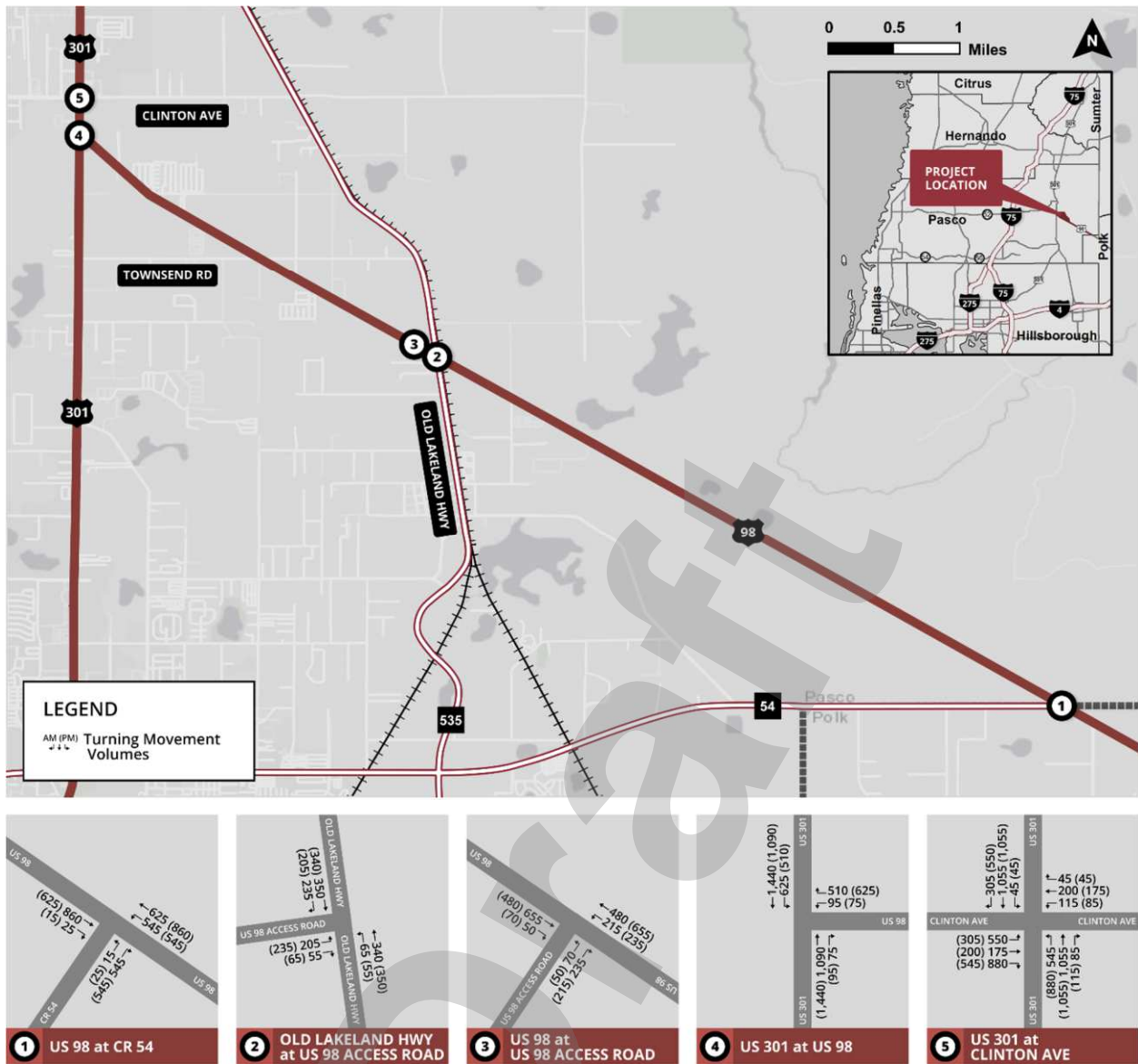


Figure 3.5: Design Year (2045) No-Build Turning Movement Volumes



Figure 3.6: Design Year (2045) Build AADTs

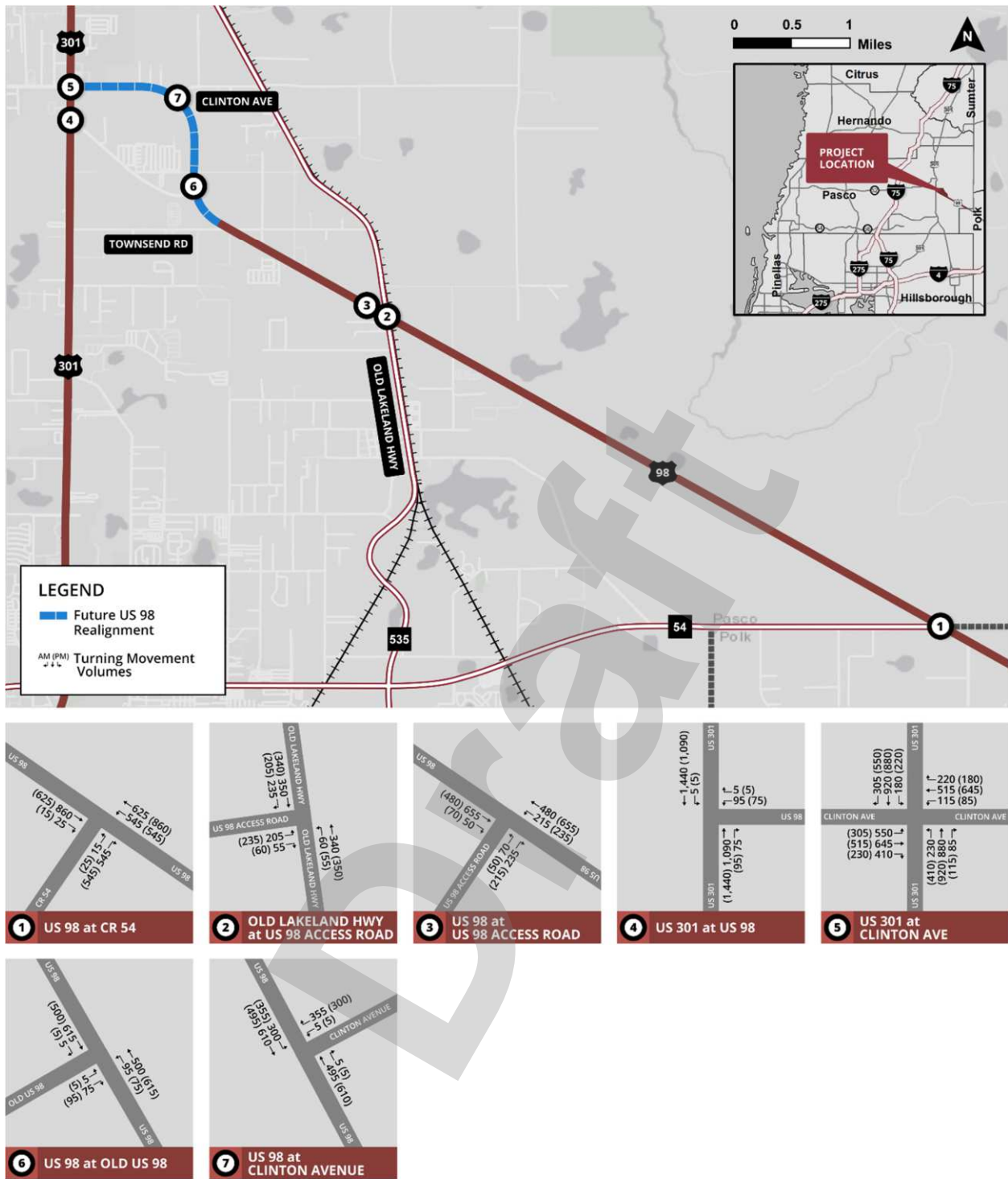


Figure 3.7: Design Year (2045) Build Turning Movement Volumes



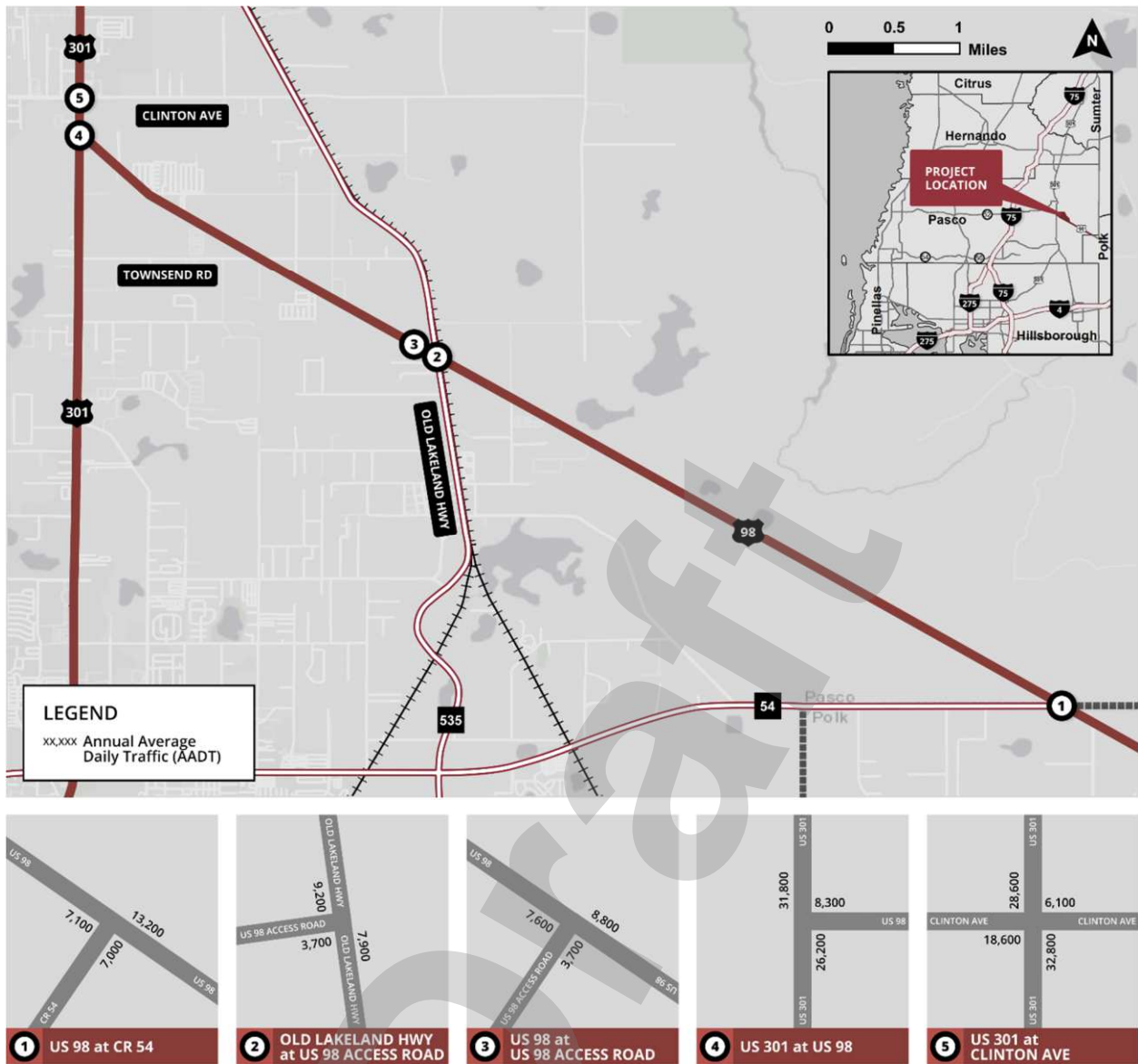


Figure 3.8: Opening Year (2025) No-Build AADTs

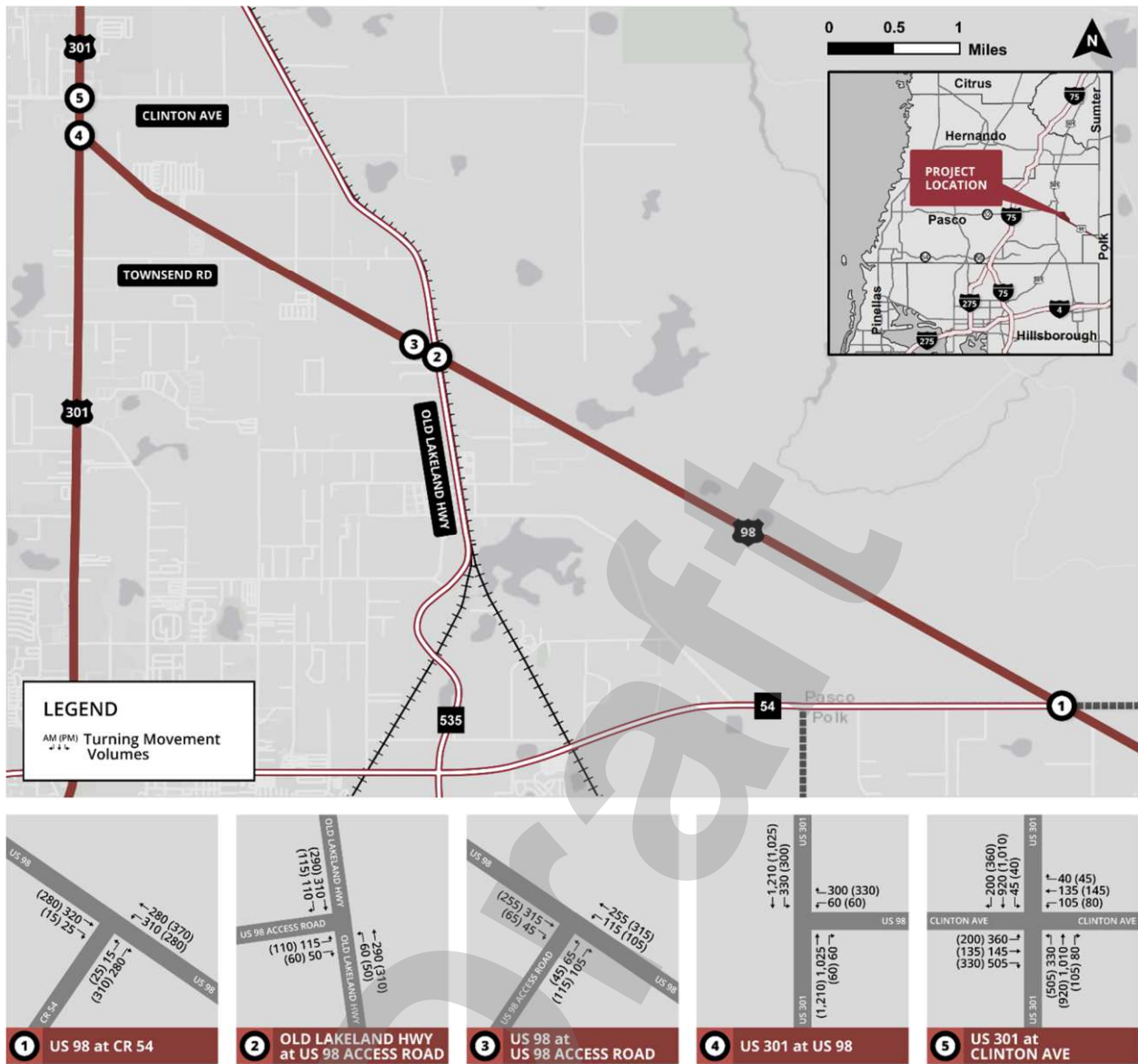


Figure 3.9: Opening Year (2025) No-Build Turning Movement Volumes



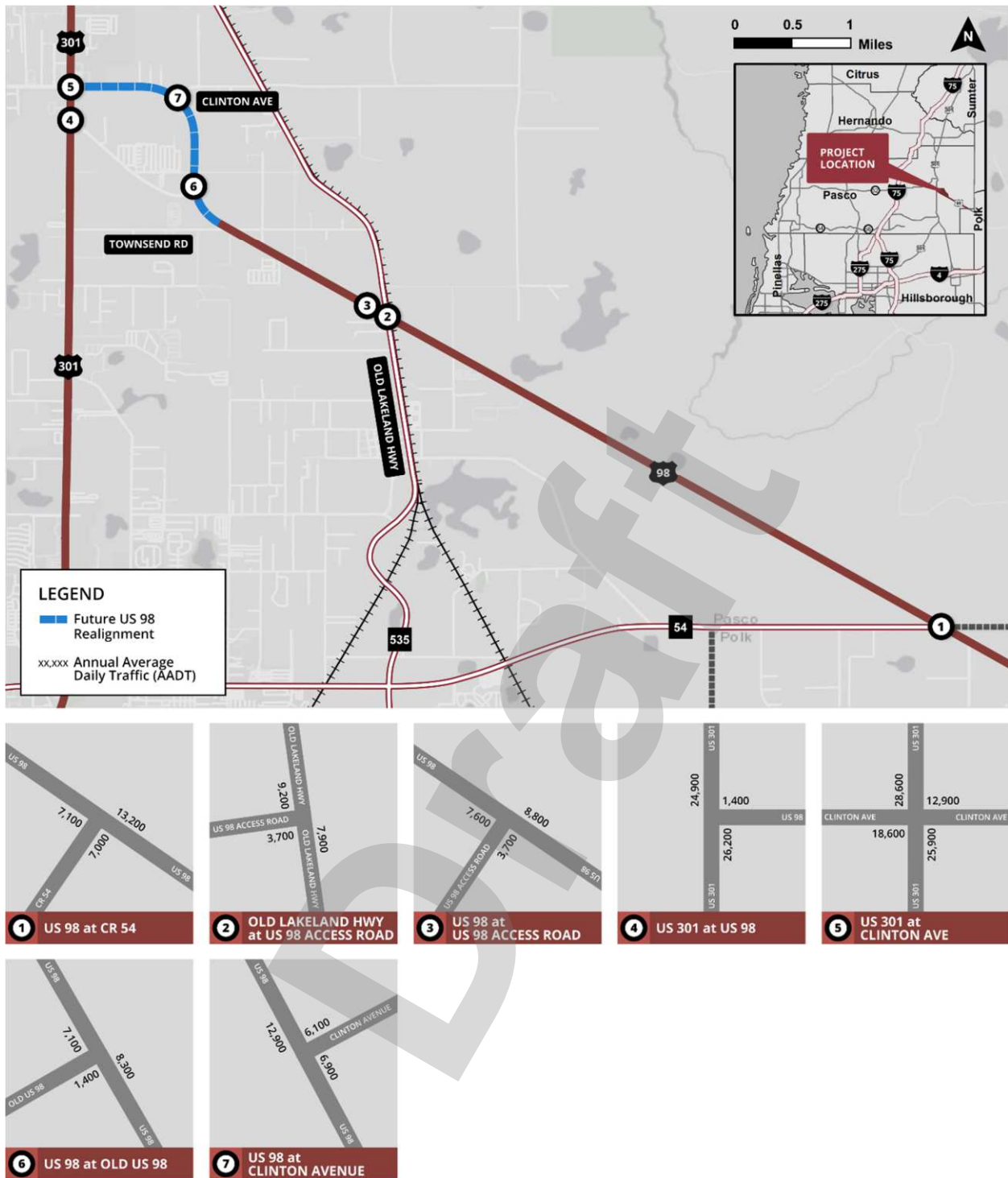


Figure 3.10: Opening Year (2025) Build AADTs

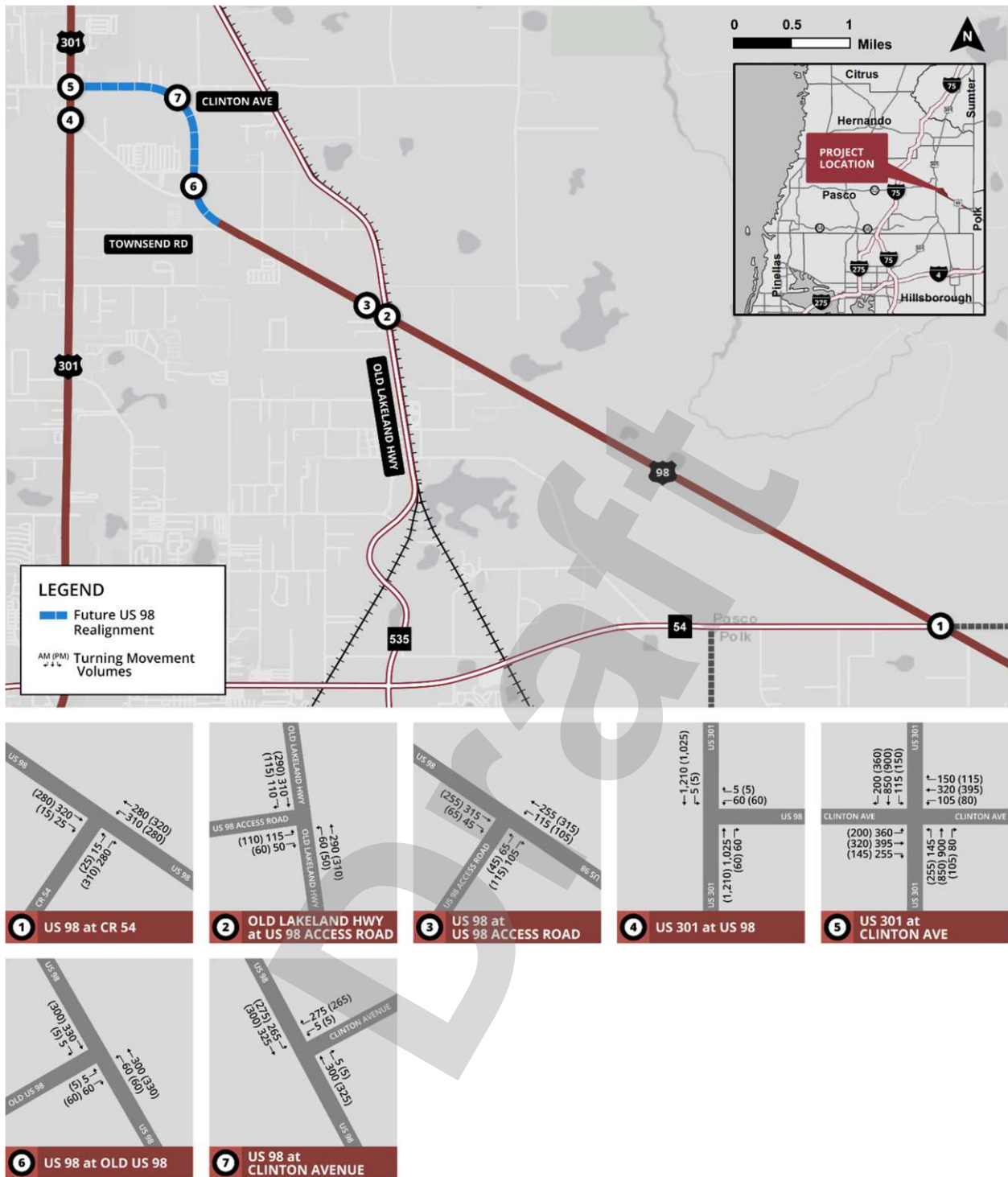


Figure 3.11: Opening Year (2025) Build Turning Movement Volumes

# 4.0 Alternatives Development

## 4.1 No-Build Alternative

The No-Build Alternative maintains the existing year (2019) lane configuration and traffic control at most study intersections and maintains the existing lanes and alignment of US 98 within the study area. The only variation from the existing year (2019) conditions under the No-Build Alternative is the inclusion of a signal at the intersection of Old Lakeland Highway and US 98 Access which was designed by others and planned by Pasco County. The No-Build Alternative lane geometry and intersection control can be found in **Figure 4.1**.

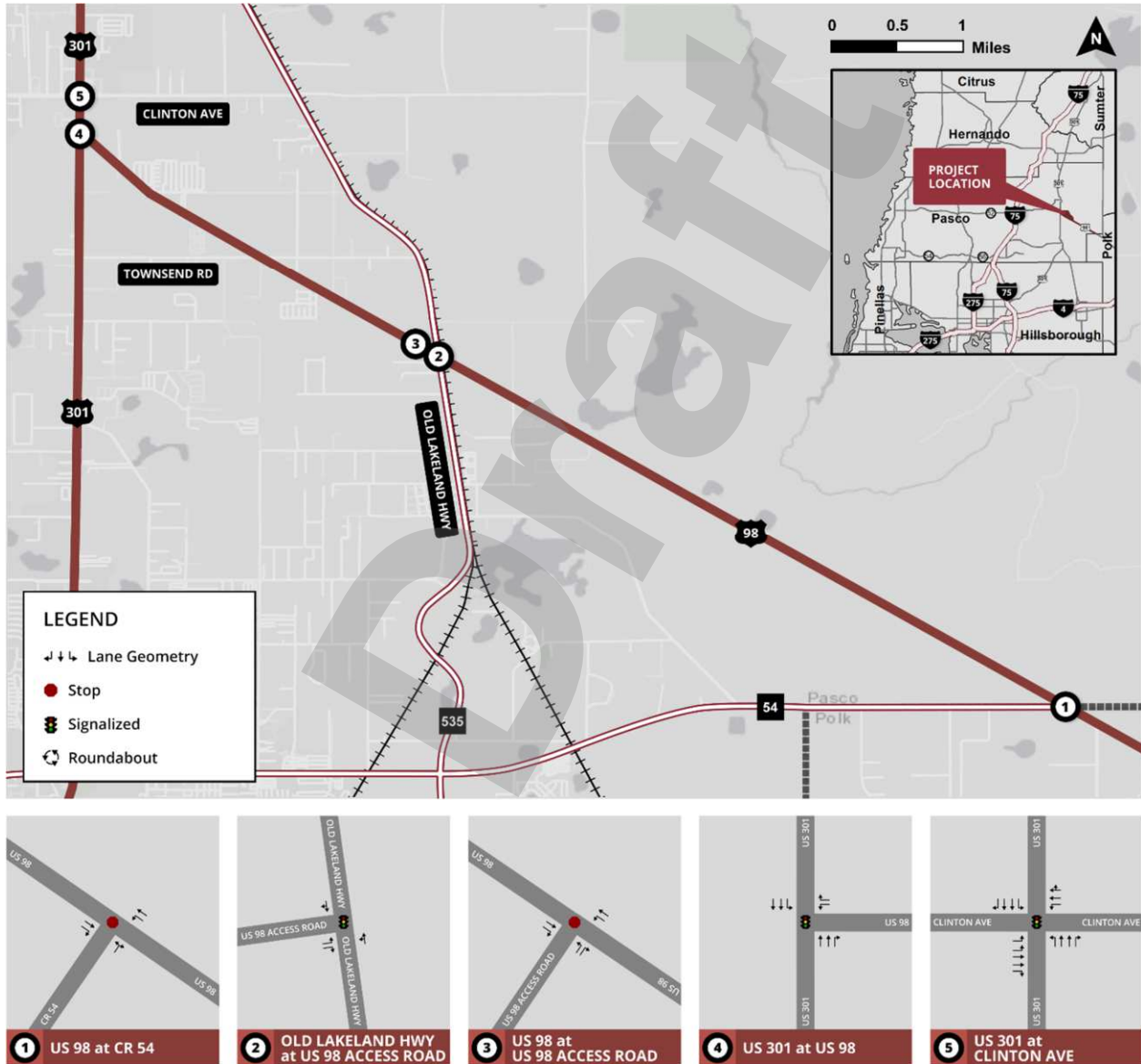


Figure 4.1: No-Build Alternative Lane Geometry

## 4.2 Build Alternative

The Build Alternative incorporates the widening of US 98 from two to four lanes and its realignment with the intersection of US 301 and Clinton Avenue. The proposed capacity and alignment improvements to US 98 is intended to improve safety and provide the necessary capacity within the study area to allow for forecasted growth and development within the study area. All study intersections under the Build Alternative will also be examined for geometry and control enhancements to improve operations. Intersection with existing signals will retain their timing plans, but intersection geometrics will be examined for improvement. Based on coordination with FDOT District 7, currently unsignalized intersections and the two proposed intersections along US 98 with Old US 98 and Clinton Avenue were analyzed using Intersection Control Evaluation (ICE) Stage 1 procedures under the following intersection control types:

- Two-way stop-control;
- Signalization; and
- 2x1 Roundabout.

Based upon the results of the ICE Stage 1 screening, which can be found in **Appendix L**, the intersection recommended for inclusion in this analysis is summarized in **Table 4.1**. Software analysis used to accompany those analysis can be found in **Table 4.2**.

Table 4.1: Build Alternative Intersection Control

ID	Intersection	Two-Way Stop Control	Traffic Signal	2L x 1L Roundabout
1	US 98 and CR 54		X	
2	US 98 Access and Old Lakeland Highway		X	
3	US 98 and US 98 Access		X	
4	US 301 and US 98		X	
5	US 301 and Clinton Avenue		X	
6	US 98 and Old US 98	X		
7	US 98 and Clinton Avenue			X

Table 4.2: Intersection Alternative Analysis Software

Software		Intersection		
Name	Version	Two-Way Stop	Signal	Roundabout
HCS/HCM	7.0	X		
Synchro	10.0		X	
SIDRA	9.0			X

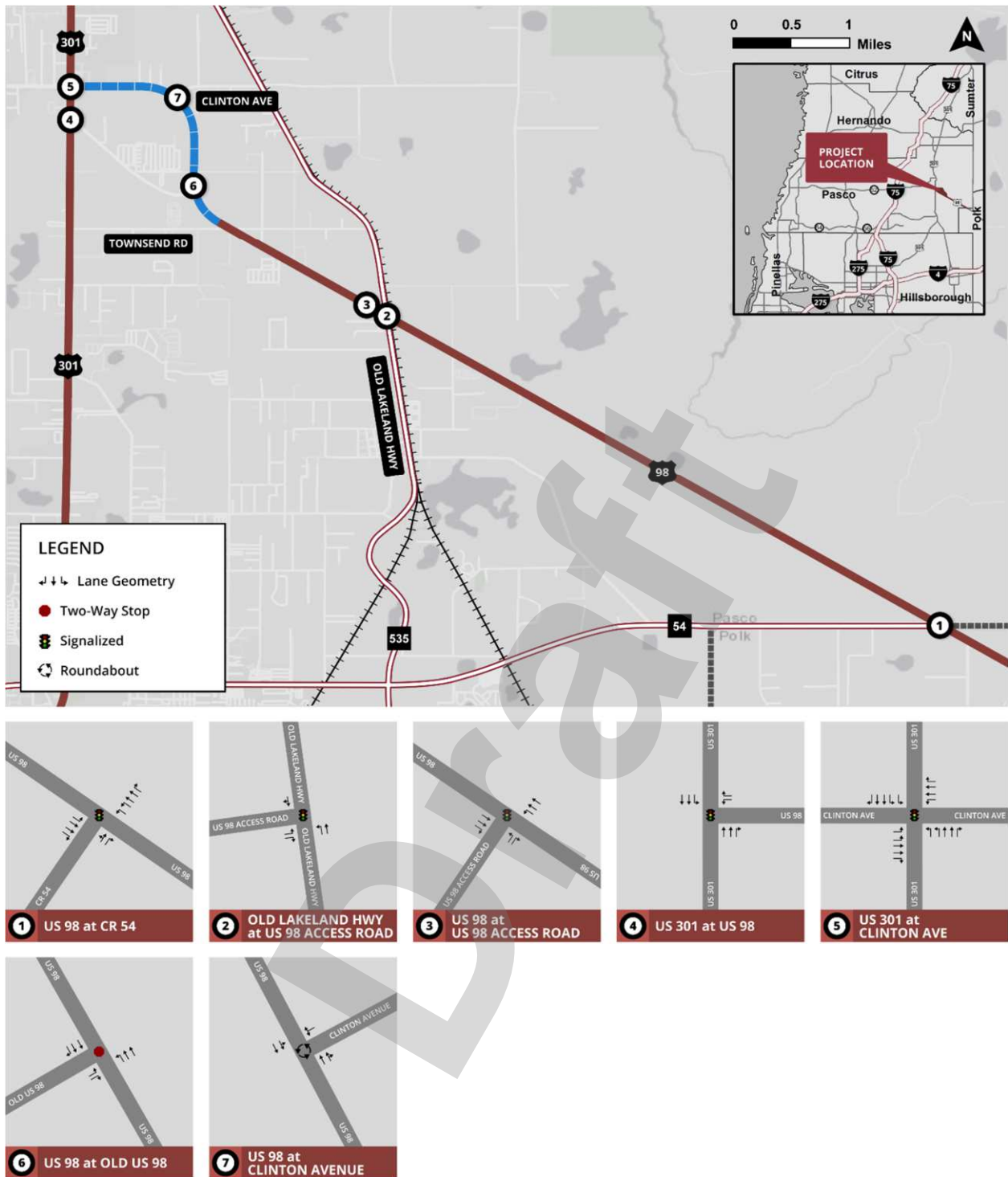


Figure 4.1: Build Alternative Lane Geometry



# 5.0 Future Conditions Analysis

## 5.1 Opening Year (2025) Operational Analysis

An analysis of the US 98 study corridor was conducted to examine the No-Build and Build Alternatives under the opening year (2025) of the proposed improvements. Intersection control analysis at study intersections will include queue, LOS, and delay. Segment analysis along US 98 and US 301 will include LOS and volume to capacity ratios.

### 5.1.1 Opening Year (2025) No-Build Alternative Analysis

The No-Build alternative includes all the intersection control and capacity present under the existing year (2019) condition with No-Build opening year (2025) volume, and includes a signal at the intersection of US 98 Access Road and Old Lakeland Highway. The analysis summarized in this section can be found in **Appendix M**.

#### Opening Year (2025) No-Build Intersection Analysis

The Synchro/HCS analysis results for the study area for the AM and PM peak hour can be found in **Table 5.1** and **Table 5.2**, respectively. The results indicate that the intersection of US 301 at Clinton Avenue fails to meet the LOS target of D in both the AM and PM peak hour. Queuing associated with the observed AM and PM peak hour delays can be found in **Table 5.3** and **Table 5.4**.

Table 5.1: Opening Year (2025) No-Build AM Peak Hour Intersection Operational Analysis

ID	Intersection	Eastbound		Westbound		Northbound		Southbound		Overall	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	US 98 and CR 54+	19.7*	C	-	-	9.1*	A	8.0*	A	-	-
2	US 98 Access and Old Lakeland Highway	53.3	D	-	-	3.1	A	2.8	A	10.4	B
3	US 98 and US 98 Access	-	-	8.4*	A	21.3*	C	-	-	-	-
4	US 301 and US 98	-	-	32.5	C	24.4	C	3.4	A	14.5	B
5	US 301 and Clinton Avenue	412.1	F	50.6	D	10.9	B	21.1	C	121.5	F

Red highlight indicates that the delay does not meet the LOS targets, D for Urban, C for Rural

+Rural intersection with LOS C Target

\*Stop controlled left turn movement delay

Table 5.2: Opening Year (2025) No-Build PM Peak Hour Intersection Operational Analysis

ID	Intersection	Eastbound		Westbound		Northbound		Southbound		Overall	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	US 98 and CR 54+	23.4*	C	-	-	8.8*	A	8.1*	A	-	-
2	US 98 Access and Old Lakeland Highway	50.6	D	-	-	3.1	A	2.6	A	9.8	A
3	US 98 and US 98 Access	-	-	8.2*	A	19.1*	C	-	-	-	-
4	US 301 and US 98	-	-	36.1	D	27.3	C	5.1	A	18.6	B
5	US 301 and Clinton Avenue	212.7	<b>F</b>	57.3	<b>E</b>	12.1	B	35.3	D	58.1	<b>E</b>

Red highlight indicates that the delay does not meet the LOS targets, D for Urban, C for Rural  
 +Rural intersection with LOS C Target  
 \*Stop controlled left turn movement delay

Table 5.3: Opening Year (2025) No-Build AM Peak Hour Queue Analysis

ID	Intersection	Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	US 98 and CR 54	100	-	+	-	-	-	50	-	-	-	-	-
2	US 98 Access and Old Lakeland Highway	175	-	-	-	-	-	75	-	-	-	50	+
3	US 98 and US 98 Access	-	-	-	25	-	-	25	-	25	-	-	-
4	US 301 and US 98	-	-	-	75	-	300	-	425	50	150	25	-
5	US 301 and Clinton Avenue	350	100	<b>1875</b>	150	125	+	175	175	25	25	375	175

Red indicates turn bay where queue exceeds available storage  
 +Shared Lanes

Table 5.4: Opening Year (2025) No-Build PM Peak Hour Queue Analysis

ID	Intersection	Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	US 98 and CR 54	150	-	+	-	-	-	25	-	-	-	-	-
2	US 98 Access and Old Lakeland Highway	150	-	-	-	-	-	75	-	-	-	50	+
3	US 98 and US 98 Access	-	-	-	25	-	-	25	-	25	-	-	-
4	US 301 and US 98	-	-	-	75	-	350	-	550	50	200	25	-
5	US 301 and Clinton Avenue	175	100	<b>1025</b>	125	150	+	425	25	25	50	550	400

Red indicates turn bay where queue exceeds available storage  
 +Shared Lanes

### Opening Year (2025) No-Build Segment Analysis

Segment analysis was conducted along US 98 and US 301 for the opening year (2025) AM and PM peak hour directional volume under No-Build condition and is shown in **Table 5.5** and **Table 5.6**. The result of the analysis indicates that both facilities operate at LOS D and C targets under the No-Build condition.

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Table 5.5: Opening Year (2025) No-Build AM Directional Peak Hour Segment Operation Analysis

From	To	Peak Hour Volume		Number of Lanes	LOS Threshold	FDOT Generalized LOS Table		Arterial LOS		Arterial V/C	
		NB/EB	SB/WB			Area Type	Classification	NB/E B	SB/W B	NB/EB	SB/WB
<i>US 98</i>											
CR 54	US 98 Access Road	370	420	1	450	Rural	Uninterrupted Flow Highways (Rural)	C	C	0.51	0.58
US 98 Access Road	US 301	360	390	1	1200	Urbanized	Uninterrupted Flow Highways	B	B	0.30	0.33
<i>US 301</i>											
South of US 98	US 98	1085	1270	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.54	0.64
US 98	Clinton Avenue	1420	1530	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.71	0.77
Clinton Avenue	North of Clinton Avenue	1410	1165	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.71	0.58

Notes:

LOS Threshold represents acceptable LOS peak hour demand for LOS C in 'rural' conditions and LOS D in 'urban' conditions

Red highlight indicates that the delay does not meet the LOS targets

Table 5.6: Opening Year (2025) No-Build PM Directional Peak Hour Segment Operation Analysis

From	To	Peak Hour Volume		Number of Lanes	LOS Threshold	FDOT Generalized LOS Table		Arterial LOS		Arterial V/C	
		NB/EB	SB/WB			Area Type	Classification	NB/EB	SB/WB	NB/EB	SB/WB
<i>US 98</i>											
CR 54	US 98 Access Road	420	370	1	450	Rural	Uninterrupted Flow Highways (Rural)	C	C	0.58	0.51
US 98 Access Road	US 301	390	360	1	1200	Urbanized	Uninterrupted Flow Highways	B	B	0.33	0.30
<i>US 301</i>											
South of US 98	US 98	1270	1085	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.64	0.54
US 98	Clinton Avenue	1530	1420	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.77	0.71
Clinton Avenue	North of Clinton Avenue	1165	1410	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.58	0.71

LOS Threshold represents acceptable LOS peak hour demand for LOS C in 'rural' conditions and LOS D in 'urban' conditions

Red highlight indicates that the delay does not meet the LOS targets

### 5.1.2 Opening Year (2025) Build Alternative Analysis

The Build Alternative incorporates the widening of US 98 from two to four lanes and its realignment with the intersection of US 301 and Clinton Avenue. To evaluate the opening year (2025) operational characteristics of the study area, operational analyses were conducted using Synchro 10 for signalized intersections, HCS7 for stop-controlled intersections and Sidra 9 for roundabouts. The operational analysis consisted of intersection delay, level of service (LOS), and queue analysis. HCM methodologies were used to estimate the LOS for each study intersection based on the intersection delay resulting from the Synchro and HCS analysis. The analysis summarized in this section can be found in **Appendix M**.

#### Opening Year (2025) Build Intersection Analysis

The Synchro/HCS/Sidra analysis results for the study area for the AM and PM peak hour can be found in **Table 5.7** and **Table 5.8**, respectively. The results indicate that the intersection of US 301 at Clinton Avenue fails to meet the LOS target of D in the AM peak hour. The delays reduced significantly in the Build conditions compared to the No-Build conditions for most of the intersections. Queuing associated with the observed AM and PM peak hour delays can be found in **Table 5.9** and **Table 5.10**. The queues in the Build conditions also reduced significantly comparing to the No-Build conditions.

**Table 5.7: Opening Year (2025) Build AM Peak Hour Intersection Operational Analysis**

ID	Intersection	Eastbound		Westbound		Northbound		Southbound		Overall	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	US 98 and CR 54+	47.1	D	-	-	25.6	C	6.0	A	19.4	B
2	US 98 Access and Old Lakeland Highway	69.1	E	-	-	2.7	A	6.4	A	14.1	B
3	US 98 and US 98 Access	5.6	A	2.3	A	59.2	E	-	-	14.8	B
4	US 301 and US 98	-	-	55.6	E	14.5	B	0.4	A	8.4	A
5	US 301 and Clinton Avenue	91.0	F	58.5	E	22.9	C	22.3	C	45.4	D
6	US 98 and Old US 98	12.6*	B	-	-	8.3*	A	-	-	-	-
7	US 98 and Clinton Avenue	-	-	6.3	A	5.1	A	4.8	A	5.2	A

Red highlight indicates that the delay does not meet the LOS targets, D for Urban, C for Rural

+Rural intersection with LOS C Target

\*Stop controlled left turn movement delay

Table 5.8: Opening Year (2025) Build PM Peak Hour Intersection Operational Analysis

ID	Intersection	Eastbound		Westbound		Northbound		Southbound		Overall	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	US 98 and CR 54+	72.9	E	-	-	23.1	C	5.4	A	18.6	B
2	US 98 Access and Old Lakeland Highway	69.1	E	-	-	2.7	A	6.1	A	13.6	B
3	US 98 and US 98 Access	5.8	A	2.6	A	62.2	E	-	-	14.9	B
4	US 301 and US 98	-	-	60.9	E	13.7	B	0.3	A	9.2	A
5	US 301 and Clinton Avenue	60.8	E	80.9	F	18.7	B	25.5	C	37.9	D
6	US 98 and Old US 98	12.5*	B	-	-	8.2*	A	-	-	-	-
7	US 98 and Clinton Avenue	-	-	6.4	A	5.3	A	4.7	A	5.3	A

Red highlight indicates that the delay does not meet the LOS targets, D for Urban, C for Rural  
 +Rural intersection with LOS C Target  
 \*Stop controlled left turn movement delay

Table 5.9: Opening Year (2025) Build AM Peak Hour Queue Analysis

ID	Intersection	Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	US 98 and CR 54	25	-	25	-	-	-	200	-	-	-	50	-
2	US 98 Access and Old Lakeland Highway	225	-	-	-	-	-	25	50	-	-	125	-
3	US 98 and US 98 Access	-	75	-	25	25	-	125	-	325	-	-	-
4	US 301 and US 98	-	-	-	100	-	25	-	325	-	25	25	-
5	US 301 and Clinton Avenue	350	300	425	150	250	250	100	300	50	100	325	150
6	US 98 and Old US 98	-	-	25	-	-	-	25	-	-	-	-	-
7	US 98 and Clinton Avenue	-	-	-	50	-	50	-	25	25	50	50	-

Red indicates turn bay where queue exceeds available storage  
 +Shared Lanes

Table 5.10: Opening Year (2025) Build PM Peak Hour Queue Analysis

ID	Intersection	Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	US 98 and CR 54	50	-	-	-	-	-	175	25	-	-	50	-
2	US 98 Access and Old Lakeland Highway	200	-	-	-	-	-	25	50	-	-	125	-
3	US 98 and US 98 Access	-	50	-	25	25	-	75	-	375	-	-	-
4	US 301 and US 98	-	-	-	100	-	25	-	400	-	-	25	-
5	US 301 and Clinton Avenue	175	250	250	125	375	200	175	150	50	125	375	300
6	US 98 and Old US 98	-	-	25	-	-	-	25	-	-	-	-	-
7	US 98 and Clinton Avenue	-	-	-	50	-	50	-	25	25	25	25	-

Red indicates turn bay where queue exceeds available storage  
+Shared Lanes

### Opening Year (2025) Build Segment Analysis

Segment analysis was conducted along US 98 and US 301 for the opening year (2025) AM and PM peak hour directional volume under Build condition and is shown in **Table 5.11** and **Table 5.12**. The result of the analysis indicates that both facilities operate at LOS D and C targets under the Build condition. The LOS improved along the US 98 corridor due to the widening of US 98 from two to four lanes.

Table 5.11: Opening Year (2025) Build AM Directional Peak Hour Segment Operation Analysis

From	To	Peak Hour Volume		Number of Lanes	LOS Threshold	FDOT Generalized LOS Table		Arterial LOS		Arterial V/C	
		NB/EB	SB/WB			Area Type	Classification	NB/EB	SB/WB	NB/EB	SB/WB
<i>US 98</i>											
CR 54	US 98 Access Road	370	420	2	2350	Rural	Uninterrupted Flow Highways (Rural)	B	B	0.13	0.14
US 98 Access Road	Old US 98	365	390	2	2000	Urbanized	State Signalized Arterial (Class I)	B	B	0.11	0.12
Old US 98	Clinton Avenue	335	310	2	2000	Urbanized	State Signalized Arterial (Class I)	B	B	0.10	0.09
Clinton Avenue	US 301	590	575	2	2000	Urbanized	State Signalized Arterial (Class I)	C	B	0.18	0.18
<i>US 301</i>											
South of US 98	Old US 98	1085	1270	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.54	0.64
Old US 98	Clinton Avenue	1125	1210	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.56	0.61
Clinton Avenue	North of Clinton Avenue	1165	1410	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.58	0.71

LOS Threshold represents acceptable LOS peak hour demand for LOS C in 'rural' conditions and LOS D in 'urban' conditions  
 Red highlight indicates that the delay does not meet the LOS targets

Table 5.12: Opening Year (2025) Build PM Directional Peak Hour Segment Operation Analysis

From	To	Peak Hour Volume		Number of Lanes	LOS Threshold	FDOT Generalized LOS Table		Arterial LOS		Arterial V/C	
		NB/EB	SB/WB			Area Type	Classification	NB/EB	SB/WB	NB/EB	SB/WB
<i>US 98</i>											
CR 54	US 98 Access Road	420	370	2	2350	Rural	Uninterrupted Flow Highways (Rural)	B	B	0.14	0.13
US 98 Access Road	Old US 98	390	365	2	2000	Urbanized	State Signalized Arterial (Class I)	B	B	0.12	0.11
Old US 98	Clinton Avenue	310	335	2	2000	Urbanized	State Signalized Arterial (Class I)	B	B	0.09	0.10
Clinton Avenue	US 301	575	590	2	2000	Urbanized	State Signalized Arterial (Class I)	B	C	0.18	0.18
<i>US 301</i>											
South of US 98	Old US 98	1270	1085	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.64	0.54
Old US 98	Clinton Avenue	1210	1125	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.61	0.56
Clinton Avenue	North of Clinton Avenue	1410	1165	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.71	0.58

LOS Threshold represents acceptable LOS peak hour demand for LOS C in 'rural' conditions and LOS D in 'urban' conditions  
 Red highlight indicates that the delay does not meet the LOS targets

## 5.2 Design Year (2045) Operational Analysis

An analysis of the US 98 study corridor was conducted to examine the No-Build and Build Alternatives under the design year (2045) of the proposed improvements. Intersection control analysis at study intersections will include queue, LOS, and delay. Segment analysis along US 98 and US 301 will include LOS and volume to capacity ratios.

### 5.2.1 Design Year (2045) No-Build Alternative Analysis

The No-Build alternative includes all the intersection control and capacity present under the existing year (2019) condition with No-Build design year (2045) volume, and includes a signal at the intersection of US 98 Access and Old Lakeland Highway. The analysis summarized in this section can be found in **Appendix N**.

#### Design Year (2045) No-Build Intersection Analysis

The Synchro/HCS analysis results for the study area for the AM and PM peak hour can be found in **Table 5.13** and **Table 5.14**, respectively. The results indicate that both the intersection of US 301 at Clinton Avenue and US 301 at US 98 fails to meet the LOS target of D in both the AM and PM peak hour under design year (2045) No-Build conditions. The eastbound approach at US 98 and CR 54 intersection and northbound approach at US 98 and CR 54 intersection and northbound approach at US 98 and US 98 Access Road also experienced LOS F during both AM and PM peak hours. Queuing associated with the observed AM and PM peak hour delays can be found in **Table 5.15** and **Table 5.16**. Queue lengths associated with the failed approaches are also longer than the available storage lengths.

**Table 5.13: Design Year (2045) No-Build AM Peak Hour Intersection Operational Analysis**

ID	Intersection	Eastbound		Westbound		Northbound		Southbound		Overall	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	US 98 and CR 54+	7323.2*	F	-	-	27.1*	D	9.1*	A	-	-
2	US 98 Access and Old Lakeland Highway	54.2	D	-	-	5.5	A	4.8	A	15.6	B
3	US 98 and US 98 Access	-	-	10.7*	B	307.3*	F	-	-	-	-
4	US 301 and US 98	-	-	27.9	C	40.6	D	69.5	E	54.1	D
5	US 301 and Clinton Avenue	967.1	F	52.5	D	37.2	D	34.9	C	332.8	F

Red highlight indicates that the delay does not meet the LOS targets, D for Urban, C for Rural

+Rural intersection with LOS C Target

\*Stop controlled left turn movement delay

Table 5.14: Design Year (2045) No-Build PM Peak Hour Intersection Operational Analysis

ID	Intersection	Eastbound		Westbound		Northbound		Southbound		Overall	
		Delay (s/veh h)	LOS	Delay (s/veh )	LOS	Delay( s/veh)	LOS	Delay (s/veh )	LOS	Delay (s/veh )	LOS
1	US 98 and CR 54+	7574.0*	F	-	-	15.7*	C	10.1*	B	-	-
2	US 98 Access and Old Lakeland Highway	51.6	D	-	-	6.2	A	5.5	A	16.8	B
3	US 98 and US 98 Access	-	-	9.7*	A	155.6*	F	-	-	-	-
4	US 301 and US 98	-	-	49.9	D	58.9	E	86.8	F	68.9	E
5	US 301 and Clinton Avenue	418.6	F	60.5	E	150.5	F	48.4	D	167.5	F

Red highlight indicates that the delay does not meet the LOS targets, D for Urban, C for Rural  
 +Rural intersection with LOS C Target  
 \*Stop controlled left turn movement delay

Table 5.15: Design Year (2045) No-Build AM Peak Hour Queue Analysis

ID	Intersection	Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	US 98 and CR 54	6000	-	+	-	-	-	250	-	-	-	-	-
2	US 98 Access and Old Lakeland Highway	275	-	-	-	-	-	150	-	-	-	100	+
3	US 98 and US 98 Access	-	-	-	50	-	-	250	-	100	-	-	-
4	US 301 and US 98	-	-	-	100	-	600	-	600	75	1175	25	-
5	US 301 and Clinton Avenue	800	125	3675	150	200	+	800	175	50	50	550	325

Red indicates turn bay where queue exceeds available storage  
 +Shared Lanes

Table 5.16: Design Year (2045) No-Build PM Peak Hour Queue Analysis

ID	Intersection	Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	US 98 and CR 54	6150	-	+	-	-	-	125	-	-	-	-	-
2	US 98 Access and Old Lakeland Highway	300	-	-	-	-	-	175	-	-	-	125	+
3	US 98 and US 98 Access	-	-	-	25	-	-	150	-	75	-	-	-
4	US 301 and US 98	-	-	-	100	-	760	-	950	100	1025	25	-
5	US 301 and Clinton Avenue	250	175	2050	125	200	+	2250	150	50	50	600	750

Red indicates turn bay where queue exceeds available storage  
 +Shared Lanes



### Design Year (2045) No-Build Segment Analysis

Segment analysis was conducted along US 98 and US 301 for the design year (2045) AM and PM peak hour directional volume under No-Build condition and is shown in **Table 5.17** and **Table 5.18**. The result of the analysis indicates that US 98 from CR 54 to US 98 Access Road fails to meet the LOS target C for the rural segments during both AM and PM peak hour under design year (2045) No-Build conditions. Other segments along the both facilities operate at LOS D and C targets under the No-Build condition.

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Table 5.17: Design Year (2045) No-Build AM Directional Peak Hour Segment Operation Analysis

From	To	Peak Hour Volume		Number of Lanes	LOS Threshold	FDOT Generalized LOS Table		Arterial LOS		Arterial V/C	
		NB/EB	SB/WB			Area Type	Classification	NB/EB	SB/WB	NB/EB	SB/WB
<i>US 98</i>											
CR 54	US 98 Access Road	695	890	1	450	Rural	Uninterrupted Flow Highways (Rural)	C	<b>D</b>	0.95	1.22
US 98 Access Road	US 301	605	700	1	1200	Urbanized	Uninterrupted Flow Highways	B	B	0.50	0.58
<i>US 301</i>											
South of US 98	US 98	1165	1535	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.58	0.77
US 98	Clinton Avenue	1685	2050	2	2000	Urbanized	State Signalized Arterial (Class I)	C	D	0.84	1.03
Clinton Avenue	North of Clinton Avenue	1650	1405	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.83	0.70

LOS Threshold represents acceptable LOS peak hour demand for LOS C in 'rural' conditions and LOS D in 'urban' conditions  
 Red highlight indicates that the delay does not meet the LOS targets

Table 5.18: Design Year (2045) No-Build PM Directional Peak Hour Segment Operation Analysis

From	To	Peak Hour Volume		Number of Lanes	LOS Threshold	FDOT Generalized LOS Table		Arterial LOS		Arterial V/C	
		NB/EB	SB/WB			Area Type	Classification	NB/EB	SB/WB	NB/EB	SB/WB
<i>US 98</i>											
CR 54	US 98 Access Road	890	695	1	450	Rural	Uninterrupted Flow Highways (Rural)	<b>D</b>	C	1.22	0.95
US 98 Access Road	US 301	700	605	1	1200	Urbanized	Uninterrupted Flow Highways	B	B	0.58	0.50
<i>US 301</i>											
South of US 98	US 98	1535	1165	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.77	0.58
US 98	Clinton Avenue	2050	1685	2	2000	Urbanized	State Signalized Arterial (Class I)	D	C	1.03	0.84
Clinton Avenue	North of Clinton Avenue	1405	1650	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.70	0.83

LOS Threshold represents acceptable LOS peak hour demand for LOS C in 'rural' conditions and LOS D in 'urban' conditions  
 Red highlight indicates that the delay does not meet the LOS targets

## 5.2.2 Design Year (2045) Build Alternative Analysis

The Build Alternative incorporates the widening of US 98 from two to four lanes and its realignment with the intersection of US 301 and Clinton Avenue. To evaluate the design year (2045) operational characteristics of the study area, operational analyses were conducted using Synchro 10 for signalized intersections, HCS7 for stop-controlled intersections and Sidra 9 for roundabouts. The operational analysis consisted of intersection delay, level of service (LOS), and queue analysis. HCM methodologies were used to estimate the LOS for each study intersection based on the intersection delay resulting from the Synchro and HCS analysis. The analysis summarized in this section can be found in **Appendix N**.

### Design Year (2045) Build Intersection Analysis

The Synchro/HCS/Sidra analysis results for the study area for the AM and PM peak hour can be found in **Table 5.19** and **Table 5.20**, respectively. The results indicate that the intersection of US 301 at Clinton Avenue fails to meet the LOS target of D in both the AM and PM peak hour. The delays reduced significantly in the Build conditions compared to the No-Build conditions for most of the intersections. Queuing associated with the observed AM and PM peak hour delays can be found in **Table 5.21** and **Table 5.22**. The queues in the Build conditions also reduced significantly comparing to the No-Build conditions.

**Table 5.19: Design Year (2045) Build AM Peak Hour Intersection Operational Analysis**

ID	Intersection	Eastbound		Westbound		Northbound		Southbound		Overall	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	US 98 and CR 54+	37.0	D	-	-	29.3	C	27.9	C	30.3	C
2	US 98 Access and Old Lakeland Highway	68.2	E	-	-	5.0	A	9.9	A	20.3	C
3	US 98 and US 98 Access	12.2	B	6.2	A	58.1	E	-	-	18.1	B
4	US 301 and US 98	-	-	58.7	E	15.3	B	0.5	A	9.0	A
5	US 301 and Clinton Avenue	313.5	F	134.8	F	25.9	C	26.2	C	135.7	F
6	US 98 and Old US 98	17.1*	C	-	-	9.5*	A	-	-	-	-
7	US 98 and Clinton Avenue	-	-	9.7	A	6.5	A	6.2	A	7.0	A

Red highlight indicates that the delay does not meet the LOS targets, D for Urban, C for Rural  
+Rural intersection with LOS C Target

\*Stop controlled left turn movement delay

Table 5.20: Design Year (2045) Build PM Peak Hour Intersection Operational Analysis

ID	Intersection	Eastbound		Westbound		Northbound		Southbound		Overall	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	US 98 and CR 54+	32.0	C	-	-	22.2	C	18.4	B	22.2	C
2	US 98 Access and Old Lakeland Highway	67.8	E	-	-	5.8	A	10.9	B	22.4	C
3	US 98 and US 98 Access	10.6	B	5.6	A	58.1	E	-	-	15.6	B
4	US 301 and US 98	-	-	62.3	E	15.9	B	0.3	A	11.0	B
5	US 301 and Clinton Avenue	75.9	E	257.8	F	30.5	C	37.0	D	82.9	F
6	US 98 and Old US 98	15.8*	C	-	-	8.9*	A	-	-	-	-
7	US 98 and Clinton Avenue	-	-	10.2	B	7.9	A	5.9	A	7.3	A

Red highlight indicates that the delay does not meet the LOS targets, D for Urban, C for Rural

+Rural intersection with LOS C Target

\*Stop controlled left turn movement delay

Table 5.21: Design Year (2045) Build AM Peak Hour Queue Analysis

ID	Intersection	Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	US 98 and CR 54	25	-	550	-	-	-	375	150	-	-	400	-
2	US 98 Access and Old Lakeland Highway	325	-	-	-	-	-	25	125	-	-	200	-
3	US 98 and US 98 Access	-	200	-	100	100	-	125	-	650	-	-	-
4	US 301 and US 98	-	-	-	150	-	25	-	350	-	-	25	-
5	US 301 and Clinton Avenue	800	750	1325	150	525	475	150	300	75	150	375	250
6	US 98 and Old US 98	25	-	25	-	-	-	25	-	-	-	-	-
7	US 98 and Clinton Avenue	-	-	-	75	-	75	-	50	50	50	50	-

Red indicates turn bay where queue exceeds available storage

+Shared Lanes

Table 5.22: Design Year (2045) Build PM Peak Hour Queue Analysis

ID	Intersection	Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
1	US 98 and CR 54	50	-	250	-	-	-	350	125	-	-	250	-
2	US 98 Access and Old Lakeland Highway	375	-	-	-	-	-	25	125	-	-	200	-
3	US 98 and US 98 Access	-	150	-	100	125	-	100	-	600	-	-	-
4	US 301 and US 98	-	-	-	125	-	25	-	500	-	25	25	-
5	US 301 and Clinton Avenue	250	400	400	125	925	375	225	300	75	200	425	625
6	US 98 and Old US 98	-	-	25	-	-	-	25	-	-	-	-	-
7	US 98 and Clinton Avenue	-	-	-	75	-	75	-	50	50	50	50	-

Red indicates turn bay where queue exceeds available storage  
+Shared Lanes

### Design Year (2045) Build Segment Analysis

Segment analysis was conducted along US 98 and US 301 for the design year (2045) AM and PM peak hour directional volume under Build condition and is shown in **Table 5.23** and **Table 5.24**. The result of the analysis indicates that both facilities operate at LOS D and C targets under the design year (2045) Build condition. The LOS improved along the US 98 corridor due to the widening of US 98 from two to four lanes.

Table 5.23: Design Year (2045) Build AM Directional Peak Hour Segment Operation Analysis

From	To	Peak Hour Volume		Number of Lanes	LOS Threshold	FDOT Generalized LOS Table		Arterial LOS		Arterial V/C	
		NB/EB	SB/WB			Area Type	Classification	NB/EB	SB/WB	NB/EB	SB/WB
<i>US 98</i>											
CR 54	US 98 Access Road	695	890	2	2350	Rural	Uninterrupted Flow Highways (Rural)	B	B	0.24	0.31
US 98 Access Road	Old US 98	595	690	2	2000	Urbanized	State Signalized Arterial (Class I)	B	B	0.18	0.21
Old US 98	Clinton Avenue	620	505	2	2000	Urbanized	State Signalized Arterial (Class I)	B	B	0.19	0.15
Clinton Avenue	US 301	910	850	2	2000	Urbanized	State Signalized Arterial (Class I)	B	B	0.28	0.26
<i>US 301</i>											
South of US 98	Old US 98	1165	1535	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.58	0.77
Old US 98	Clinton Avenue	1195	1445	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.60	0.72
Clinton Avenue	North of Clinton Avenue	1405	1650	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.70	0.83

LOS Threshold represents acceptable LOS peak hour demand for LOS C in 'rural' conditions and LOS D in 'urban' conditions  
 Red highlight indicates that the delay does not meet the LOS targets

Table 5.24: Design Year (2045) Build PM Directional Peak Hour Segment Operation Analysis

From	To	Peak Hour Volume		Number of Lanes	LOS Threshold	FDOT Generalized LOS Table		Arterial LOS		Arterial V/C	
		NB/EB	SB/WB			Area Type	Classification	NB/EB B	SB/WB B	NB/EB	SB/WB B
<i>US 98</i>											
CR 54	US 98 Access Road	890	695	2	2350	Rural	Uninterrupted Flow Highways (Rural)	B	B	0.31	0.24
US 98 Access Road	Old US 98	690	595	2	2000	Urbanized	State Signalized Arterial (Class I)	B	B	0.21	0.18
Old US 98	Clinton Avenue	505	620	2	2000	Urbanized	State Signalized Arterial (Class I)	B	B	0.15	0.19
Clinton Avenue	US 301	850	910	2	2000	Urbanized	State Signalized Arterial (Class I)	B	B	0.26	0.28
<i>US 301</i>											
South of US 98	Old US 98	1535	1165	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.77	0.58
Old US 98	Clinton Avenue	1445	1195	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.72	0.60
Clinton Avenue	North of Clinton Avenue	1650	1405	2	2000	Urbanized	State Signalized Arterial (Class I)	C	C	0.83	0.70

LOS Threshold represents acceptable LOS peak hour demand for LOS C in 'rural' conditions and LOS D in 'urban' conditions  
 Red highlight indicates that the delay does not meet the LOS targets



# 6.0 Summary and Recommendations

Recommended improvements were developed by analyzing the safety and operational performance of US 98 for Existing Year (2019), Opening Year (2025), and Design Year (2045) by considering the following ACER improvements: widening US 98 from two to four lanes, from the Polk County Line/CR 54 to US 301 and the realignment of US 98 to meet Clinton Avenue, east of US 301, which includes the addition of two intersections along the new US 98 with Old US 98 and Clinton Avenue.

The results for the Build Alternative suggested the following:

- Most study intersections met target LOS D during AM and PM peak hours for both opening year (2025) and design year (2045) under the signalized concepts with the exception of US 301 at Clinton Avenue. However, the overall delay at US 301 at Clinton Avenue is reduced under the Build Conditions compared to the No-Build Conditions.
- The signalization of the intersections of US 98 at CR 54 and US 98 at US 98 Access Road will also address safety deficiencies, potentially reducing crash rates that reported above statewide average. Traffic signals will serve as a countermeasure against the most frequent crash types left turn and angle (44%) crashes.
- The screening of roundabout alternatives yielded only a single viable intersection candidate at the US 98 at Clinton Avenue intersection. The roundabout scenario operated at LOS A for both AM and PM peak hours for both opening (2025) and design (2045) year and will best serve as a transition to a more urban context to the west as that area continues to densify. This scenario will also assist in reducing congestion, the high number of rear end crashes, aggressive driving behavior, and the weave issue between US 98 and Clinton Avenue.

**Table 6.1** summarizes the intersection analysis of the No-Build and Build scenarios and **Table 6.2** summarizes the segment analyses of the No-Build and Build scenarios. The widening of US 98 will ultimately improve existing capacity on US 98 and US 301 segments, mitigate projected safety and operational deficiencies and highlight key design roadway and safety enhancements necessary to improve traffic safety and provide system linkage/regional connectivity from the proposed realignment of US 98.

Table 6.1: Intersection Analysis Summary

ID	Intersection	No-Build (2045) Operations				Build (2045) Operations			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
1	US 98 and CR 54+	7372.3*	F	7574*	F	30.3	C	22.2	C
2	US 98 Access and Old Lakeland Highway	15.6	B	16.8	B	20.3	C	22.4	C
3	US 98 and US 98 Access Road	307.3*	F	155.6*	F	18.1	B	15.6	B
4	US 301 and US 98	68.6	E	101.2	F	9.0	A	11.1	B
5	US 301 and Clinton Avenue	332.4	F	167.3	F	135.7	F	82.9	E
6	US 98 and Old US 98	-	-	-	-	17.1*	C	15.8*	C
7	US 98 and Clinton Avenue	-	-	-	-	7.0	A	7.3	A

Red highlight indicates that the delay does not meet the LOS targets, D for Urban, C for Rural  
 +Rural intersection with LOS C Target  
 \*Stop controlled left turn movement delay

Draft

Table 6.2: Segment Analysis Summary

From	To	No Build								Build							
		AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
		Arterial LOS		Arterial V/C		Arterial LOS		Arterial V/C		Arterial LOS		Arterial V/C		Arterial LOS		Arterial V/C	
NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB
<i>US 98</i>																	
CR 54	US 98 Access Road	C <sup>+</sup>	D <sup>+</sup>	0.95	1.22	D <sup>+</sup>	C <sup>+</sup>	1.22	0.95	B <sup>+</sup>	B <sup>+</sup>	0.24	0.31	B <sup>+</sup>	B <sup>+</sup>	0.31	0.24
US 98 Access Road	Old US 98									B	B	0.18	0.21	B	B	0.21	0.18
Old US 98	Clinton Avenue	B	B	0.50	0.58	B	B	0.58	0.50	B	B	0.19	0.15	B	B	0.15	0.19
Clinton Avenue	US 301									B	B	0.28	0.26	B	B	0.26	0.28
<i>US 301</i>																	
South of US 98	Old US 98	C	C	0.58	0.77	C	C	0.77	0.58	C	C	0.58	0.77	C	C	0.77	0.58
Old US 98	Clinton Avenue	C	D	0.84	1.03	D	C	1.03	0.84	C	C	0.60	0.72	C	C	0.72	0.60
Clinton Avenue	North of Clinton Avenue	C	C	0.83	0.70	C	C	0.70	0.83	C	C	0.70	0.83	C	C	0.83	0.70

LOS Threshold represents acceptable LOS peak hour demand for LOS C in 'rural' conditions and LOS D in 'urban' conditions  
 Red highlight indicates that the delay does not meet the LOS targets

# Appendices



# Appendix A

Traffic Analysis Methodology

Draft

# Traffic Methodology Statement *(Draft)*

Project Development and Environment  
(PD&E) Study

## Pasco County, Florida

US 98/SR 35/SR 700 from Polk County Line/CR 54 to US 301/US 98/SR 35/SR 700

Financial Project ID: 443368-2-22-01

### Prepared For:

Florida Department of Transportation, District 7  
11201 McKinley Drive, Tampa, FL 33612



May, 2021

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Draft



# 1.0 Methodology Statement Purpose

The purpose of this Statement is to summarize the process that will be employed to collect traffic data, develop traffic forecasts, and perform operational and safety analyses for the existing and proposed corridor alternatives developed for the US 98/SR 35/SR 700 from Polk County Line/CR 54 to US 301/US 98/SR 35/SR 700 Project Development and Environment (PD&E) Study and the US 301/US 98/SR 35/SR 700/Clinton Avenue Intersection Realignment Study.

## 2.0 Existing Analysis

### 2.1 Study Area

The project study area is shown in **Figure 1.1** and is bounded by the following study intersections:

- US 98 at CR 54 (Stop Controlled)
- US 98/Old Lakeland Highway Access Road at Old Lakeland Highway (Stop Controlled)
- US 98 at US 98/Old Lakeland Highway Access Road (Stop Controlled)
- US 98 at US 301 (Signalized)
- US 301 at Clinton Avenue (Signalized)

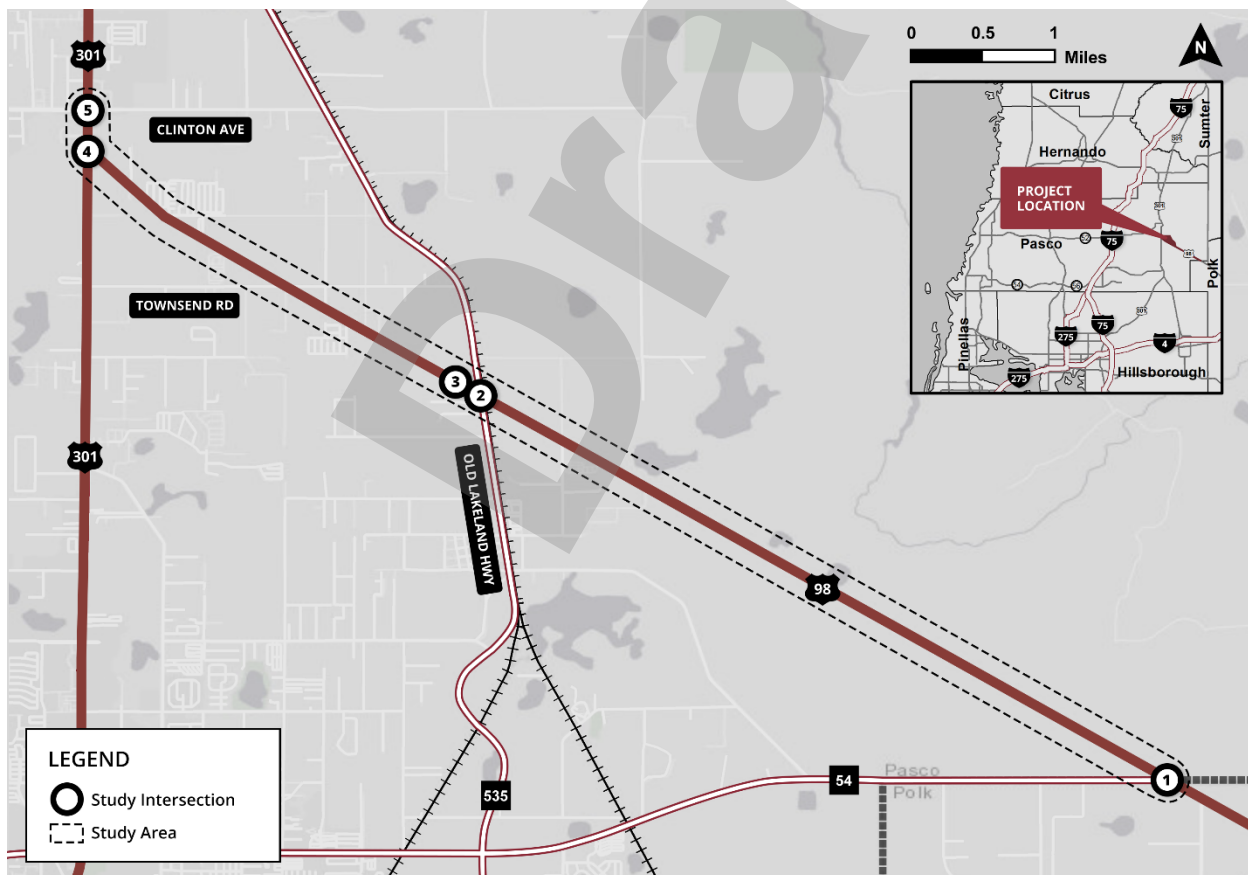


Figure 1.1: Project Location Map

## 2.2 Traffic Data Collection

As part of the previously conducted Alternative Corridor Evaluation (ACE) Study, 72-hour bi-directional (approach and departure volumes at 15-minute increments) machine classification counts, 48-hour bi-directional (approach and departure volumes at 15-minute increments) approach counts, 2-hour AM (from 7:00 AM to 9:00 AM) and PM (from 4:00 PM to 6:00 PM) turning movement, pedestrian, and bicycle counts were collected between May 7 and May 9 of 2019 unless otherwise denoted. These counts are summarized below and are illustrated in **Figure 2.1**.

### 72-hour Classification Count Locations:

- US 98, East of Old Lakeland Highway
- Old Lakeland Highway, South of US 98
- US 301, South of US 98
- US 301, North of Clinton Avenue
- Clinton Avenue, West of US 301

### 48-hour Machine Count Locations

- US 98, West of US 98/Old Lakeland Highway Access Road
- US 98, East of US 301
- Old Lakeland Highway, North of US 98
- US 301, South of Clinton Avenue
- Clinton Avenue, East of US 301

### 4-hour Turning Movement Count Locations

- US 98 at CR 54 (Collected in March 2021)
- US 98/Old Lakeland Highway Access Road at Old Lakeland Highway
- US 98 at US 301
- US 301 at Clinton Avenue

It should be noted that the US 98 at US 98/Old Lakeland Highway Access Road demand will be estimated based upon field collected data.

While COVID-19 has significantly impacted data collection efforts throughout the country during 2020, this project was able to collect the data in 2019 and largely avoided the impacts of the pandemic on our data collection efforts. Due to this, we intend to use the existing year of 2019 for all analyses.

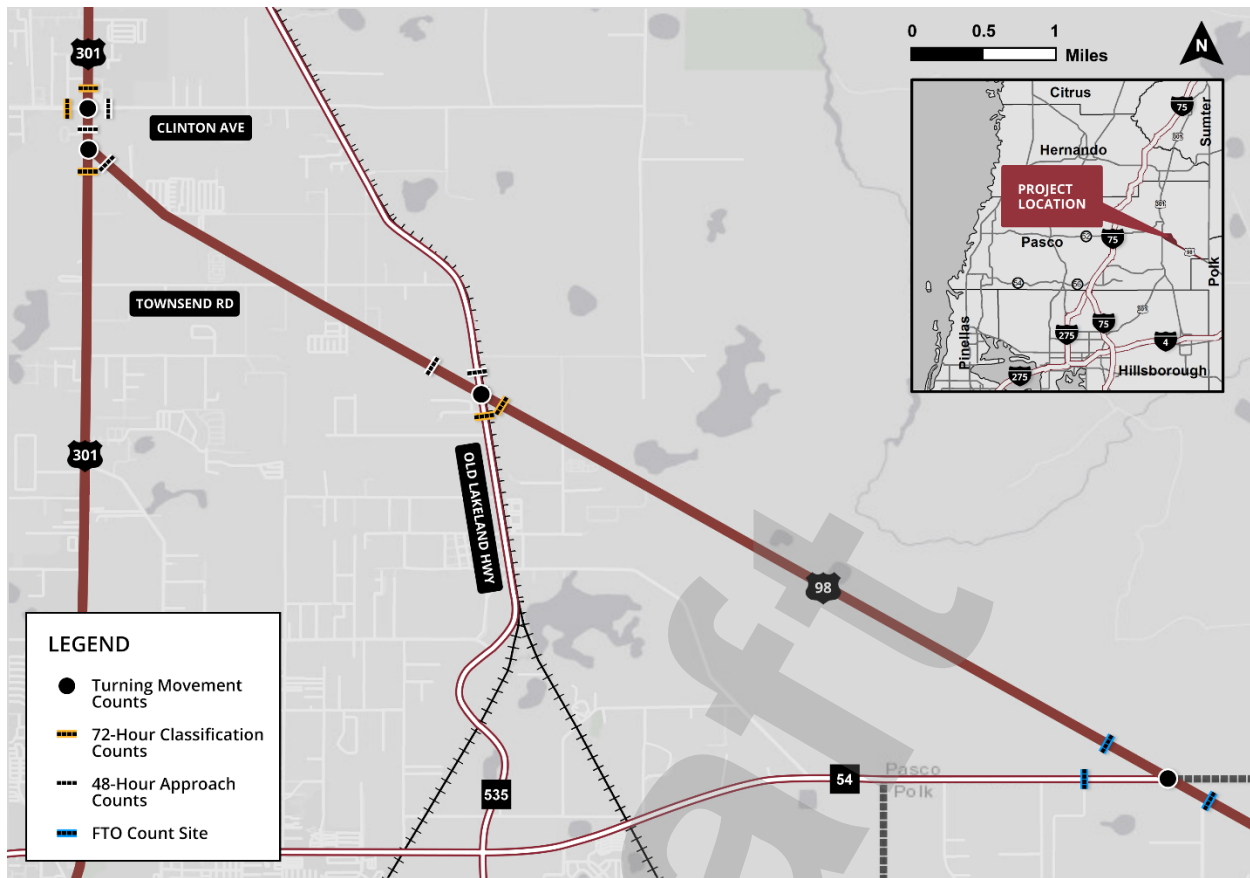


Figure 2.2: Traffic Count Locations

## 2.3 Design Traffic Factors

### 2.3.1 K-Factor

In accordance with the FDOT Project Traffic Forecasting Handbook 2019, the standard K-factor of 9.0 percent is recommended for use on this project.

### 2.3.2 D-Factor

D-factors will be determined based on an observation of the 5-year average from the Florida Traffic Online (FTO) database count locations within the study area. Observed averages will be compared with field data for consistency. If continuous count stations are present within the study area, special emphasis will be placed upon that data. If no FTO count is available, D-factors from the field collected data will be used.

### 2.3.3 Design Hour Truck Factor

The truck percentage ( $T_{24}$ ) will be calculated based on the weighted averages from the 72-hour vehicular classification counts for the study area and compared to the FTO database count stations within the study area for reasonableness. The Design Hour Truck (DHT) percentage used for analysis will be calculated as  $T_{24}$  divided by 2.

### 2.3.4 Peak Hour Factor

A peak hour factor (PHF) of 0.95 will be used for all analysis.

## 2.4 Existing Year (2019) Directional Design Hour Volumes

The existing year (2019) Annual Average Daily Traffic (AADT) volumes will be developed through an iterative process, beginning with taking the 48-hour approach and 72-hour classification counts and taking their daily average to develop the Average Daily Traffic (ADT) throughout the corridor. To normalize the ADT to AADT, two adjustment factors, axle correction factors (ACF) and seasonal factors (SF), will be applied to the ADT to yield AADTs. It should be noted that ACF will not be applied to 72-hour classification count locations.

FDOT FTO database counts will be used to supplement the collected field data and used as a point of comparison as a reasonability check to the field data collection effort. When available, the AADT found in the FTO database will be used. AADTs will be reviewed throughout the study area to ensure demand throughout the network did not represent any unreasonable imbalance.

The existing year (2019) AADTs yielded by this review will serve as the basis for the development of AM and PM Directional Design Hour Volume (DDHV) and turning movement volumes. The existing year (2019) AADT volumes will then be multiplied by K and D factors to obtain existing year (2019) AM and PM DDHVs. The resultant DDHVs from this method will be smoothed and compared to field collected data to check for reasonableness. The DDHVs will be adjusted to account for situations where resultant volumes are lower than the measured count data.

Due to the rural nature and high truck percentages within the study area, it is reasonable to assume a large portion of pass-through trips during AM and PM peak hours, which do not traditionally yield a returning trip. With significant development planned within the study area, future travel patterns are expected to shift to a more suburban condition where trips are expected to reciprocate between the AM and PM peak hours more uniformly. Due to this logic, all design volumes will be developed such that the AM and PM peak hour volumes will be reciprocated.

The intersection turning movement counts contained within the study area will serve as the basis for intersection volume distribution. DDHVs will be distributed by field measured turning movement percentages and then checked for reasonableness. Smoothing will ensure reciprocation of the highest volume movement between the AM and PM peak hours.

# 3.0 Travel Demand Forecasting

## 3.1 Travel Demand Model

The modeling efforts for this analysis will build off the FDOT's efforts on the State Road 56 ACER (FPID: 443367-1-22-01) and is based off the Tampa Bay Regional Planning Model (TBRPM), Version 9.1 with the base year 2015 and horizon year 2045.

This study will expand on the 2015 model validation efforts, check the model for reasonableness, and, if necessary, make additional adjustments to improve accuracy. The guidelines of the FDOT Project Traffic Forecasting Handbook 2019 will be used as the criteria for evaluating model validity.

Base year adjustments will be carried over to the 2045 model structure and zonal data (ZDATA) will be reviewed to ensure demand within the project area is reasonable. Special attention to ZDATA will be paid to ensure all surrounding Developments of Regional Impact (DRIs) and Master Planned Unit Developments (MPUDs) are accounted for during forecasting. Additionally, the modeling structure at the District 7/1 boundary will be checked for consistency. The higher of the two forecasts will be used to ensure a conservative estimate during volume development.

Within the TBRPM, US 98 will be widened to four lanes within the project limits to determine horizon year 2045 network unrestricted demand. The resulting forecasted 2045 Peak Season Weekday Average Daily Traffic (PSWADT) will be converted to 2045 AADTs using the appropriate Model Output Conversion Factor (MOCF). The resulting 2045 AADTs will be reviewed for reasonableness and forecasting consistency. If any adjustment is needed, they will be made utilizing processes and procedures found in Section 3 of the FDOT Project Traffic Forecasting Handbook 2019. Design year (2045) AADTs yielded from this process will serve as the basis for volume development under the No-Build and Build scenarios.

### 3.2 Forecast Directional Design Hour Volume Calculations

The design year (2045) DDHVs will be developed using the same procedure by which the existing year (2019) DDHVs were developed in **Section 2.4** with the process beginning from the forecasted design year (2045) AADTs. The DDHVs that result from this process will be reviewed to ensure growth for every movement within the study area for the No-Build scenario. The Build scenario will include substantial changes to the network, including a new roadway. While the Build scenario does offer changes in the network, no movement from the No-Build scenario will be prohibited. During the development of the Build turning movement volumes, No-Build turning movement percentages will be logically re-assigned throughout the network to redistribute demand while maintaining consistent travel patterns.

Opening year (2025) No-Build DDHVs will be developed through use of linear interpolation under the No-Build scenario. Opening year (2025) Build DDHVs will be developed using the turning movement redistribution of the No-Build demand, consistent with the design year (2045) Build scenario.

## 4.0 Technical Analysis

### 4.1 Operational Analysis

Operational analysis will be conducted at the following study intersections:

- US 98 at CR 54
- US 98/Old Lakeland Highway Access Road at Old Lakeland Highway
- US 98 at US 98/Old Lakeland Highway Access Road
- US 98 at Old US 98 (New Intersection – Only during ‘Build’ analysis)
- US 98 at Clinton Avenue (New Intersection – Only during ‘Build’ analysis)
- US 98 at US 301
- US 301 at Clinton Avenue

Signal timing plans will be obtained from the maintaining agencies at the existing signalized intersections. Future operational analysis will consider the existing signal parameters and will not optimize the signal timings. Operational analysis will be performed using the tools outline in **Table 3.1**.

**Table 3.1: Operational Analysis Tools**

Software		Intersection			Crossroad
Name	Version	Stop	Signal	Roundabout	Arterial
HCS/HCM	7.0	X			
Synchro	10.0		X		
SIDRA	9.0			X	
GLOS Tables	2020				X

## 4.2 Measures of Effectiveness (MOEs)

The LOS target shall be “D” within urbanized areas and “C” within rural areas for proposed improvements through the PD&E Study, consistent with the FDOT 2019 Quality/Level of Service (LOS) Handbook. Per the Planning Boundaries for LOS Standards for Pasco County, the intersection of US 98 at CR 54 is the only study intersection designated as rural.

### 4.2.1 Intersection MOEs

The MOEs for the study intersections will include:

- Queue and available storage;
- Movement and overall intersection control delay; and
- Movement and overall intersection LOS.

### 4.2.2 Arterial MOEs

The MOEs for arterial operations will include:

- Arterial speed; and
- Arterial LOS.

## 4.3 Analysis Years

### Travel Demand Model

- Base year – 2015
- Horizon year – 2045

### Traffic Operational Analysis

- Existing year – 2019
- Opening year – 2025
- Design year – 2045

## 4.4 Alternatives Development

Alternatives screening for this study will be conducted using a combination of Synchro 10/HCM methodologies for existing signal-controlled intersections and Intersection Control Evaluation (ICE) Stage 1 analysis for all currently unsignalized study intersections. All alternative development will be conducted under the Build scenario with the assumption that US 98 will be a 4-lane typical and realigned in the design year (2045). Based upon the current context of the facility and development plans along the corridor, only the following intersection control will be considered during the ICE analysis:

- Two-way stop-control;
- Signalization; and
- 2x1 Roundabout.

Analysis at existing signalized intersections will assume no improvements to existing cycle lengths or splits between the existing year (2019) and design year (2045).

## 4.5 Safety Analysis

Historical crash analysis will be conducted for the most recent five (5) years of data in accordance with the FDOT "PD&E Manual, Section 2.2.8.1". Analysis will be conducted leveraging FDOTs Crash Analysis Reporting (CAR) Online and Signal Four Analytics. Any duplicate crash records between the two databases will be removed.

Historical analysis will be conducted, and existing safety concerns will be identified to serve as a basis for crash countermeasure selection. Special attention will be paid to the US 98 and US 301 intersection as it underwent a traffic control change during the proposed 5-year analysis period.

Crash analysis will be summarized by the following metrics:

- Crash Frequency;
- Crash Severity;
- Crash Type;
- Pavement Condition;
- Lighting Condition;
- Intersection Crash Rates;
- Arterial Crash Rates; and
- Economic Loss.

The FDOT developed SPICE analysis will also be conducted in support of the ICE Stage 1 efforts to provide context during the alternative selection process.

## 4.6 Planning Consistency and Coordination

Coordination during this study will include the FDOT District 7 project team, Pasco County MPO, and FDOT District 1 to ensure consistency with the Pasco County 2045 Long Range Transportation Plan and the US 98 widening being conducted by FDOT District 1 (FPID: 436673-1) from the Pasco/Polk County line to Socrum Loop Road.

## 4.7 Documentation

Project submittal for this effort will include:

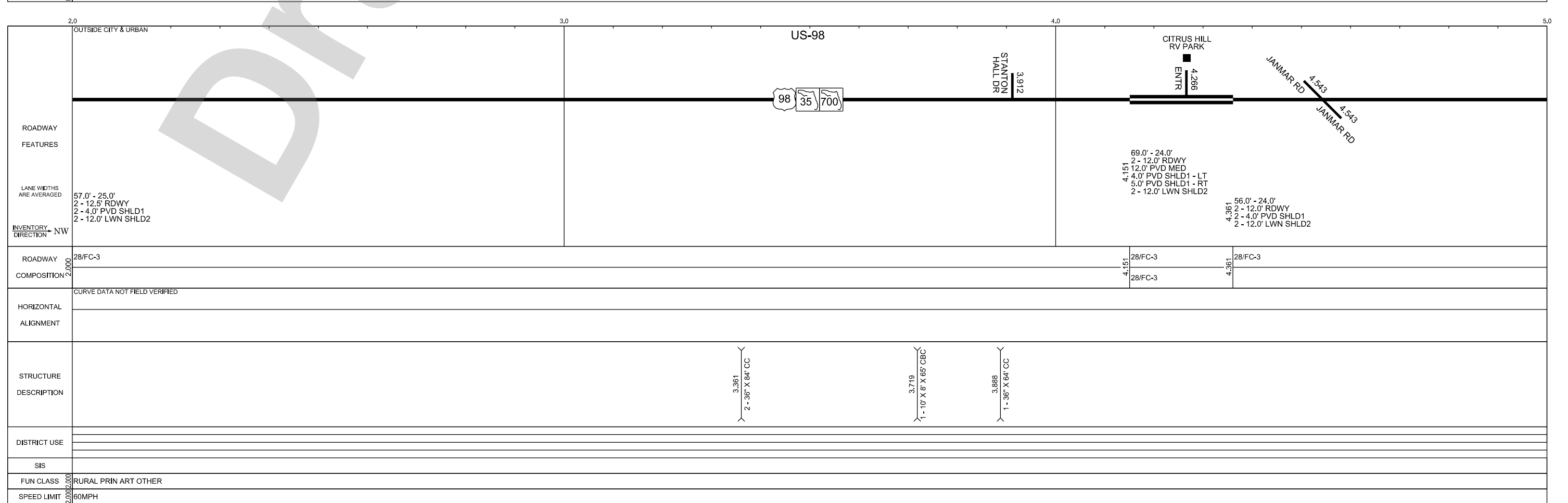
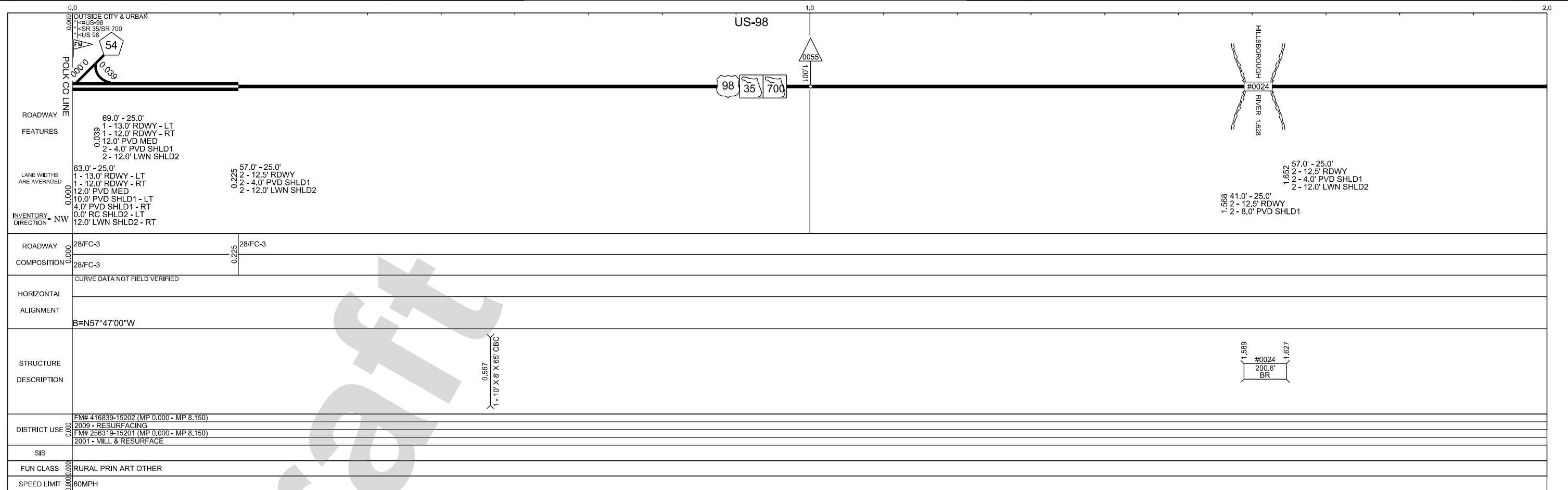
- Existing Conditions Report;
- Sub-Area Model Validation and Forecast Report; and
- Project Traffic Analysis Report.

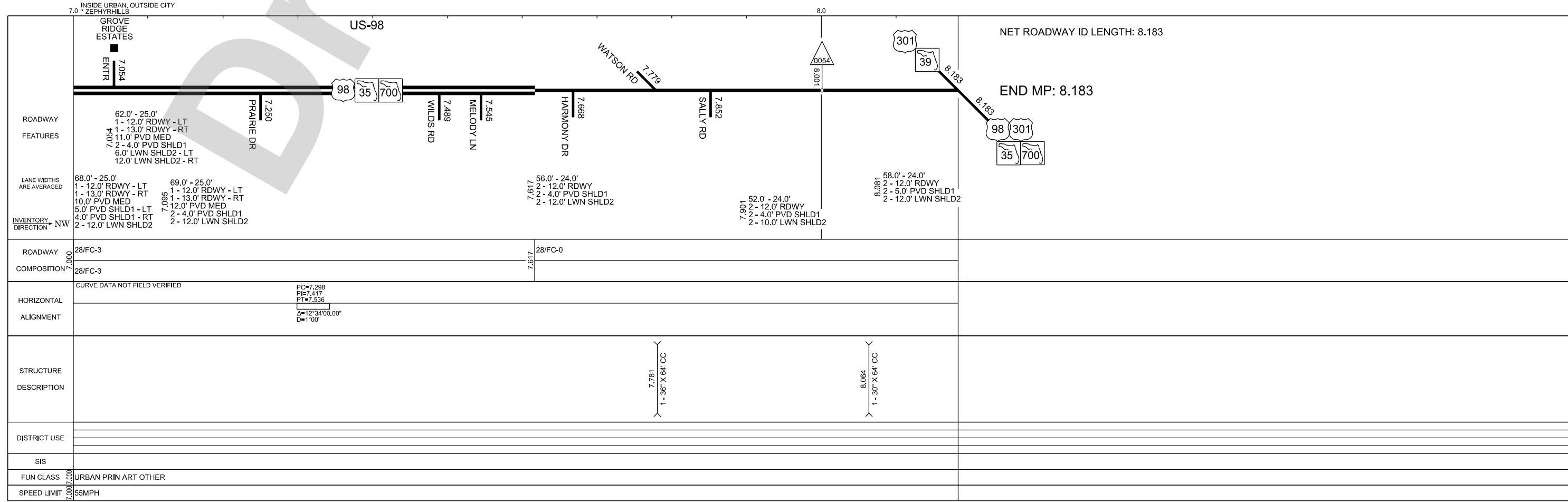
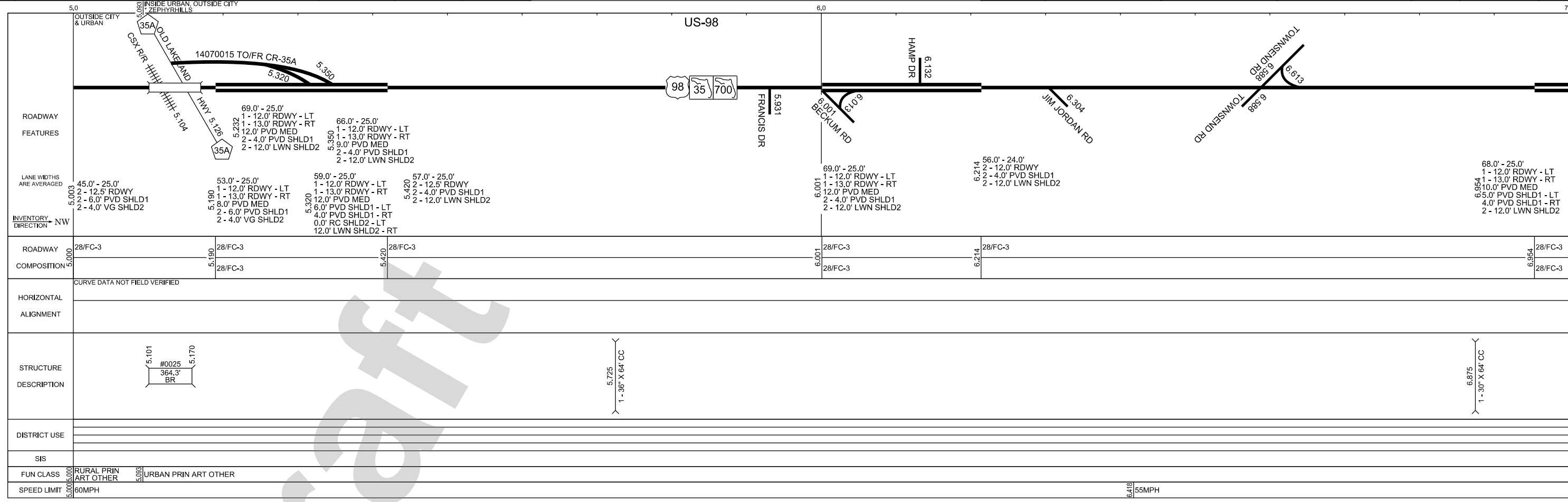
# Appendix B

Straight Line Diagrams

Draft



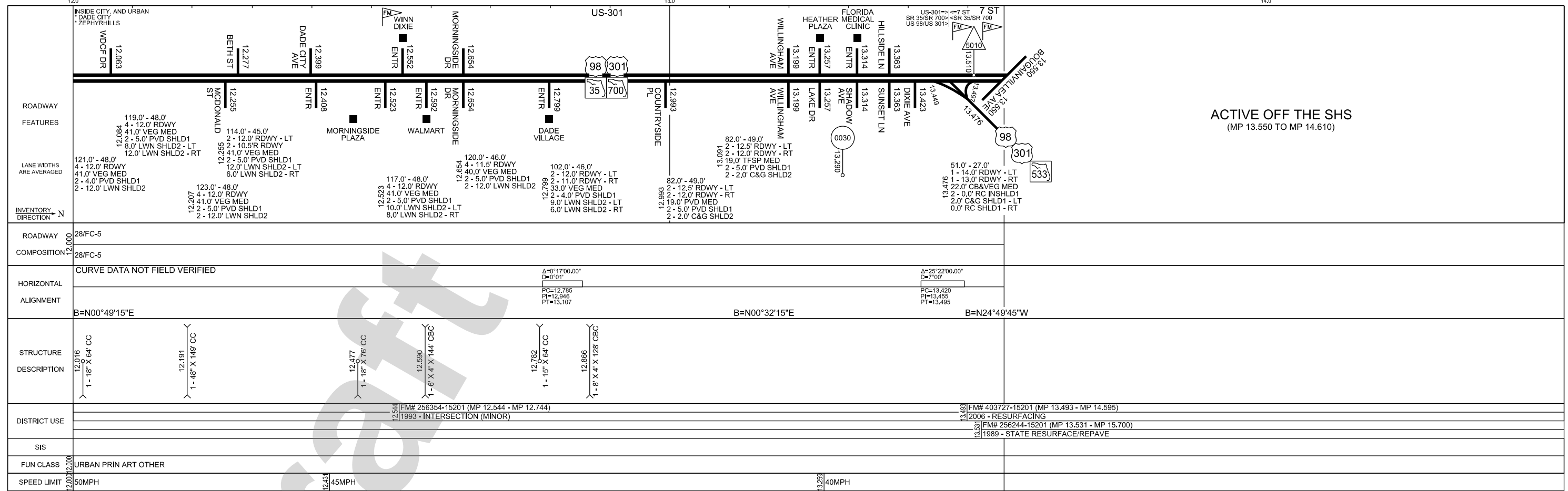




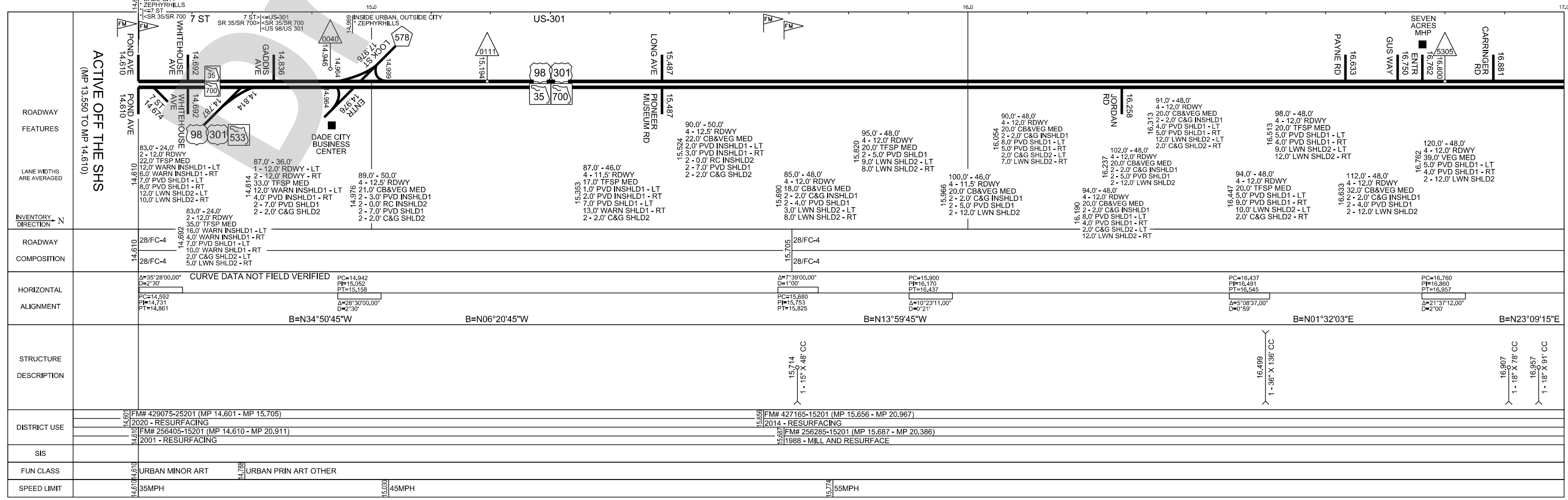




## FLORIDA DEPARTMENT OF TRANSPORTATION STRAIGHT LINE DIAGRAM OF ROAD INVENTORY



**ACTIVE OFF THE SHS**  
(MP 13.550 TO MP 14.610)



**ACTIVE OFF THE SHS**  
(MP 13.550 TO MP 14.610)

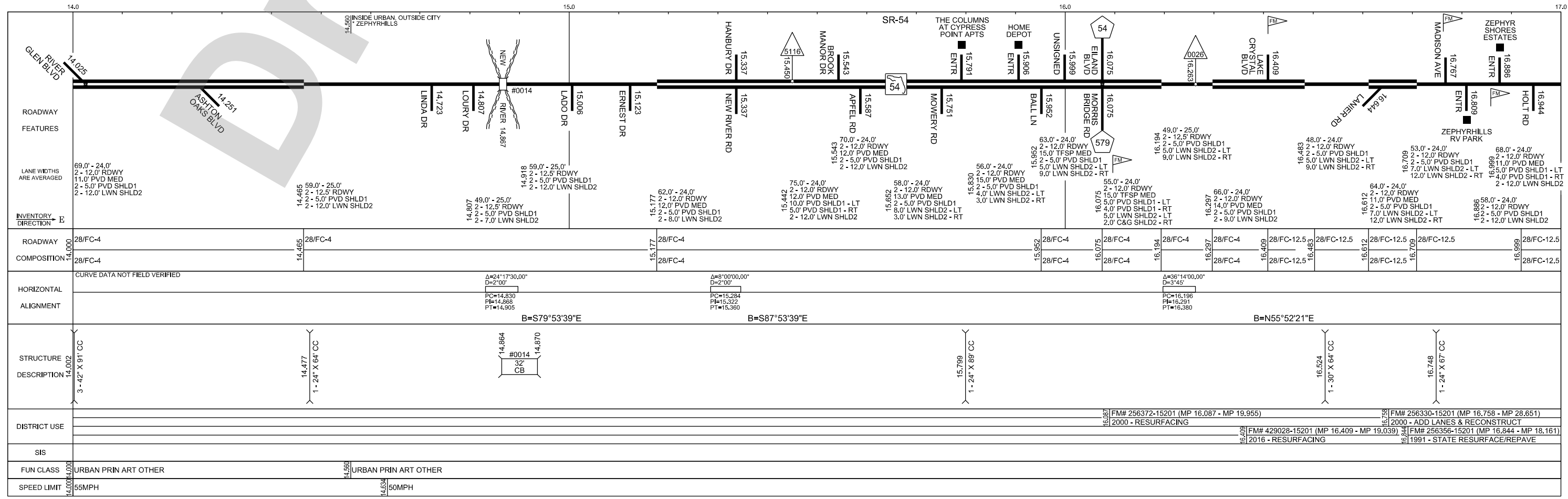
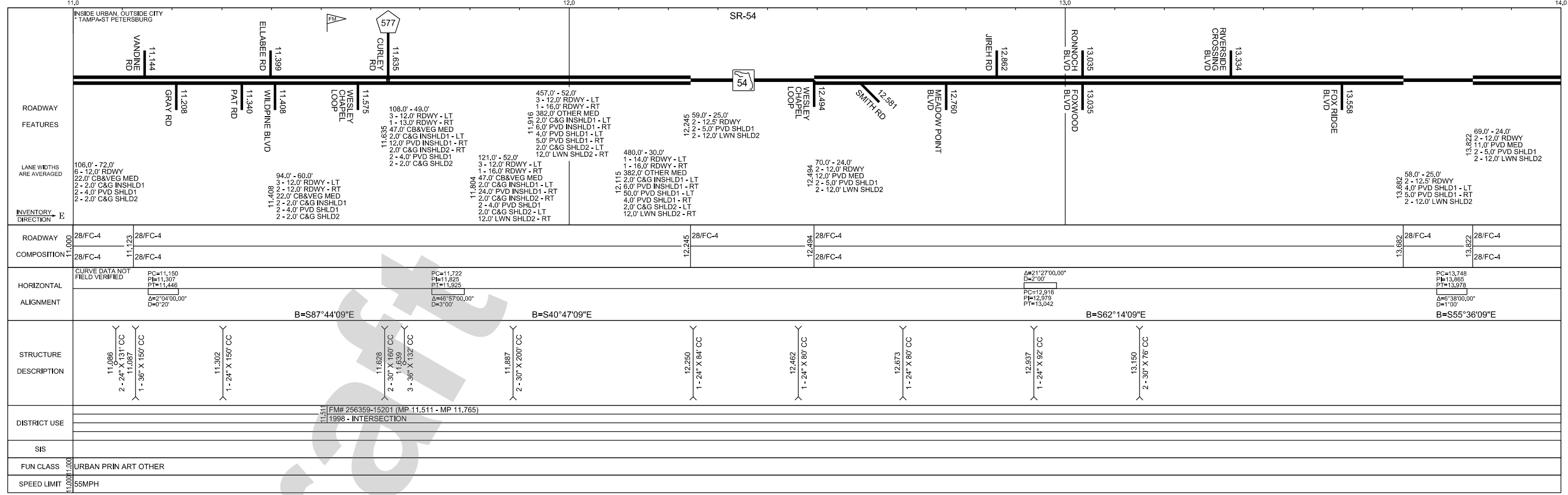


DATE	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV	FLORIDA DEPARTMENT OF TRANSPORTATION	SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO.
05/01/2017	05/01/2017	05/30/2017					FDOT	12		SR 54/CR 54	PASCO	07	14 090 000	1 OF 3
BY	FTE / JR-IM	FTE / KA					<b>STRAIGHT LINE DIAGRAM OF ROAD INVENTORY</b>							

ROADWAY	COMPOSITION	HORIZONTAL ALIGNMENT	STRUCTURE DESCRIPTION	DISTRICT USE	SIS	FUN CLASS	SPEED LIMIT
28/FC-4	28/FC-4	CURVE DATA NOT FIELD VERIFIED PC=0.211, PI=0.268, PT=0.325, Δ=12°01'57.00", D=27.00 Δ=26°54'00.00", D=47.49 Δ=2°27'30.00", D=0.27 Δ=2°20'26.00", D=0.27 PC=1.374, PI=1.583, PT=1.631, Δ=16°27'00.00", D=11.00 PC=2.070, PI=2.111, PT=2.152, Δ=0°59'51.00", D=0.27 Δ=2°45'53.00", D=0.27 PC=2.311, PI=2.368, PT=2.425	US-41/SR-45 - RDWY ID 14010000 CC 0.802 X 185° CC CC 0.926 X 203° CC CC 1.212 X 175° CC CC 0.561 X 220° CC CC 0.917 X 106° CC CC 0.591 X 106° CC CC 0.26 X 81° CC CC 0.61 X 81° CC	FM# 256380-15201 (MP 0.000 - MP 4.353) 1997 - STATE RESURFACE/REPAVE FM# 256332-15201 (MP 0.000 - MP 28.651) 2000 - MULTI-LANE RECONSTRUCTION FM# 256343-15201 (MP 0.000 - MP 1.841) 2001 - ADD LANES & RECONSTRUCT FM# 256338-15201 (MP 0.000 - MP 1.557) 2005 - ADD LANES & RECONSTRUCT	SIS CORRIDOR	URBAN PRIN ART OTHER	45MPH, 50MPH, 55MPH

ROADWAY	COMPOSITION	HORIZONTAL ALIGNMENT	STRUCTURE DESCRIPTION	DISTRICT USE	SIS	FUN CLASS	SPEED LIMIT
PHYSICALLY DELETED (MP 3.631 TO MP 4.194) STATE RIGHT-OF-WAY MAINTAINED							
OFF SYSTEM (MP 4.194 TO MP 4.525) TRANSFERRED TO PASCO COUNTY ON 07/15/2002							
REALIGNMENT (MP 3.631 TO MP 4.194) SEE ROADWAY ID: 14091000 MP 0.000 TO MP 0.750							
REALIGNMENT (MP 4.194 TO MP 4.641) SEE ROADWAY ID: 14092000 MP 0.000 TO MP 0.373							
PHYSICALLY DELETED (MP 4.525 TO MP 4.641) STATE RIGHT-OF-WAY MAINTAINED							
OFF SYSTEM (MP 4.641 TO MP 9.312) TRANSFERRED TO PASCO COUNTY ON 07/15/2002							
28/FC-4	28/FC-4	CURVE DATA NOT FIELD VERIFIED Δ=30°50'30.00", D=3.00 PC=9.177, PI=9.277, PT=9.371, Δ=16°27'00.00", D=11.00 Δ=16°27'00.00", D=11.00 PC=9.564, PI=10.351, PT=10.380, Δ=2°04'00.00", D=0.20 PC=10.242, PI=10.351, PT=10.380, Δ=2°04'00.00", D=0.20	CC 1.27 X 96° CC CC 9.570 X 42° CC	SR-581 - RDWY ID 14610000 FM# 256386-15201 (MP 9.341 - MP 15.577) 2000 - RESURFACING		URBAN PRIN ART OTHER	50MPH, 55MPH
28/FC-3	28/FC-3			FM# 256345-15201 (MP 10.703 - MP 11.133) 2000 - INTERSECTION			





ROADWAY FEATURES																	
LANE WIDTHS ARE AVERAGED	<p>68.0' - 24.0' 2 - 12.0' RDWY 11.0' PVD MED 5.0' PVD SHLD1 - LT 4.0' PVD SHLD1 - RT 2 - 12.0' LWN SHLD2</p> <p>52.0' - 24.0' 2 - 12.0' RDWY 2 - 5.0' PVD SHLD1 1 - 9.0' LWN SHLD2</p> <p>64.0' - 24.0' 2 - 12.0' RDWY 12.0' PVD MED 5.0' PVD SHLD1 - LT 4.0' PVD SHLD1 - RT 12.0' LWN SHLD2 - LT 7.0' LWN SHLD2 - RT</p> <p>56.0' - 24.0' 4.0' PVD SHLD1 - RT 5.0' PVD SHLD1 - LT 7.0' LWN SHLD2 - LT 5.0' LWN SHLD2 - RT</p> <p>63.0' - 24.0' 2 - 12.0' RDWY 2 - 5.0' PVD SHLD1 12.0' LWN SHLD2 - LT 5.0' LWN SHLD2 - RT</p> <p>49.0' - 24.0' 2 - 12.0' RDWY 5.0' PVD SHLD1 - LT 4.0' PVD SHLD1 - RT 4.0' LWN SHLD2 - LT 12.0' LWN SHLD2 - RT</p> <p>63.0' - 24.0' 2 - 12.0' RDWY 11.0' PVD MED 2 - 5.0' PVD SHLD1 10.0' LWN SHLD2 - LT 8.0' LWN SHLD2 - RT</p> <p>72.0' - 24.0' 2 - 12.0' RDWY 12.0' PVD MED 9.0' PVD SHLD1 - LT 5.0' PVD SHLD1 - RT 10.0' LWN SHLD2 - LT 12.0' LWN SHLD2 - RT</p> <p>59.0' - 24.0' 2 - 12.0' RDWY 12.0' PVD MED 2 - 4.0' PVD SHLD1 10.0' LWN SHLD2 - LT 5.0' LWN SHLD2 - RT</p> <p>58.0' - 24.0' 2 - 12.0' RDWY 2 - 4.0' PVD SHLD1 12.0' LWN SHLD2 - LT 2.0' C&amp;G SHLD2 - RT</p> <p>42.0' - 24.0' 2 - 12.0' RDWY 2 - 4.0' PVD SHLD1 4.0' LWN SHLD2 - LT 6.0' LWN SHLD2 - RT</p> <p>50.0' - 24.0' 2 - 12.0' RDWY 5.0' CB&amp;VEG MED 2 - 2.0' C&amp;G INSHLD1 2.0' C&amp;G SHLD1 - LT 13.0' PVD SHLD1 - RT 2.0' C&amp;G SHLD2 - RT</p>																
ROADWAY COMPOSITION	<p>28/FC-12.5</p> <p>28/FC-12.5</p> <p>28/FC-12.5</p> <p>28/FC-12.5</p> <p>28/FC-12.5</p> <p>28/FC-12.5</p> <p>28/FC-4</p> <p>28/FC-4</p> <p>28/FC-4</p> <p>28/FC-4</p> <p>28/FC-4</p> <p>28/FC-4</p>																
HORIZONTAL ALIGNMENT	<p>CURVE DATA NOT FIELD VERIFIED</p> <p>PC=17,458 PI=17,576 PT=17,686 Δ=35°5'100.00" D=3°00'</p> <p style="text-align: center;">B=S88°16'39"E</p> <p style="text-align: right;">Δ=25°24'00.00" D=5°00'</p> <p style="text-align: right;">PC=19,679 PI=19,728 PT=19,775 B=S66°19'21"E</p>																
STRUCTURE DESCRIPTION	<p>CC 29 X 9 X .01 - 1</p> <p>CC 69 X .42 - 1</p> <p>CC 96 X .42 - 1</p> <p>#0030 21' CB</p>																
DISTRICT USE	<p>FM# 256358-15201 (MP 18.200 - MP 18.300) 1998 - ADD LEFT TURN LANES</p> <p>FM# 256419-15201 (MP 19.008 - MP 20.280) 2006 - RESURFACE</p>																
SIS																	
FUN CLASS	URBAN PRIN ART OTHER																
SPEED LIMIT	<p>50MPH</p> <p>45MPH</p> <p>40MPH</p> <p>35MPH</p>																

ROADWAY FEATURES																	
LANE WIDTHS ARE AVERAGED	<p>62.0' - 24.0' 2 - 12.0' RDWY 9.0' CB&amp;VEG MED 2 - 2.0' C&amp;G INSHLD1 12.0' PVD SHLD1 - LT 13.0' PVD SHLD1 - RT 2 - 2.0' C&amp;G SHLD2</p> <p>50.0' - 24.0' 2 - 12.0' RDWY 9.0' CB&amp;VEG MED 2 - 2.0' C&amp;G INSHLD1 2.0' C&amp;G SHLD1 - LT 13.0' PVD SHLD1 - RT 2.0' C&amp;G SHLD2 - RT</p> <p>59.0' - 24.0' 2 - 12.0' RDWY 33.0' CB&amp;VEG MED 2 - 2.0' C&amp;G INSHLD1 2.0' RC SHLD1 - LT 2.0' PVD SHLD1 - RT 0.0' RC SHLD2 - RT</p>																
ROADWAY COMPOSITION	<p>28/FC-4</p> <p>28/FC-4</p>																
HORIZONTAL ALIGNMENT																	
STRUCTURE DESCRIPTION	<p>US-301/SR-39 - RDWY ID 14050000</p>																
DISTRICT USE	<p>FM# 256168-15201 (MP 20.000 - MP 22.200) 1982 - STATE RESURFACE/REPAVE</p> <p>FM# 256419-15201 (MP 20.090 - MP 20.374) 2006 - SIDEWALK/LIGHTING LANDSCAPING</p>																
SIS																	
FUN CLASS	URBAN PRIN ART OTHER																
SPEED LIMIT	<p>35MPH</p> <p>30MPH</p> <p>30MPH</p>																

# Appendix C

Crash Data

Draft

## Crash Data

HSMV Report												
Number	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
83773738	CARS	4/17/2014	2014	ALT COUNTY ROAD 52	US 301 (STATE ROAD	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	NB
82108677	CARS	11/19/2014	2014	CLINTON AVENUE	US HWY 301	US 301 at Clinton Ave	Minor Injury	Rear End	Clear	Day	Dry	NB
82108471	CARS	6/20/2014	2014	CLINTON AVENUE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Sideswipe	Clear	Dark -	Dry	NB
82108659	CARS	10/24/2014	2014	MORNINGSIDE DR	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Left Turn	Clear	Day	Dry	WB
83830131	CARS	7/9/2014	2014	US HWY 301	CLINTON AVE	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	EB
84509742	CARS	10/16/2014	2014	ALT COUNTY ROAD 52	US 301 (STATE ROAD	US 301 at Clinton Ave	Minor Injury	Rear End	Clear	Day	Dry	NB
82108570	CARS	5/27/2014	2014	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	SB
82108513	CARS	6/13/2014	2014	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Left Turn	Clear	Dark -	Dry	EB
82108625	CARS	9/11/2014	2014	US 301/ CLINTON AVE	US 301/ CLINTON AVE	US 301 at Clinton Ave	Property Damage Only	Sideswipe	Clear	Day	Dry	SB
82108623	CARS	8/23/2014	2014	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Minor Injury	Angle	Clear	Day	Dry	SB
82108447	CARS	1/22/2014	2014	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Left Turn	Clear	Dark - Not	Dry	SB
83787884	CARS	5/5/2014	2014	US-301	CLINTON AVE	US 301 at Clinton Ave	Property Damage Only	Left Turn	Clear	Day	Dry	WB
84514836	CARS	11/15/2014	2014	ALT CR 52 (CLINTON AV)	US 301	US 301 at Clinton Ave	Property Damage Only	Sideswipe	Clear	Dark -	Dry	NB
82108538	CARS	5/11/2014	2014	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Left Turn	Clear	Day	Dry	EB
82108823	CARS	6/22/2015	2015	CLINTON AVENUE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Hit Fixed Object	Clear	Day	Dry	NB
82108969	CARS	11/5/2015	2015	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Dark -	Dry	SB
82108841	CARS	5/29/2015	2015	CLINTON AVENUE	US HIGHWAY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	SB
85195948	CARS	9/29/2015	2015	CLINTON AVENUE	U.S. 301	US 301 at Clinton Ave	Moderate Injury	Rear End	Clear	Day	Dry	NB
85182130	CARS	9/17/2015	2015	US 301 (STATE ROAD 39)	ALTERNATE COUNTY	US 301 at Clinton Ave	Minor Injury	Sideswipe	Cloudy	Day	Dry	EB
82108773	CARS	9/19/2015	2015	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Minor Injury	Left Turn	Clear	Day	Dry	SB
85215480	CARS	11/24/2015	2015	CLINTON AVENUE	U.S. 301	US 301 at Clinton Ave	Minor Injury	Rear End	Clear	Day	Dry	NB
82108921	CARS	9/2/2015	2015	CLINTON AVE	US 301	US 301 at Clinton Ave	Minor Injury	Left Turn	Clear	Day	Dry	SB
85234064	CARS	11/26/2015	2015	CLINTON AVENUE (ALT	US HIGHWAY 301 (US	US 301 at Clinton Ave	Minor Injury	Rear End	Clear	Day	Dry	SB
82108806	CARS	4/24/2015	2015	US 301	CLINTON AVENUE	US 301 at Clinton Ave	Property Damage Only	Overturn/Rollover	Clear	Day	Wet	WB
82108937	CARS	11/12/2015	2015	HWY 301	HWY 301	US 301 at Clinton Ave	Property Damage Only	Sideswipe	Clear	Dark - Not	Dry	SB
84570987	CARS	2/22/2015	2015	CR 52 (CLINTON AV)	US 301 (SR 39)	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Dark -	Dry	SB
82109202	CARS	9/12/2016	2016	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	SB
82109125	CARS	7/30/2016	2016	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Dark - Not	Dry	SB
82109029	CARS	1/20/2016	2016	HWY 301/ CLINTON AVE	HIGHWAY 301/	US 301 at Clinton Ave	Minor Injury	Left Turn	Rain	Dark -	Wet	SB
85431676	CARS	12/21/2016	2016	US 301 (STATE ROAD 39)	ALT COUNTY RD 52	US 301 at Clinton Ave	Property Damage Only	Rear End	Cloudy	Day	Dry	EB
85274188	CARS	2/7/2016	2016	CLINTON AVE	US 301	US 301 at Clinton Ave	Moderate Injury	Pedestrian	Clear	Day	Dry	EB
82109044	CARS	5/8/2016	2016	US HWY 301	CLINTON AVE	US 301 at Clinton Ave	Minor Injury	Right Turn	Clear	Dark -	Dry	SB
85237711	CARS	2/2/2016	2016	CLINTON AVENUE	U.S. 301	US 301 at Clinton Ave	Severe Injury	Rear End	Clear	Day	Dry	NB
82109167	CARS	7/29/2016	2016	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	SB
85411557	CARS	10/14/2016	2016	CLINTON AVENUE	U.S. 301 (STATE ROAD	US 301 at Clinton Ave	Property Damage Only	Left Turn	Clear	Day	Dry	NB
82109009	CARS	1/11/2016	2016	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	EB
82109097	CARS	4/23/2016	2016	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Dark -	Dry	SB
82109428	CARS	7/11/2017	2017	CLINTON AVE	US 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	NB
85432766	CARS	10/24/2017	2017	CLINTON AVENUE	U.S. 301 (STATE ROAD	US 301 at Clinton Ave	Moderate Injury	Rear End	Clear	Day	Dry	NB
85591559	CARS	10/2/2017	2017	U.S. 301	CLINTON AVE	US 301 at Clinton Ave	Moderate Injury	Rear End	Cloudy	Dark - Not	Wet	EB
87127815	CARS	12/30/2017	2017	ALT COUNTY ROAD 52	US HIGHWAY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Dark -	Dry	NB
85549912	CARS	7/31/2017	2017	CLINTON AVENUE	U.S. 301	US 301 at Clinton Ave	Minor Injury	Rear End	Cloudy	Day	Wet	NB
82109367	CARS	4/4/2017	2017	CLINTON AVE	US 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	SB
85449328	CARS	2/1/2017	2017	US HIGHWAY 301	CLINTON AVE	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	EB
85557621	CARS	9/3/2017	2017	CLINTON AVE	US HIGHWAY 301	US 301 at Clinton Ave	Property Damage Only	Angle	Clear	Day	Dry	SB
87108357	CARS	12/8/2017	2017	US HIGHWAY 301 (STATE	CLINTON AVE	US 301 at Clinton Ave	Minor Injury	Left Turn	Clear	Dark -	Dry	EB
82109448	CARS	7/5/2017	2017	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Minor Injury	Right Turn	Clear	Dark -	Dry	SB
85495032	CARS	4/6/2017	2017	U.S. 301	CLINTON AVENUE	US 301 at Clinton Ave	Minor Injury	Rear End	Cloudy	Day	Wet	EB
82109466	CARS	7/26/2017	2017	CLINTON AVE.	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Left Turn	Clear	Day	Dry	EB
82109715	CARS	7/21/2018	2018	CLINTON AVE	US HIGHWAY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	SB
82109675	CARS	5/27/2018	2018	CLINTON AVE	US HWY 301/ CLINTON	US 301 at Clinton Ave	Minor Injury	Rear End	Rain	Day	Wet	SB
87281088	CARS	11/8/2018	2018	ALT COUNTY ROAD 52	US 301 (STATE ROAD	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	NB
82109608	CARS	2/15/2018	2018	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Dusk	Dry	SB
82109738	CARS	10/2/2018	2018	CLINTON AVE	US 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	SB

## Crash Data

HSMV Report												
Number	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
82109606	CARS	1/28/2018	2018	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Moderate Injury	Rear End	Rain	Dusk	Wet	NB
82109615	CARS	1/26/2018	2018	CLINTON AVENUE	US HIGHWAY 301	US 301 at Clinton Ave	Minor Injury	Rear End	Clear	Dark -	Dry	SB
82109665	CARS	8/20/2018	2018	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	EB
87282917	CARS	11/30/2018	2018	CLINTON AVE	U.S. 301	US 301 at Clinton Ave	Minor Injury	Rear End	Clear	Dark -	Dry	SB
82109678	CARS	7/23/2018	2018	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Cloudy	Day	Dry	SB
82109567	CARS	1/3/2018	2018	CLINTON AVE	US 301	US 301 at Clinton Ave	Moderate Injury	Angle	Cloudy	Day	Wet	NB
87111212	CARS	1/5/2018	2018	ALT COUNTY RD 52	US-301 (STATE ROAD	US 301 at Clinton Ave	Property Damage Only	Sideswipe	Clear	Dark -	Dry	NB
83717968	CARS	2/11/2014	2014	CLINTON AVENUE	U.S. 301 (S.R. 35)	US 301 at Clinton Ave	Minor Injury	Other	Clear	Day	Dry	SB
83748349	CARS	2/27/2014	2014	US 301	CR 52 (CLINTON AV)	US 301 at Clinton Ave	Moderate Injury	Other	Clear	Dark -	Dry	WB
84049243	CARS	3/17/2015	2015	US 301	CR 52	US 301 at Clinton Ave	Property Damage Only	Other	Clear	Day	Dry	U
87269539	CARS	9/18/2018	2018	U.S. 301	CLINTON AVE	US 301 at Clinton Ave	Property Damage Only	Other	Clear	Day	Dry	WB
85258581	CARS	2/20/2016	2016	US HWY 98	US HWY 301	US 301 at US 98	Severe Injury	Left Turn	Clear	Dark -	Dry	SB
84515216	CARS	10/10/2014	2014	US-98	US-301	US 301 at US 98	Minor Injury	Left Turn	Clear	Day	Dry	NB
83732815	CARS	1/11/2014	2014	US 98	US 301	US 301 at US 98	Severe Injury	Rear End	Clear	Day	Dry	SB
82022916	CARS	1/15/2014	2014	US 98	US 301	US 301 at US 98	Severe Injury	Sideswipe	Clear	Day	Dry	NB
83767198	CARS	3/13/2014	2014	U.S. 98	U.S. 301	US 301 at US 98	Moderate Injury	Left Turn	Clear	Day	Dry	NB
83753469	CARS	1/28/2014	2014	U.S. 98	U.S. 301	US 301 at US 98	Moderate Injury	Left Turn	Clear	Day	Dry	SB
84510291	CARS	10/17/2014	2014	US 98 (SR 700)	US 301 (SR 35)	US 301 at US 98	Property Damage Only	Left Turn	Clear	Dark -	Dry	EB
83786915	CARS	4/19/2014	2014	U.S. 98	U.S. 301	US 301 at US 98	Property Damage Only	Sideswipe	Cloudy	Day	Dry	NB
84506727	CARS	11/7/2014	2014	US 98 (STATE ROAD 35)	US 301 (STATE ROAD 39)	US 301 at US 98	Property Damage Only	Left Turn	Clear	Dusk	Dry	NB
83741707	CARS	1/6/2014	2014	US 98	US 301	US 301 at US 98	Minor Injury	Left Turn	Cloudy	Day	Dry	NB
84480010	CARS	8/31/2014	2014	US HIGHWAY 98 (STATE	US HIGHWAY 301	US 301 at US 98	Property Damage Only	Left Turn	Clear	Day	Dry	NB
83710339	CARS	1/10/2014	2014	US 98	US 301	US 301 at US 98	Property Damage Only	Left Turn	Clear	Day	Dry	SB
83836464	CARS	7/15/2014	2014	US 98 (STATE ROAD 35)	US-301 (STATE ROAD	US 301 at US 98	Moderate Injury	Rear End	Clear	Day	Dry	SB
84529009	CARS	12/25/2014	2014	US HIGHWAY 98 (STATE	US HIGHWAY 301	US 301 at US 98	Severe Injury	Left Turn	Clear	Day	Dry	NB
84482112	CARS	9/9/2014	2014	US HIGHWAY 98 (STATE	US HIGHWAY 301	US 301 at US 98	Severe Injury	Rear End	Cloudy	Day	Wet	NB
83707060	CARS	1/7/2014	2014	US98	US301	US 301 at US 98	Property Damage Only	Left Turn	Clear	Day	Dry	NB
83769415	CARS	3/10/2014	2014	US98	US301	US 301 at US 98	Moderate Injury	Left Turn	Clear	Day	Dry	SB
83719559	CARS	1/17/2014	2014	US 98	US 301	US 301 at US 98	Property Damage Only	Rear End	Clear	Day	Dry	NB
83767190	CARS	3/7/2014	2014	U.S. 98	U.S. 301	US 301 at US 98	Minor Injury	Rear End	Clear	Dark - Not	Dry	SB
84867368	CARS	3/12/2015	2015	US98	US301	US 301 at US 98	Moderate Injury	Left Turn	Clear	Day	Dry	SB
82108977	CARS	11/17/2015	2015	US 98 BYPASS	US HWY 301	US 301 at US 98	Property Damage Only	Angle	Clear	Dark -	Dry	NB
85196191	CARS	9/19/2015	2015	US HIGHWAY 98 (STATE	US HIGHWAY 301	US 301 at US 98	Minor Injury	Left Turn	Clear	Dark - Not	Dry	SB
85195933	CARS	9/20/2015	2015	U.S. 98 SOUTH	U.S. 301	US 301 at US 98	Severe Injury	Left Turn	Clear	Day	Dry	NB
84905057	CARS	5/11/2015	2015	US 98	US 301	US 301 at US 98	Moderate Injury	Left Turn	Clear	Day	Dry	SB
82108928	CARS	9/28/2015	2015	98 BYPASS	US HWY 301	US 301 at US 98	Minor Injury	Left Turn	Clear	Day	Dry	SB
85192145	CARS	11/26/2015	2015	US-98	US-301 SR-39	US 301 at US 98	Minor Injury	Rear End	Cloudy	Day	Dry	NB
84886105	CARS	4/21/2015	2015	US 98 (STATE ROAD 35)	US 301 (STATE ROAD	US 301 at US 98	Moderate Injury	Left Turn	Cloudy	Dark - Not	Dry	SB
85155316	CARS	9/14/2015	2015	U.S.98	U.S.301	US 301 at US 98	Minor Injury	Rear End	Clear	Day	Dry	NB
85215424	CARS	10/26/2015	2015	U.S. 98 SOUTH	U.S. 301	US 301 at US 98	Minor Injury	Rear End	Clear	Day	Dry	NB
85155354	CARS	11/27/2015	2015	U.S. 98 (S.R. 35)	U.S. 301 (S.R. 39)	US 301 at US 98	Property Damage Only	Rear End	Clear	Day	Dry	WB
84883576	CARS	4/21/2015	2015	US 98 (STATE ROAD 35)	US 301 (STATE ROAD	US 301 at US 98	Property Damage Only	Left Turn	Clear	Dark - Not	Dry	SB
85153666	CARS	8/7/2015	2015	U.S. 98 (SOUTH)	U.S. 301	US 301 at US 98	Property Damage Only	Rear End	Rain	Day	Wet	SB
84570986	CARS	2/22/2015	2015	US 98 (SR 35)	US 301 (SR 39)	US 301 at US 98	Minor Injury	Left Turn	Clear	Day	Dry	SB
85257164	CARS	2/9/2016	2016	US 301 (US 98)	20212 US 301	US 301 at US 98	Severe Injury	Overturn/Rollover	Cloudy	Dark - Not	Dry	NB
85411606	CARS	11/2/2016	2016	U.S. 98	U.S. 301	US 301 at US 98	Property Damage Only	Rear End	Clear	Day	Dry	SB
85418680	CARS	12/17/2016	2016	US-301 (SR-39)	US-98 (SR-35)	US 301 at US 98	Property Damage Only	Rear End	Clear	Day	Dry	WB
85353973	CARS	6/25/2016	2016	US-98	US-301	US 301 at US 98	Minor Injury	Left Turn	Clear	Day	Dry	SB
85423325	CARS	11/22/2016	2016	U.S. 98 (STATE ROAD 35)	U.S. 301 (STATE ROAD	US 301 at US 98	Property Damage Only	Left Turn	Clear	Dark -	Dry	SB
85950767	CARS	1/11/2016	2016	US HIGHWAY 98	US HIGHWAY 301	US 301 at US 98	Property Damage Only	Rear End	Clear	Day	Dry	U
84890375	CARS	2/19/2016	2016	US98	US301	US 301 at US 98	Property Damage Only	Left Turn	Clear	Day	Dry	NB
85325459	CARS	6/4/2016	2016	US 98 (STATE ROAD 35)	US 301 (STATE ROAD	US 301 at US 98	Property Damage Only	Sideswipe	Clear	Day	Dry	SB
85366374	CARS	8/10/2016	2016	U.S. 98 (STATE ROAD 35)	U.S. 301 (STATE ROAD	US 301 at US 98	Property Damage Only	Left Turn	Clear	Dark - Not	Dry	NB
85229317	CARS	1/1/2016	2016	US HWY 98	US HWY 301	US 301 at US 98	Severe Injury	Left Turn	Clear	Dark - Not	Dry	SB


## Crash Data

HSMV Report												
Number	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
85528807	CARS	7/29/2017	2017	U.S. 98	U.S. 301 (S.R. 39)	US 301 at US 98	Severe Injury	Rear End	Cloudy	Day	Dry	NB
85476100	CARS	2/1/2017	2017	US HIGHWAY 98 (STATE	US HIGHWAY 301	US 301 at US 98	Severe Injury	Left Turn	Other Inclement	Dawn	Dry	NB
85552041	CARS	7/11/2017	2017	US-98	SR-39 (US-301)	US 301 at US 98	Minor Injury	Rear End	Rain	Day	Wet	NB
82109337	CARS	3/10/2017	2017	98 BYPASS	US 301	US 301 at US 98	Moderate Injury	Angle	Clear	Day	Dry	NB
85521058	CARS	4/25/2017	2017	U.S. 98 SOUTH	U.S. 301	US 301 at US 98	Severe Injury	Left Turn	Clear	Day	Dry	NB
82109457	CARS	7/4/2017	2017	98 BYPASS	US HIGHWAY 301	US 301 at US 98	Minor Injury	Angle	Clear	Day	Dry	SB
87258437	CARS	7/17/2018	2018	US 98	US-301 (GALL BLVD)	US 301 at US 98	Property Damage Only	Rear End	Cloudy	Day	Wet	NB
87243229	CARS	8/3/2018	2018	US 98 (STATE ROAD 35)	US 301 (STATE ROAD	US 301 at US 98	Moderate Injury	Left Turn	Clear	Day	Dry	SB
87259611	CARS	7/26/2018	2018	US 98 SOUTH	US 301	US 301 at US 98	Moderate Injury	Rear End	Clear	Day	Dry	NB
87170901	CARS	2/24/2018	2018	U.S. 98	U.S. 301	US 301 at US 98	Moderate Injury	Rear End	Clear	Day	Dry	NB
87208935	CARS	5/29/2018	2018	U.S. HWY 98(SR-35)	U.S. HWY 301(SR- 39)	US 301 at US 98	Minor Injury	Right Turn	Rain	Day	Wet	WB
87276631	CARS	9/6/2018	2018	US 98 (STATE ROAD 35)	US 301 (STATE ROAD	US 301 at US 98	Property Damage Only	Hit Fixed Object	Clear	Dark - Not	Dry	WB
87228717	CARS	6/15/2018	2018	U.S. 98	U.S. 301	US 301 at US 98	Property Damage Only	Left Turn	Clear	Day	Dry	NB
88050906	CARS	12/30/2018	2018	US HIGHWAY 98	US HIGHWAY 301	US 301 at US 98	Property Damage Only	Left Turn	Clear	Day	Dry	NB
87195837	CARS	3/28/2018	2018	U.S.98 (STATE ROAD 35)	U.S.301 (STATE ROAD	US 301 at US 98	Severe Injury	Left Turn	Clear	Day	Dry	SB
82109630	CARS	2/9/2018	2018	US HWY 98 BYPASS	US 301	US 301 at US 98	Minor Injury	Sideswipe	Clear	Day	Dry	NB
82109703	CARS	7/30/2018	2018	US 98 BYPASS	US HWY 301	US 301 at US 98	Property Damage Only	Left Turn	Clear	Day	Dry	NB
88053234	CARS	12/22/2018	2018	U.S. 98 SOUTH	U.S. 301	US 301 at US 98	Property Damage Only	Right Turn	Clear	Day	Dry	NB
85418993	CARS	11/14/2016	2016	US 98 (STATE ROAD 35)	US 301 (STATE ROAD	US 301 at US 98	Property Damage Only	Other	Clear	Day	Dry	SB
82022920	CARS	10/5/2016	2016	US 98	US-301	US 301 at US 98	Property Damage Only	Single Vehicle	Clear	Day	Dry	NB
83764027	CARS	4/7/2014	2014	ALT COUNTY ROAD 52	US 301 (STATE ROAD	US 301 from US 98 to Clinton	Property Damage Only	Rear End	Clear	Day	Dry	NB
83759398	CARS	3/4/2014	2014	CR52A(CLINTON AVE)	US301(SR35)	US 301 from US 98 to Clinton	Moderate Injury	Rear End	Cloudy	Day	Dry	NB
83732823	CARS	1/17/2014	2014	CLINTON AVE	US HWY 301	US 301 from US 98 to Clinton	Severe Injury	Rear End	Clear	Day	Dry	NB
83763426	CARS	4/17/2014	2014	ALT COUNTY ROAD 52	US HIGHWAY 301 (US	US 301 from US 98 to Clinton	Moderate Injury	Rear End	Cloudy	Day	Dry	NB
85202658	CARS	10/3/2015	2015	ALTERNATE 52 (CLINTON	US 301	US 301 from US 98 to Clinton	Minor Injury	Rear End	Clear	Day	Dry	NB
85148515	CARS	10/5/2015	2015	US 98	US 301	US 301 from US 98 to Clinton	Moderate Injury	Rear End	Cloudy	Day	Dry	SB
84568081	CARS	1/23/2015	2015	CLINTON AVE.	U.S. 301(S.R. 35)	US 301 from US 98 to Clinton	Property Damage Only	Rear End	Cloudy	Day	Dry	NB
85195956	CARS	10/2/2015	2015	CLINTON AVENUE	U.S. 301	US 301 from US 98 to Clinton	Minor Injury	Rear End	Clear	Day	Dry	NB
85306289	CARS	8/26/2016	2016	CLINTON AVENUE	US HIGHWAY 301	US 301 from US 98 to Clinton	Property Damage Only	Hit Fixed Object	Clear	Day	Dry	NB
85440312	CARS	12/23/2016	2016	ALT CR 52 (CLINTON	US 301 (SR 39)	US 301 from US 98 to Clinton	Severe Injury	Other	Clear	Day	Dry	NB
87170920	CARS	3/6/2018	2018	CLINTON AVE	U.S. 301	US 301 from US 98 to Clinton	Property Damage Only	Rear End	Clear	Day	Dry	NB
87131255	CARS	1/17/2018	2018	U.S. HWY 98(SR-35)	U.S. HWY 301(U.S. HWY	US 301 from US 98 to Clinton	Minor Injury	Sideswipe	Clear	Day	Dry	SB
85440020	CARS	1/11/2017	2017	CLINTON AVENUE	U.S. 301	US 301 from US 98 to Clinton	Property Damage Only	Other	Clear	Day	Dry	SB
88009494	CARS	11/19/2018	2018	ALTERNATE C.R. 52	US HIGHWAY 301	US 301 from US 98 to Clinton	Severe Injury	Other	Clear	Dark - Not	Dry	NB
83768827	CARS	3/18/2014	2014	US HIGHWAY 98	COUNTY ROAD 54	US 98 at CR 54	Property Damage Only	Rear End	Clear	Day	Dry	EB
83786760	CARS	5/27/2014	2014	STATE ROAD 700	STATE ROAD 54	US 98 at CR 54	Moderate Injury	Overturn/Rollover	Clear	Day	Dry	NB
85203752	CARS	12/4/2015	2015	U.S. HIGHWAY 98 (STATE	COUNTY ROAD 54 EAST	US 98 at CR 54	Minor Injury	Rear End	Clear	Dark - Not	Dry	EB
87223899	CARS	5/20/2018	2018	COUNTY ROAD 54	US HIGHWAY 98	US 98 at CR 54	Property Damage Only	Hit Fixed Object	Rain	Dawn	Wet	SB
88751839	CARS	11/7/2018	2018	COUNTY ROAD 54	HIGHWAY 98 NORTH	US 98 at CR 54	Property Damage Only	Hit Fixed Object	Clear	Day	Dry	SB
87123151	CARS	2/16/2018	2018	SR 700 (US HWY 98)	CR 54	US 98 at CR 54	Property Damage Only	Rear End	Cloudy	Day	Dry	EB
84540461	CARS	12/12/2014	2014	U.S. 98 (S.R. 700)	OLD LAKELAND	US 98 at Old Lakeland Hwy	Property Damage Only	Hit Fixed Object	Clear	Day	Dry	SB
83773746	CARS	4/25/2014	2014	US 98 (COUNTY ROAD	ALT CR-35 (OLD	US 98 at Old Lakeland Hwy	Moderate Injury	Left Turn	Clear	Day	Dry	EB
83722400	CARS	2/22/2014	2014	US HIGHWAY 98	COUNTY ROAD 35 ALT	US 98 at Old Lakeland Hwy	Moderate Injury	Left Turn	Cloudy	Day	Dry	EB
83836497	CARS	8/11/2014	2014	CR 35 A	ALT 35 (OLD LAKELAND	US 98 at Old Lakeland Hwy	Property Damage Only	Left Turn	Cloudy	Day	Dry	EB
83768579	CARS	3/5/2014	2014	U.S. 98 SOUTH	OLD LAKELAND HWY	US 98 at Old Lakeland Hwy	Minor Injury	Left Turn	Clear	Day	Dry	SB
85274200	CARS	2/15/2016	2016	US 98	COUNTY ROAD 35 (OLD	US 98 at Old Lakeland Hwy	Property Damage Only	Left Turn	Clear	Day	Dry	EB
85280588	CARS	3/3/2016	2016	US 98 (STATE ROAD 35)	COUNTY ROAD 35 (OLD	US 98 at Old Lakeland Hwy	Severe Injury	Angle	Clear	Day	Dry	EB
87108446	CARS	11/11/2017	2017	U.S. 98	OLD LAKELAND	US 98 at Old Lakeland Hwy	Property Damage Only	Left Turn	Clear	Day	Dry	SB
85461798	CARS	2/14/2017	2017	US 98	COUNTY ROAD 35 (OLD	US 98 at Old Lakeland Hwy	Property Damage Only	Left Turn	Clear	Dark -	Dry	NB
85462873	CARS	2/20/2017	2017	US 98 (STATE ROAD 35)	ALT COUNTY RD 35	US 98 at Old Lakeland Hwy	Property Damage Only	Rear End	Clear	Day	Dry	NB
85551325	CARS	6/27/2017	2017	U.S. 98 (STATE ROAD 35)	COUNTY ROAD 35 (OLD	US 98 at Old Lakeland Hwy	Property Damage Only	Left Turn	Clear	Day	Dry	SB
87108423	CARS	10/28/2017	2017	U.S. 98	OLD LAKELAND	US 98 at Old Lakeland Hwy	Severe Injury	Left Turn	Clear	Day	Dry	EB
85440055	CARS	2/8/2017	2017	U.S. 98	OLD LAKELAND	US 98 at Old Lakeland Hwy	Minor Injury	Left Turn	Clear	Day	Dry	EB
85579557	CARS	9/5/2017	2017	US-98	CR-35A (OLD LAKELAND	US 98 at Old Lakeland Hwy	Minor Injury	Left Turn	Clear	Day	Dry	EB

## Crash Data

HSMV												
Report	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
85557616	CARS	9/1/2017	2017	US HIGHWAY 98	OLD LAKELAND	US 98 at Old Lakeland Hwy	Minor Injury	Angle	Rain	Day	Wet	EB
87221054	CARS	6/18/2018	2018	OLD LAKELAND	U.S. 98	US 98 at Old Lakeland Hwy	Property Damage Only	Sideswipe	Clear	Day	Dry	EB
87258426	CARS	7/7/2018	2018	US 98 EXIT/ ENTRANCE	COUNTY ROAD 35 A	US 98 at Old Lakeland Hwy	Severe Injury	Left Turn	Clear	Dark -	Dry	EB
87281056	CARS	8/26/2018	2018	US 98	OLD LAKELAND HWY	US 98 at Old Lakeland Hwy	Property Damage Only	Left Turn	Clear	Day	Dry	EB
87258315	CARS	8/14/2018	2018	US-98	CR-35A(OLD LAKELAND	US 98 at Old Lakeland Hwy	Property Damage Only	Left Turn	Clear	Dawn	Dry	EB
87170898	CARS	2/23/2018	2018	U.S. 98	OLD LAKELAND HWY	US 98 at Old Lakeland Hwy	Moderate Injury	Left Turn	Clear	Day	Dry	EB
87107444	CARS	11/17/2017	2017	U.S. 98	OLD LAKELAND	US 98 at Old Lakeland Hwy	Property Damage Only	Other	Clear	Day	Dry	EB
87272047	CARS	10/6/2018	2018	US HIGHWAY 98	OLD LAKELAND	US 98 at Old Lakeland Hwy	Severe Injury	Other	Clear	Day	Dry	EB
84502245	CARS	9/8/2014	2014	COUNTY ROAD 54	U.S. HIGHWAY 98	US 98 from Old Lakeland Hwy	Minor Injury	Hit Non-Fixed Object	Clear	Dark - Not	Dry	SB
85250700	CARS	12/21/2015	2015	COUNTY ROAD 54	US HIGHWAY 98 (STATE	US 98 from Old Lakeland Hwy	Property Damage Only	Hit Non-Fixed Object	Clear	Dark - Not	Dry	NB
87133206	SignalFour	1/14/2018	2018	COUNTY ROAD 54	U.S. 98	US 98 from Old Lakeland Hwy	Minor Injury	Hit Non-Fixed Object	Clear	Day	Dry	SB
87168966	SignalFour	4/4/2018	2018	COUNTY ROAD 54	US HIGHWAY 98 (STATE	US 98 from Old Lakeland Hwy	Moderate Injury	Single Vehicle	Clear	Dark - Not	Dry	SB
83768627	CARS	4/30/2014	2014	COUNTY ROAD 54	U.S. 98(S.R. 700)	US 98 from Old Lakeland Hwy	Severe Injury	Overturn/Rollover	Cloudy	Day	Wet	NB
83786849	CARS	5/30/2014	2014	STANTON HALL DR	US HWY 98	US 98 from Old Lakeland Hwy	Moderate Injury	Rear End	Clear	Day	Dry	NB
85215099	CARS	11/26/2015	2015	COUNTY ROAD 35 (OLD	US HWY 98 (STATE	US 98 from Old Lakeland Hwy	Property Damage Only	Hit Non-Fixed Object	Clear	Dark - Not	Dry	SB
84524674	CARS	1/3/2015	2015	COUNTY RD 35A (OLD	US HWY 98 (STATE	US 98 at Old Lakeland Hwy	Severe Injury	Left Turn	Clear	Dark -	Dry	NB
85215100	CARS	11/26/2015	2015	COUNTY ROAD 535 (OLD	US HWY 98 (STATE	US 98 from Old Lakeland Hwy	Severe Injury	Sideswipe	Clear	Dark - Not	Dry	NB
84554359	CARS	1/26/2015	2015	JANMAR ROAD	US HWY 98 (STATE	US 98 from Old Lakeland Hwy	Property Damage Only	Right Turn	Rain	Dark - Not	Wet	EB
85152381	CARS	11/22/2015	2015	STANTON RD	U.S. HIGHWAY 98	US 98 from Old Lakeland Hwy	Fatal	Hit Fixed Object	Cloudy	Dark - Not	Wet	NB
84879863	CARS	3/11/2015	2015	JAMMER RD	US HWY 98 ( STATE	US 98 from Old Lakeland Hwy	Severe Injury	Overturn/Rollover	Clear	Dawn	Dry	NB
85202670	CARS	10/16/2015	2015	JAMAR RD	US 98	US 98 from Old Lakeland Hwy	Severe Injury	Rear End	Clear	Day	Dry	NB
83759822	CARS	10/5/2015	2015	STANTON HALL ROAD	U.S.98(STATE ROAD 35)	US 98 from Old Lakeland Hwy	Fatal	Hit Fixed Object	Clear	Day	Dry	SB
85434417	CARS	12/8/2016	2016	JANMAR ROAD	US HIGHWAY 98	US 98 from Old Lakeland Hwy	Moderate Injury	Head On	Clear	Day	Dry	NB
85303556	CARS	4/14/2016	2016	JANMAR RD	U.S. 98	US 98 from Old Lakeland Hwy	Property Damage Only	Rear End	Rain	Day	Wet	WB
83705453	CARS	10/27/2016	2016	COUNTY ROAD 54	US 98 (STATE 35)	US 98 from Old Lakeland Hwy	Moderate Injury	Sideswipe	Clear	Day	Dry	EB
85543156	CARS	6/6/2017	2017	JANMAR ROAD	US 98 (SR 35)	US 98 from Old Lakeland Hwy	Property Damage Only	Angle	Rain	Day	Wet	SB
85495022	CARS	4/1/2017	2017	JANMAR ROAD	U.S. 98	US 98 from Old Lakeland Hwy	Property Damage Only	Hit Fixed Object	Clear	Day	Dry	NB
85501044	CARS	4/23/2017	2017	ALT COUNTY RD 35 (OLD	US-98 (STATE ROAD 35)	US 98 from Old Lakeland Hwy	Property Damage Only	Hit Fixed Object	Clear	Day	Dry	NB
82109624	CARS	3/2/2018	2018	35A	US HIGHWAY 98	US 98 from Old Lakeland Hwy	Moderate Injury	Head On	Clear	Dark - Not	Dry	SB
87236586	CARS	6/22/2018	2018	STANTON HALL DR	U.S.HWY.98	US 98 from Old Lakeland Hwy	Fatal	Head On	Clear	Day	Dry	NB
87169072	CARS	2/8/2018	2018	OLD LAKELAND	U.S. 98	US 98 from Old Lakeland Hwy	Severe Injury	Left Turn	Clear	Day	Dry	NB
87111207	CARS	1/2/2018	2018	JANMAR ROAD	US-98 (STATE ROAD 35)	US 98 from Old Lakeland Hwy	Property Damage Only	Ran Off Road	Clear	Dark - Not	Dry	NB
85528803	SignalFour	7/11/2017	2017	COUNTY ROAD 54	U.S. 98 (S.R. 35)	US 98 from Old Lakeland Hwy	Property Damage Only	Ran Off Road	Rain	Day	Wet	NB
83772268	CARS	4/9/2014	2014	TOWNSEND RD	US HWY 98	US 98 from US 301 to Old	Severe Injury	Single Vehicle	Clear	Day	Dry	SB
83787849	CARS	5/20/2014	2014	ALT STATE ROAD 52	US HIGHWAY 301 (US	US 98 from US 301 to Old	Minor Injury	Rear End	Clear	Day	Dry	SB
83719562	CARS	1/22/2014	2014	SALLY RD	US 98	US 98 from US 301 to Old	Property Damage Only	Rear End	Clear	Day	Dry	EB
85133631	CARS	7/20/2015	2015	HAMP DR	US98	US 98 from US 301 to Old	Severe Injury	Left Turn	Clear	Day	Dry	NB
84566577	CARS	2/14/2015	2015	JIM JORDAN ROAD	US 98 (STATE ROAD 35)	US 98 from US 301 to Old	Property Damage Only	Rear End	Clear	Day	Dry	WB
85268742	CARS	3/12/2016	2016	TUMBLEWEED DRIVE	US HWY 98 (STATE	US 98 from US 301 to Old	Minor Injury	Overturn/Rollover	Clear	Day	Dry	SB
85360333	CARS	7/27/2016	2016	JIM JORDAN ROAD	US HIGHWAY 98 (STATE	US 98 from US 301 to Old	Property Damage Only	Left Turn	Clear	Day	Dry	NB
85411568	CARS	10/16/2016	2016	JANMAR ROAD	U.S. 98 (STATE ROAD	US 98 from US 301 to Old	Moderate Injury	Rear End	Clear	Dark - Not	Dry	EB
85284803	CARS	7/21/2016	2016	CONNERLY RD	US HWY 98 (SR-35)	US 98 from US 301 to Old	Severe Injury	Rear End	Cloudy	Day	Dry	NB
85562488	CARS	8/5/2017	2017	PRAIRIE DRIVE	US 98 (SR 35)	US 98 from US 301 to Old	Property Damage Only	Sideswipe	Clear	Dark - Not	Dry	NB
85571794	CARS	8/16/2017	2017	SALLY ROAD	U.S. 98 (STATE ROAD	US 98 from US 301 to Old	Minor Injury	Hit Fixed Object	Clear	Day	Dry	NB
85431696	CARS	1/4/2017	2017	SALLY ROAD	US-98 (STATE ROAD 35)	US 98 from US 301 to Old	Moderate Injury	Left Turn	Clear	Day	Dry	EB
85481112	CARS	4/10/2017	2017	SALLY ROAD	US HIGHWAY 98 (STATE	US 98 from US 301 to Old	Severe Injury	Overturn/Rollover	Clear	Dark - Not	Dry	NB
87281956	CARS	9/10/2018	2018	WATSON RD	US-98	US 98 from US 301 to Old	Property Damage Only	Rear End	Clear	Day	Dry	NB
87166663	CARS	2/28/2018	2018	PRAIRE DR	US HWY 98 (SR-35)	US 98 from US 301 to Old	Moderate Injury	Overturn/Rollover	Clear	Day	Dry	NB
85128798	CARS	8/9/2015	2015	WILDS RD	US 98	US 98 from US 301 to Old	Severe Injury	Other	Rain	Day	Wet	SB

## Average Crash Costs by Facility Type for 2014-2018 as of 11/5/2020

	Divided			Undivided		
	Urban	Suburban	Rural	Urban	Suburban	Rural
2-3 Lanes	\$ 107,732	\$ 201,527	\$ 355,183	\$ 124,618	\$ 267,397	\$ 523,727
4-5 Lanes	\$ 123,406	\$ 225,315	\$ 473,637	\$ 112,896	\$ 190,276	N/A
6+ Lanes	\$ 123,598	\$ 166,258	\$ 451,492	\$ 41,650	N/A	N/A
Interstate	\$ 153,130	N/A	\$ 327,385	N/A	N/A	N/A
Turnpike	\$ 132,199	N/A	\$ 274,012	N/A	N/A	N/A
<b>All Roads Average Cost/Crash: \$159,093.00</b>						

SOURCE: Florida Department of Transportation State Safety Office's Crash Analysis Reporting (CAR) System, analysis years 2014 through 2018. Published by FDOT State Safety Office on 11/5/2020.

The above values were derived from 2014 through 2018 traffic crash and injury severity data for crashes on state roads in Florida using the formulation described in FHWA Technical Advisory 'Motor Vehicle Accident Costs', T7570.2, dated October 31, 1994. Base costs derived from a memorandum from USDOT: 'Guidance on Treatment of the Economic Value of a Statistical Life (VSL) in U.S. Department of Transportation Analyses', dated August 8, 2016 updating the value of a life saved from \$9.4 million to \$9.6 million for 2015 data with a growth factor applied to increase the base cost to \$9.7 million in the current analyses. Costs are computed for the actively state-maintained State Highway System (SHS) only.

NOTE: The information contained within or attached to this message has been compiled from information collected for the purpose of identifying, evaluating or planning safety enhancements. It is used to develop highway safety construction improvements projects which may be implemented utilizing Federal Aid Highway funds. Any document displaying this notice shall be used only for the purposes deemed appropriate by the Florida Department of Transportation. See Title 23, United States Code, Section 409. Pursuant to Title 23 U.S.C Section 409, the information provided to you is not subject to discovery and is not admissible into evidence.

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**FDOT KABCO Crash Costs 2014-2018 as of  
11/5/2020**



<b>Crash Severity</b>	<b>Comprehensive Crash Cost</b>
Fatal (K)	\$ 10,890,000
Severe Injury (A)	\$ 888,030
Moderate Injury (B)	\$ 180,180
Minor Injury ( C)	\$ 103,950
Property Damage Only (O)	\$ 7,700

SOURCE: Florida Department of Transportation State Safety Office's Crash Analysis Reporting (CAR) System, analysis years 2014 through 2018. Published by FDOT State Safety Office on 11/5/2020.

NOTE: The information contained within or attached to this message has been compiled from information collected for the purpose of identifying, evaluating or planning safety enhancements. It is used to develop highway safety construction improvements projects which may be implemented utilizing Federal Aid Highway funds. Any document displaying this notice shall be used only for the purposes deemed appropriate by the Florida Department of Transportation. See Title 23, United States Code, Section 409. Pursuant to Title 23 U.S.C Section 409, the information provided to you is not subject to discovery and is not admissible into evidence.

Draft



REPORT CARPJ96  
DATE 11/10/2020

FLORIDA - DEPARTMENT OF TRANSPORTATION  
C A R - CRASH ANALYSIS REPORTING SYSTEM  
INTERSECTION CRASH RATE CATEGORY LISTING

1 YEAR RATES	-	-	-	-	-
2 YEAR RATES	-	-	-	-	-
3 YEAR RATES	-	-	-	-	-
4 YEAR RATES	-	-	-	-	-
5 YEAR RATES	X	-	-	-	-

STATE WIDE: X STATEWIDE \_ BY DISTRICT \_ BY COUNTY

DISTRICTS: \_ \_ \_ \_ \_ BY DISTRICT \_ BY COUNTY

COUNTIES: \_ \_ \_ \_ \_

COMMENTS: USERID: SF945BJ



Draft

REPORT CARPJ96  
 DATE 11/10/2020  
 TIME 09:43:35

FLORIDA - DEPARTMENT OF TRANSPORTATION  
 C A R - CRASH ANALYSIS REPORTING SYSTEM  
 CRASHES PER MILLION VEHICLES ENTERING BY INTERSECTION TYPE  
 STATEWIDE FOR 2014 - 2018

PAGE NO 1  
 AS OF 11/04/2020 21:11:47

COMMENTS:

USERID: SF945BJ

CC - CRASH RATE CATEGORY CODE DESCRIPTION	3 LEGS		4 LEGS		5 LEGS		6+ LEGS	
	RATE # INTS	# CRASHES/ MILL VEH	RATE # INTS	# CRASHES/ MILL VEH	RATE # INTS	# CRASHES/ MILL VEH	RATE # INTS	# CRASHES/ MILL VEH
01 - INTERSTATE URBAN	0.169 3169	103789/ 613713.757	0.135 36	1004/ 7442.352				
02 - INTERSTATE RURAL	0.117 1516	12435/ 106451.728	0.046 16	69/ 1503.975				
03 - TOLL ROAD URBAN	0.141 1866	33783/ 240414.144	0.183 21	385/ 2108.714				
04 - TOLL ROAD RURAL	0.115 392	2436/ 21231.383	0.043 9	19/ 442.846				
05 - URBAN OTHER LIMITED ACCESS	0.295 719	24723/ 83813.465	0.763 37	2415/ 3164.724	3.906 1	206/ 52.742		
06 - RURAL OTHER LIMITED ACCESS	0.061 9	10/ 163.921	0.189 3	2/ 10.603				
07 - RAMP URBAN	1.534 696	16053/ 10463.767	1.732 4	232/ 133.955	4.143 2	199/ 48.034		
08 - RAMP RURAL	1.502 2688	33559/ 22341.286	2.069 67	1606/ 776.055	4.658 1	85/ 18.250		
10 - URBAN 2-3LN 2WY DIVD RASD	0.682 432	6877/ 10085.425	0.621 178	2628/ 4232.904	0.337 6	24/ 71.248	0.388 4	22/ 56.684
11 - URBAN 2-3LN 2WY DIVD PAVD	0.474 1172	12600/ 26563.257	0.684 741	11413/ 16695.537	1.270 11	398/ 313.316	1	7.336
12 - URBAN 2-3LN 2WY UNDIVD	0.343 1367	6732/ 19638.946	0.375 924	5013/ 13362.368	0.465 19	129/ 277.235		
13 - SUBURBAN 2-3LN 2WY DIVD RASD	0.500 300	3662/ 7321.003	0.728 84	1700/ 2335.422				
14 - SUBURBAN 2-3LN 2WY DIVD PAVD	0.276 2699	17786/ 64355.859	0.516 748	10527/ 20417.192	1.327 4	110/ 82.903		
15 - SUBURBAN 2-3LN 2WY UNDIVD	0.197 5247	15917/ 80656.304	0.287 1124	5186/ 18068.551	0.539 9	71/ 131.692	0.044 1	2/ 45.260
16 - RURAL 2-3LN 2WY DIVD RASD	0.465 113	501/ 1076.745	0.257 21	79/ 307.895				

REPORT CARPJ96  
 DATE 11/10/2020  
 TIME 09:43:35

FLORIDA - DEPARTMENT OF TRANSPORTATION  
 C A R - CRASH ANALYSIS REPORTING SYSTEM  
 CRASHES PER MILLION VEHICLES ENTERING BY INTERSECTION TYPE  
 STATEWIDE FOR 2014 - 2018  
 USERID: SF945BJ

PAGE NO 2  
 AS OF 11/04/2020 21:11:47

COMMENTS:

CC - CRASH RATE CATEGORY CODE DESCRIPTION	3 LEGS		4 LEGS		5 LEGS		6+ LEGS	
	RATE # INTS	# CRASHES/ MILL VEH	RATE # INTS	# CRASHES/ MILL VEH	RATE # INTS	# CRASHES/ MILL VEH	RATE # INTS	# CRASHES/ MILL VEH
17 - RURAL 2-3LN 2WY DIVD PAVD	0.273 807	2795/ 10238.913	0.409 179	1688/ 4128.083	0.270 3	9/ 33.378		
18 - RURAL 2-3LN 2WY UNDIVD	0.198 6210	9771/ 49293.692	0.244 1191	2769/ 11362.930	0.303 7	12/ 39.639	0.130 1	1/ 7.665
20 - URBAN 4-5LN 2WY DIVD RASD	0.431 6425	125550/ 291140.174	0.649 2685	85413/ 131685.448	0.609 38	1097/ 1801.358	1.273 6	538/ 422.615
21 - URBAN 4-5LN 2WY DIVD PAVD	0.579 4172	105099/ 181551.869	0.809 2162	79688/ 98473.531	1.269 25	1751/ 1380.299	0.889 10	437/ 491.837
22 - URBAN 4-5LN 2WY UNDIVD	0.587 780	14381/ 24517.017	0.835 519	13929/ 16677.507	0.795 8	252/ 316.956	1	28.762
23 - SUBURBAN 4-5LN 2WY DIVD RASD	0.270 4911	62906/ 232885.051	0.526 1364	36548/ 69482.246	0.911 18	960/ 1053.955	1.821 1	121/ 66.430
24 - SUBURBAN 4-5LN 2WY DIVD PAVD	0.314 450	7367/ 23461.023	0.552 159	4173/ 7565.823	0.188 1	8/ 42.559		
25 - SUBURBAN 4-5LN 2WY UNDIVD	0.223 83	488/ 2190.949	0.188 36	195/ 1037.914				
26 - RURAL 4-5LN 2WY DIVD RASD	0.213 1718	8142/ 38196.872	0.210 489	3523/ 16756.609	0.530 2	30/ 56.611		
27 - RURAL 4-5LN 2WY DIVD PAVD	0.209 24	94/ 449.096	0.406 3	49/ 120.664				
28 - RURAL 4-5LN 2WY UNDIVD								
30 - URBAN 6+LN 2WY DIVD RASD	0.510 9387	381835/ 748377.408	0.925 3184	245060/ 264857.742	1.174 34	4067/ 3463.909	1.006 6	509/ 505.776
31 - URBAN 6+LN 2WY DIVD PAVD	0.537 526	20149/ 37535.562	0.727 248	12773/ 17573.552	0.897 4	354/ 394.528		
32 - URBAN 6+LN 2WY UNDIVD	2.972 6	117/ 39.368	2.750 3	246/ 89.443				
33 - SUBURBAN 6+LN 2WY DIVD RASD	0.345 1877	54125/ 156910.682	0.744 638	41514/ 55767.833	2.020 9	1608/ 796.031		

REPORT CARPJ96  
 DATE 11/10/2020  
 TIME 09:43:35

FLORIDA - DEPARTMENT OF TRANSPORTATION  
 C A R - CRASH ANALYSIS REPORTING SYSTEM  
 CRASHES PER MILLION VEHICLES ENTERING BY INTERSECTION TYPE  
 STATEWIDE FOR 2014 - 2018

COMMENTS: \_\_\_\_\_ USERID: SF945BJ

CC - CRASH RATE CATEGORY CODE DESCRIPTION	3 LEGS		4 LEGS		5 LEGS		6+ LEGS	
	RATE # INTS	# CRASHES/ MILL VEH	RATE # INTS	# CRASHES/ MILL VEH	RATE # INTS	# CRASHES/ MILL VEH	RATE # INTS	# CRASHES/ MILL VEH
34 - SUBURBAN 6+LN 2WY DIVD PAVD	0.148 164	3185/ 21542.358	0.412 25	1021/ 2480.124				
35 - SUBURBAN 6+LN 2WY UNDIVD	5							
36 - RURAL 6+LN 2WY DIVD RASD	0.108 20	50/ 464.688	0.136 19	80/ 590.015				
37 - RURAL 6+LN 2WY DIVD PAVD	1							
38 - RURAL 6+LN 2WY UNDIVD	2							
40 - URBAN ONE WAY	1.060 1374	26352/ 24849.873	1.129 1042	27012/ 23927.265	1.439 14	715/ 496.755	0.296 1	8/ 27.010
41 - SUBURBAN ONE WAY	0.716 395	7254/ 10134.726	0.836 129	3424/ 4095.970				
42 - RURAL ONE WAY	1.083 130	703/ 648.846	2.714 16	92/ 33.892	3			
77 - UNDEFINED	0.184 735	842/ 4569.932	0.062 343	121/ 1936.142	5	33.142	1	8.285
TOTALS:	0.354 62587	1122068/ 3167289.089	0.733 18447	601596/ 819645.826	1.108 224	12085/ 10904.540	0.982 33	1638/ 1667.660

REPORT..CARPJ85-  
DATE...11/10/2020  
TIME...10:38:37

FLORIDA - DEPARTMENT OF TRANSPORTATION  
C A R - CRASH ANALYSIS REPORTING SYSTEM  
SEGMENT BASED CRASH RATE STATISTICS

PAGE NO 0  
AS OF: 2020-11-04

COMMENT: USERID: SF945BJ

=====  
CC - CRASH RATE CATEGORY CODE DESCRIPTIONS AVG/YEAR \$/CRASH@CRA C-NO-INJ C-POSSIBLE C-N-INCAP C-INCAP C-FATAL C-NT-FATAL  
I/A CRASH CRASHES MV MILES CRASH RATE CL MILES \$/CRASH@INJ P-NO-INJ P-POSSIBLE P-N-INCAP P-INCAP P-FATAL P-NT-FATAL  
=====

DETAIL PRINT LINE LEGEND - REFER TO SHORT TITLES IN THE HEADING LINES ABOVE

- CC - CRASH RATE CATEGORY CODE AND DESCRIPTION
- CRASHES - TOTAL NUMBER OF CRASHES
- I/A CRASH - TOTAL NUMBER OF "INLUENCE AREA" CRASHES
- MV MILES - MILLION VEHICLE MILES
- CRASH RATE - AVERAGE SEGMENT CRASH RATE
- CL MILES - ROADWAY CENTER LINE MILES
- \$ PER CRASH - AVERAGE ECONOMIC LOSS PER CRASH
- C-NO-INJ - CRASHES WITH PROPERTY DAMAGE ONLY
- C-POSSIBLE - CRASHES WITH POSSIBLE INJURIES
- C-N-INCAP - CRASHES WITH NON-INCAPACITATE INJURIES
- C-INCAP - CRASHES WITH INCAPACITATE INJURIES
- C-FATAL - CRASHES WITH FATALITIES
- C-NT-FATAL - CRASHES WITH NON-TRAFFIC FATALITIES
- \$ PER INJRY - AVERAGE ECONOMIC LOSS PER INJURY
- P-NO-INJ - PEOPLE WITH NO INJURIES
- P-POSS-INJ - PEOPLE WITH POSSIBLE INJURIES
- P-N-INCAP - PEOPLE WITH NON-INCAPACITATING INJURIES
- P-INCAP - PEOPLE WITH INCAPACITATING INJURIES
- P-FATAL - FATALITIES
- P-NT-FATAL - NON-TRAFFIC FATAILLITES

CURRENT BASE CALENDAR YEAR: 2018  
CARPJ81 CRASH EXTRACT DATE: 2020-11-04 21:15:49  
CARPJ82 FREEZE BREAK EXTRACT DATE: 2020-11-04 21:34:29  
CARPJ84 YEARLY ROLLUPS AND WEIGHTS DATE: 2020-11-04 21:35:05

CRASH DOLLAR VALUE WEIGHTS 1 THROUGH 6:	7,700	103,950	180,180	888,030	10,890,000	7,700
INJURY DOLLAR VALUE WEIGHTS 1 THROUGH 6:	0	69,300	138,600	683,100	9,900,000	0

AVAILABLE YEARS	2018	2017	2016	2015	2014
1 YEAR RATES	-	-	-	-	-
2 YEAR RATES	-	-	-	-	-
3 YEAR RATES	-	-	-	-	-
4 YEAR RATES	-	-	-	-	-
5 YEAR RATES	X	-	-	-	-

STATE WIDE: X STATE WIDE \_ BY DISTRICT \_ BY COUNTY

DISTRICTS: \_ \_ \_ \_ \_ BY DISTRICT \_ BY COUNTY

COUNTIES: \_ \_ \_ \_ \_



REPORT..CARPJ85-  
 DATE...11/10/2020  
 TIME...10:38:37

FLORIDA - DEPARTMENT OF TRANSPORTATION  
 C A R - CRASH ANALYSIS REPORTING SYSTEM  
 SEGMENT BASED CRASH RATE STATISTICS  
 DISTRICT: ALL COUNTY: ALL FOR 2014 - 2018  
 USERID: SF945BJ

PAGE NO 1  
 AS OF: 2020-11-04

COMMENT:

CC - CRASH RATE CATEGORY	CODE	DESCRIPTIONS	AVG/YEAR	\$/CRASH@CRA	C-NO-INJ	C-POSSIBLE	C-N-INCAP	C-INCAP	C-FATAL	C-NT-FATAL	
I/A CRASH	CRASHES	MV MILES	CRASH RATE	CL MILES	\$/CRASH@INJ	P-NO-INJ	P-POSSIBLE	P-N-INCAP	P-INCAP	P-FATAL	P-NT-FATAL
01 - INTERSTATE URBAN					137,082	94,544	31,048	16,051	5,364	795	57
876	146,983	148,904.327	0.992	842.348	141,452	304,866	55,749	22,564	7,123	915	78
02 - INTERSTATE RURAL					271,928	13,769	3,425	2,748	1,239	349	13
31	21,512	47,095.034	0.457	670.240	296,012	42,083	7,185	4,418	1,826	406	18
03 - TOLL ROAD URBAN					120,991	30,353	8,244	4,870	1,050	231	18
867	43,899	57,729.432	0.775	495.117	120,586	87,154	14,157	6,706	1,352	259	24
04 - TOLL ROAD RURAL					244,062	2,690	747	582	201	61	5
18	4,268	9,447.056	0.453	180.980	273,409	8,126	1,539	985	316	72	6
05 - URBAN OTHER LIMITED ACCESS					94,711	19,432	5,434	1,990	535	97	12
3,753	23,747	13,706.206	2.006	120.474	89,333	58,599	9,196	2,704	680	99	14
06 - RURAL OTHER LIMITED ACCESS					277,111	34	8	7	1	1	0
20	31	36.533	1.395	7.491	261,670	89	12	9	2	1	0
07 - RAMP URBAN					103,887	54,529	16,632	7,756	1,960	289	19
63,197	17,988	4,497.152	0.000	225.255	98,817	159,148	27,226	10,239	2,441	308	23
08 - RAMP RURAL					118,892	68,836	22,230	10,904	3,160	454	24
63,521	42,087	11,034.699	0.000	895.970	116,008	214,953	37,345	14,963	3,980	492	31
10 - URBAN 2-3LN 2WY DIVD RASD					107,758	3,992	1,478	730	175	20	0
3,069	3,326	806.162	7.932	36.186	102,789	13,800	2,428	1,006	222	20	0
11 - URBAN 2-3LN 2WY DIVD PAVD					105,429	11,115	3,533	1,904	442	56	7
4,896	12,161	2,663.719	6.403	122.052	99,414	37,026	5,802	2,522	527	59	8
12 - URBAN 2-3LN 2WY UNDIVD					138,050	5,518	1,784	1,075	278	49	4
2,543	6,165	2,262.600	3.848	166.344	130,073	18,358	2,994	1,406	330	51	5
13 - SUBURBAN 2-3LN 2WY DIVD RASD					181,248	2,311	901	458	197	31	0
1,141	2,757	970.725	4.015	44.073	185,351	8,526	1,626	680	262	34	0
14 - SUBURBAN 2-3LN 2WY DIVD PAVD					187,761	15,026	6,453	3,839	1,257	224	11
4,815	21,995	9,602.125	2.792	407.712	196,404	56,658	12,498	5,642	1,716	247	14
15 - SUBURBAN 2-3LN 2WY UNDIVD					251,418	12,216	4,932	3,457	1,282	295	15
2,222	19,975	17,616.868	1.259	1,164.912	263,677	44,089	9,169	5,174	1,791	331	21
16 - RURAL 2-3LN 2WY DIVD RASD					354,521	328	131	107	53	13	0
126	506	474.390	1.332	27.256	367,349	1,203	273	164	76	14	0

REPORT..CARPJ85-  
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FLORIDA - DEPARTMENT OF TRANSPORTATION  
 C A R - CRASH ANALYSIS REPORTING SYSTEM  
 SEGMENT BASED CRASH RATE STATISTICS  
 DISTRICT: ALL COUNTY: ALL FOR 2014 - 2018  
 USERID: SF945BJ

PAGE NO 2  
 AS OF: 2020-11-04

COMMENT:

CC	I/A	CRASH	CRASHES	CODE	DESCRIPTIONS	AVG/YEAR	\$/CRASH@CRA	C-NO-INJ	C-POSSIBLE	C-N-INCAP	C-INCAP	C-FATAL	C-NT-FATAL
						CL MILES	\$/CRASH@INJ	P-NO-INJ	P-POSSIBLE	P-N-INCAP	P-INCAP	P-FATAL	P-NT-FATAL
17	-	RURAL	2-3LN	2WY	DIVD PAVD		295,973	2,843	1,080	889	372	86	5
		754	4,521		2,882.268	1.830	191.656	335,708	9,929	2,265	1,372	548	106
18	-	RURAL	2-3LN	2WY	UNDIVD		483,488	11,468	3,973	3,774	1,873	707	13
		1,468	20,340		27,657.185	0.788	3,602.481	535,806	33,680	7,873	5,870	2,942	840
20	-	URBAN	4-5LN	2WY	DIVD RASD		137,102	86,645	31,944	17,151	4,652	748	33
		24,135	117,038		37,288.637	3.785	857.339	131,515	308,110	53,911	23,357	5,725	776
21	-	URBAN	4-5LN	2WY	DIVD PAVD		113,962	82,180	24,397	12,320	3,196	528	24
		23,570	99,075		20,074.326	6.109	475.134	108,246	271,602	41,018	16,444	3,879	556
22	-	URBAN	4-5LN	2WY	UNDIVD		115,588	12,867	3,544	1,922	519	84	6
		2,621	16,321		2,683.858	7.057	88.307	106,477	42,145	5,824	2,599	617	84
23	-	SUBURBAN	4-5LN	2WY	DIVD RASD		226,380	48,290	21,170	13,138	4,774	995	46
		6,150	82,263		50,609.880	1.746	1,123.984	229,317	180,776	38,539	19,255	6,429	1,065
24	-	SUBURBAN	4-5LN	2WY	DIVD PAVD		178,772	6,717	2,393	1,251	346	101	5
		1,194	9,619		4,466.643	2.420	84.773	173,384	23,335	4,079	1,725	459	105
25	-	SUBURBAN	4-5LN	2WY	UNDIVD		231,239	237	107	61	25	5	0
		51	384		202.753	2.145	7.584	211,609	1,046	166	86	28	5
26	-	RURAL	4-5LN	2WY	DIVD RASD		410,716	7,353	2,774	2,503	1,131	368	12
		447	13,694		19,246.801	0.734	920.400	440,219	22,928	5,464	3,974	1,651	421
27	-	RURAL	4-5LN	2WY	DIVD PAVD		378,697	137	45	36	15	6	1
		3	237		432.178	0.555	25.502	400,125	376	69	45	23	7
28	-	RURAL	4-5LN	2WY	UNDIVD		47,601	26	9	4	0	0	0
		0	39		17.531	2.224	1.788	49,753	158	12	8	0	0
30	-	URBAN	6+LN	2WY	DIVD RASD		122,055	239,500	78,040	36,829	10,626	1,721	90
		52,981	313,825		74,813.222	4.902	946.430	117,108	811,959	129,538	50,768	13,297	1,804
31	-	URBAN	6+LN	2WY	DIVD PAVD		152,382	15,635	5,410	2,772	1,095	153	9
		3,780	21,294		4,640.786	5.402	65.208	145,622	55,751	9,574	3,820	1,367	154
32	-	URBAN	6+LN	2WY	UNDIVD		51,893	276	38	21	9	0	0
		48	296		4.681	73.488	0.275	42,995	752	53	26	11	0
33	-	SUBURBAN	6+LN	2WY	DIVD RASD		159,578	46,562	20,001	9,286	3,420	513	19
		6,147	73,654		28,977.482	2.753	348.277	159,979	176,266	35,587	13,259	4,519	543

REPORT..CARPJ85-  
 DATE...11/10/2020  
 TIME...10:38:37

FLORIDA - DEPARTMENT OF TRANSPORTATION  
 C A R - CRASH ANALYSIS REPORTING SYSTEM  
 SEGMENT BASED CRASH RATE STATISTICS  
 DISTRICT: ALL COUNTY: ALL FOR 2014 - 2018  
 USERID: SF945BJ

PAGE NO 3  
 AS OF: 2020-11-04

COMMENT:

CC - CRASH RATE CATEGORY	DESCRIPTIONS	AVG/YEAR	\$/CRASH@CRA	C-NO-INJ	C-POSSIBLE	C-N-INCAP	C-INCAP	C-FATAL	C-NT-FATAL		
I/A CRASH	CRASHES	CL MILES	\$/CRASH@INJ	P-NO-INJ	P-POSSIBLE	P-N-INCAP	P-INCAP	P-FATAL	P-NT-FATAL		
34 - SUBURBAN 6+LN 2WY DIVD PAVD			133,308	2,127	553	359	97	18	2		
302	2,854	2,685.456	1.175	21.775	124,157	7,010	876	480	112	19	2
35 - SUBURBAN 6+LN 2WY UNDIVD			24,948	9	0	1	0	0	0		
0	10	0.000	0.000	0.023	13,860	30	0	1	0	0	0
36 - RURAL 6+LN 2WY DIVD RASD			432,869	56	23	18	10	3	0		
3	107	187.472	0.586	10.174	874,530	195	45	41	12	8	0
37 - RURAL 6+LN 2WY DIVD PAVD			38,448	11	3	1	0	0	0		
15	0	0.000	0.000	0.016	27,720	34	4	1	0	0	0
38 - RURAL 6+LN 2WY UNDIVD			0	0	0	0	0	0	0		
0	0	0.000	0.000	0.086	0	0	0	0	0	0	0
40 - URBAN ONE WAY			84,161	30,982	6,842	3,497	870	111	14		
11,110	31,206	3,694.423	11.454	189.961	75,434	95,754	10,788	4,632	1,001	113	18
41 - SUBURBAN ONE WAY			138,599	5,305	1,359	714	190	53	3		
2,212	5,412	3,168.963	2.405	107.218	128,316	16,996	2,274	938	243	53	5
42 - RURAL ONE WAY			122,333	777	265	114	30	6	2		
752	442	351.254	3.399	34.831	114,189	2,354	416	150	40	6	3
77 - UNDEFINED			106,803	11,053	3,470	1,608	436	60	3		
10,811	5,819	0.000	0.000	0.000	105,529	35,046	5,918	2,214	563	66	4
ALL CRASH RATE CATEGORIES			153,698	770,221	261,042	139,825	44,056	8,331	416		
38,041	1185,850	610,932.826	2.003	14,509.642	153,120	2586,702	451,510	195,987	57,408	9,064	580

END OF REPORT



# Appendix D

Count Data

Draft



# 2010 Urban Area Boundaries and Federal Functional Classification Pasco County



*Henry A. Adams*  
Chair, Pasco Metropolitan Planning Organization  
Date: 12/16/13

*Debbie Hart*  
FDOT District Director of Transportation  
Date: 12/20/13

APPROVED BY:  
*Carl R. Kuyper*  
Federal Highway Administration  
Date: 01/23/2014

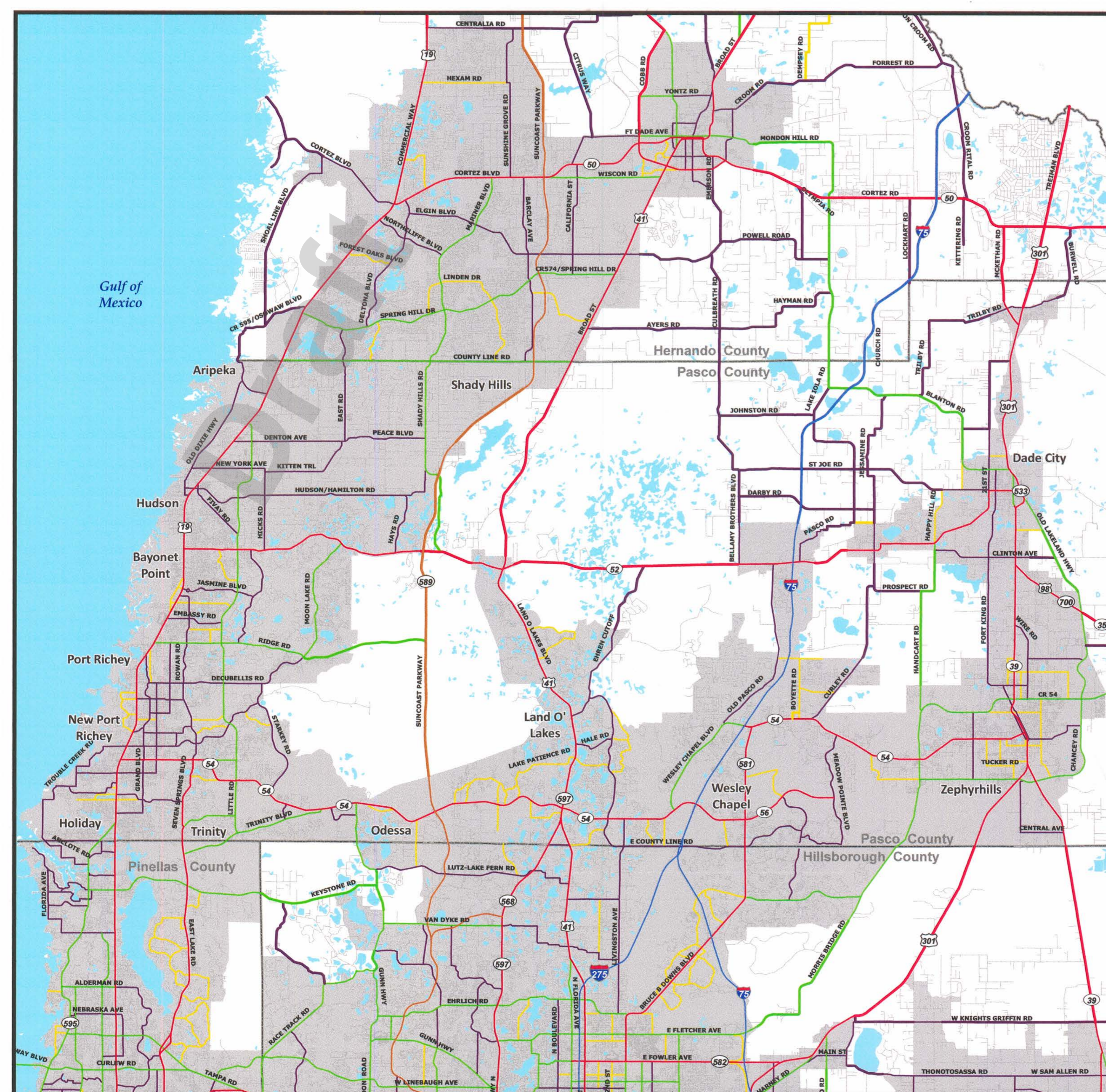
## LEGEND

### Functional Classification

- 01 - Principal Arterial-Interstate RURAL
- 02 - Principal Arterial-Expressway RURAL
- 04 - Principal Arterial-Other RURAL
- 06 - Minor Arterial RURAL
- 07 - Major Collector RURAL
- 08 - Minor Collector RURAL
- 11 - Principal Arterial-Interstate URBAN
- 12 - Principal Arterial-Freeway and Expressway URBAN
- 14 - Principal Arterial-Other URBAN
- 16 - Minor Arterial URBAN
- 17 - Major Collector URBAN
- 18 - Minor Collector (Fed Aid) URBAN
- Local Road
- 2010 FHWA Urban Area



0 1 2 3 4 5  
Miles  
1:160,000





2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 14 - PASCO

WEEK	DATES	1401 I75, HILLS CO - SUMT	US 301	1402	1403 SR41, SR52 - HERNAND	1404 US19, SR52 - HERNAND
1	01/01/2019 - 01/05/2019	0.90		0.96	0.92	0.98
2	01/06/2019 - 01/12/2019	0.90		0.96	0.92	0.98
3	01/13/2019 - 01/19/2019	0.89		0.96	0.92	0.98
4	01/20/2019 - 01/26/2019	0.89		0.96	0.92	0.98
5	01/27/2019 - 02/02/2019	0.89		0.96	0.92	0.98
6	02/03/2019 - 02/09/2019	0.89		0.96	0.92	0.98
7	02/10/2019 - 02/16/2019	0.89		0.96	0.92	0.98
8	02/17/2019 - 02/23/2019	0.89		0.96	0.92	0.98
9	02/24/2019 - 03/02/2019	0.89		0.96	0.92	0.98
10	03/03/2019 - 03/09/2019	0.89		0.96	0.92	0.98
11	03/10/2019 - 03/16/2019	0.89		0.96	0.92	0.98
12	03/17/2019 - 03/23/2019	0.89		0.96	0.92	0.98
13	03/24/2019 - 03/30/2019	0.89		0.96	0.92	0.98
14	03/31/2019 - 04/06/2019	0.89		0.96	0.92	0.98
15	04/07/2019 - 04/13/2019	0.89		0.96	0.92	0.98
16	04/14/2019 - 04/20/2019	0.89		0.96	0.92	0.98
17	04/21/2019 - 04/27/2019	0.89		0.96	0.92	0.98
18	04/28/2019 - 05/04/2019	0.89		0.96	0.92	0.98
19	05/05/2019 - 05/11/2019	0.89		0.96	0.92	0.98
20	05/12/2019 - 05/18/2019	0.89		0.96	0.92	0.98
21	05/19/2019 - 05/25/2019	0.89		0.96	0.92	0.98
22	05/26/2019 - 06/01/2019	0.89		0.96	0.92	0.98
23	06/02/2019 - 06/08/2019	0.89		0.96	0.92	0.98
24	06/09/2019 - 06/15/2019	0.89		0.96	0.92	0.98
25	06/16/2019 - 06/22/2019	0.89		0.96	0.92	0.98
26	06/23/2019 - 06/29/2019	0.89		0.96	0.92	0.98
27	06/30/2019 - 07/06/2019	0.89		0.96	0.92	0.98
28	07/07/2019 - 07/13/2019	0.89		0.96	0.92	0.98
29	07/14/2019 - 07/20/2019	0.89		0.96	0.92	0.98
30	07/21/2019 - 07/27/2019	0.89		0.96	0.92	0.98
31	07/28/2019 - 08/03/2019	0.89		0.96	0.92	0.98
32	08/04/2019 - 08/10/2019	0.88		0.96	0.92	0.98
33	08/11/2019 - 08/17/2019	0.88		0.96	0.92	0.98
34	08/18/2019 - 08/24/2019	0.88		0.96	0.92	0.98
35	08/25/2019 - 08/31/2019	0.88		0.96	0.92	0.98
36	09/01/2019 - 09/07/2019	0.88		0.96	0.92	0.98
37	09/08/2019 - 09/14/2019	0.88		0.96	0.92	0.98
38	09/15/2019 - 09/21/2019	0.88		0.96	0.92	0.98
39	09/22/2019 - 09/28/2019	0.88		0.96	0.92	0.98
40	09/29/2019 - 10/05/2019	0.88		0.96	0.92	0.98
41	10/06/2019 - 10/12/2019	0.88		0.96	0.92	0.98
42	10/13/2019 - 10/19/2019	0.88		0.96	0.92	0.98
43	10/20/2019 - 10/26/2019	0.88		0.96	0.92	0.98
44	10/27/2019 - 11/02/2019	0.89		0.96	0.92	0.98
45	11/03/2019 - 11/09/2019	0.89		0.96	0.92	0.98
46	11/10/2019 - 11/16/2019	0.89		0.96	0.92	0.98
47	11/17/2019 - 11/23/2019	0.89		0.96	0.92	0.98
48	11/24/2019 - 11/30/2019	0.89		0.96	0.92	0.98
49	12/01/2019 - 12/07/2019	0.90		0.96	0.92	0.98
50	12/08/2019 - 12/14/2019	0.90		0.96	0.92	0.98
51	12/15/2019 - 12/21/2019	0.90		0.96	0.92	0.98
52	12/22/2019 - 12/28/2019	0.90		0.96	0.92	0.98
53	12/29/2019 - 12/31/2019	0.89		0.96	0.92	0.98

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2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 14 - PASCO

WEEK	DATES	1405 ALT19, PINE - US 19	1406 SR597, HILLS CO/L -	1407 SR41, HILLS - SR 52	1408 US19, PINE - SR 52
1	01/01/2019 - 01/05/2019	0.99	0.90	0.97	0.99
2	01/06/2019 - 01/12/2019	0.99	0.90	0.97	0.99
3	01/13/2019 - 01/19/2019	0.99	0.89	0.97	0.99
4	01/20/2019 - 01/26/2019	0.99	0.89	0.97	0.99
5	01/27/2019 - 02/02/2019	0.99	0.89	0.97	0.99
6	02/03/2019 - 02/09/2019	0.99	0.89	0.97	0.99
7	02/10/2019 - 02/16/2019	0.99	0.89	0.97	0.99
8	02/17/2019 - 02/23/2019	0.99	0.89	0.97	0.99
9	02/24/2019 - 03/02/2019	0.99	0.90	0.97	0.99
10	03/03/2019 - 03/09/2019	0.99	0.90	0.97	0.99
11	03/10/2019 - 03/16/2019	0.99	0.90	0.97	0.99
12	03/17/2019 - 03/23/2019	0.99	0.90	0.97	0.99
13	03/24/2019 - 03/30/2019	0.99	0.90	0.97	0.99
14	03/31/2019 - 04/06/2019	0.99	0.89	0.97	0.99
15	04/07/2019 - 04/13/2019	0.99	0.89	0.97	0.99
16	04/14/2019 - 04/20/2019	0.99	0.89	0.97	0.99
17	04/21/2019 - 04/27/2019	0.99	0.89	0.97	0.99
18	04/28/2019 - 05/04/2019	0.99	0.89	0.97	0.99
19	05/05/2019 - 05/11/2019	0.99	0.89	0.97	0.99
20	05/12/2019 - 05/18/2019	0.99	0.89	0.97	0.99
21	05/19/2019 - 05/25/2019	0.99	0.89	0.97	0.99
22	05/26/2019 - 06/01/2019	0.99	0.89	0.97	0.99
23	06/02/2019 - 06/08/2019	0.99	0.89	0.97	0.99
24	06/09/2019 - 06/15/2019	0.99	0.89	0.97	0.99
25	06/16/2019 - 06/22/2019	0.99	0.89	0.97	0.99
26	06/23/2019 - 06/29/2019	0.99	0.89	0.97	0.99
27	06/30/2019 - 07/06/2019	0.99	0.89	0.97	0.99
28	07/07/2019 - 07/13/2019	0.99	0.89	0.97	0.99
29	07/14/2019 - 07/20/2019	0.99	0.89	0.97	0.99
30	07/21/2019 - 07/27/2019	0.99	0.89	0.97	0.99
31	07/28/2019 - 08/03/2019	0.99	0.89	0.97	0.99
32	08/04/2019 - 08/10/2019	0.99	0.89	0.97	0.99
33	08/11/2019 - 08/17/2019	0.99	0.89	0.97	0.99
34	08/18/2019 - 08/24/2019	0.99	0.89	0.97	0.99
35	08/25/2019 - 08/31/2019	0.99	0.89	0.97	0.99
36	09/01/2019 - 09/07/2019	0.99	0.89	0.97	0.99
37	09/08/2019 - 09/14/2019	0.99	0.89	0.97	0.99
38	09/15/2019 - 09/21/2019	0.99	0.89	0.97	0.99
39	09/22/2019 - 09/28/2019	0.99	0.89	0.97	0.99
40	09/29/2019 - 10/05/2019	0.99	0.89	0.97	0.99
41	10/06/2019 - 10/12/2019	0.99	0.89	0.97	0.99
42	10/13/2019 - 10/19/2019	0.99	0.89	0.97	0.99
43	10/20/2019 - 10/26/2019	0.99	0.89	0.97	0.99
44	10/27/2019 - 11/02/2019	0.99	0.90	0.97	0.99
45	11/03/2019 - 11/09/2019	0.99	0.90	0.97	0.99
46	11/10/2019 - 11/16/2019	0.99	0.90	0.97	0.99
47	11/17/2019 - 11/23/2019	0.99	0.90	0.97	0.99
48	11/24/2019 - 11/30/2019	0.99	0.90	0.97	0.99
49	12/01/2019 - 12/07/2019	0.99	0.90	0.97	0.99
50	12/08/2019 - 12/14/2019	0.99	0.90	0.97	0.99
51	12/15/2019 - 12/21/2019	0.99	0.90	0.97	0.99
52	12/22/2019 - 12/28/2019	0.99	0.90	0.97	0.99
53	12/29/2019 - 12/31/2019	0.99	0.89	0.97	0.99

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2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 14 - PASCO

WEEK	DATES	1409 US98, POLK - US 301	1410 SR54, US41 - PASCO R	1411 SR54, PASCO RD-CR581	1412 SR54, CR581 - US301
1	01/01/2019 - 01/05/2019	0.90	0.97	0.99	0.99
2	01/06/2019 - 01/12/2019	0.90	0.97	0.99	0.99
3	01/13/2019 - 01/19/2019	0.89	0.97	0.99	0.99
4	01/20/2019 - 01/26/2019	0.89	0.97	0.99	0.99
5	01/27/2019 - 02/02/2019	0.89	0.97	0.99	0.99
6	02/03/2019 - 02/09/2019	0.89	0.97	0.99	0.99
7	02/10/2019 - 02/16/2019	0.89	0.97	0.99	0.99
8	02/17/2019 - 02/23/2019	0.89	0.97	0.99	0.99
9	02/24/2019 - 03/02/2019	0.90	0.97	0.99	0.99
10	03/03/2019 - 03/09/2019	0.90	0.97	0.99	0.99
11	03/10/2019 - 03/16/2019	0.90	0.97	0.99	0.99
12	03/17/2019 - 03/23/2019	0.90	0.97	0.99	0.99
13	03/24/2019 - 03/30/2019	0.90	0.97	0.99	0.99
14	03/31/2019 - 04/06/2019	0.89	0.97	0.99	0.99
15	04/07/2019 - 04/13/2019	0.89	0.97	0.99	0.99
16	04/14/2019 - 04/20/2019	0.89	0.97	0.99	0.99
17	04/21/2019 - 04/27/2019	0.89	0.97	0.99	0.99
18	04/28/2019 - 05/04/2019	0.89	0.97	0.99	0.99
19	05/05/2019 - 05/11/2019	0.89	0.97	0.99	0.99
20	05/12/2019 - 05/18/2019	0.89	0.97	0.99	0.99
21	05/19/2019 - 05/25/2019	0.89	0.97	0.99	0.99
22	05/26/2019 - 06/01/2019	0.89	0.97	0.99	0.99
23	06/02/2019 - 06/08/2019	0.89	0.97	0.99	0.99
24	06/09/2019 - 06/15/2019	0.89	0.97	0.99	0.99
25	06/16/2019 - 06/22/2019	0.89	0.97	0.99	0.99
26	06/23/2019 - 06/29/2019	0.89	0.97	0.99	0.99
27	06/30/2019 - 07/06/2019	0.89	0.97	0.99	0.99
28	07/07/2019 - 07/13/2019	0.89	0.97	0.99	0.99
29	07/14/2019 - 07/20/2019	0.89	0.97	0.99	0.99
30	07/21/2019 - 07/27/2019	0.89	0.97	0.99	0.99
31	07/28/2019 - 08/03/2019	0.89	0.97	0.99	0.99
32	08/04/2019 - 08/10/2019	0.89	0.97	0.99	0.99
33	08/11/2019 - 08/17/2019	0.89	0.97	0.99	0.99
34	08/18/2019 - 08/24/2019	0.89	0.97	0.99	0.99
35	08/25/2019 - 08/31/2019	0.89	0.97	0.99	0.99
36	09/01/2019 - 09/07/2019	0.89	0.97	0.99	0.99
37	09/08/2019 - 09/14/2019	0.89	0.97	0.99	0.99
38	09/15/2019 - 09/21/2019	0.89	0.97	0.99	0.99
39	09/22/2019 - 09/28/2019	0.89	0.97	0.99	0.99
40	09/29/2019 - 10/05/2019	0.89	0.97	0.99	0.99
41	10/06/2019 - 10/12/2019	0.89	0.97	0.99	0.99
42	10/13/2019 - 10/19/2019	0.89	0.97	0.99	0.99
43	10/20/2019 - 10/26/2019	0.89	0.97	0.99	0.99
44	10/27/2019 - 11/02/2019	0.90	0.97	0.99	0.99
45	11/03/2019 - 11/09/2019	0.90	0.97	0.99	0.99
46	11/10/2019 - 11/16/2019	0.90	0.97	0.99	0.99
47	11/17/2019 - 11/23/2019	0.90	0.97	0.99	0.99
48	11/24/2019 - 11/30/2019	0.90	0.97	0.99	0.99
49	12/01/2019 - 12/07/2019	0.90	0.97	0.99	0.99
50	12/08/2019 - 12/14/2019	0.90	0.97	0.99	0.99
51	12/15/2019 - 12/21/2019	0.90	0.97	0.99	0.99
52	12/22/2019 - 12/28/2019	0.90	0.97	0.99	0.99
53	12/29/2019 - 12/31/2019	0.89	0.97	0.99	0.99

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2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 14 - PASCO

WEEK	DATES	1413 SR52, US19 - CR587	1414 SR52, CR587 - CR581	1415 SR52, CR581 - CR577	1416 SR52, CR577 - SR533
1	01/01/2019 - 01/05/2019	0.98	0.90	0.90	0.98
2	01/06/2019 - 01/12/2019	0.98	0.90	0.90	0.98
3	01/13/2019 - 01/19/2019	0.98	0.89	0.89	0.98
4	01/20/2019 - 01/26/2019	0.98	0.89	0.89	0.98
5	01/27/2019 - 02/02/2019	0.98	0.89	0.89	0.98
6	02/03/2019 - 02/09/2019	0.98	0.89	0.89	0.98
7	02/10/2019 - 02/16/2019	0.98	0.89	0.89	0.98
8	02/17/2019 - 02/23/2019	0.98	0.89	0.89	0.98
9	02/24/2019 - 03/02/2019	0.98	0.90	0.90	0.98
10	03/03/2019 - 03/09/2019	0.98	0.90	0.90	0.98
11	03/10/2019 - 03/16/2019	0.98	0.90	0.90	0.98
12	03/17/2019 - 03/23/2019	0.98	0.90	0.90	0.98
13	03/24/2019 - 03/30/2019	0.98	0.90	0.90	0.98
14	03/31/2019 - 04/06/2019	0.98	0.89	0.89	0.98
15	04/07/2019 - 04/13/2019	0.98	0.89	0.89	0.98
16	04/14/2019 - 04/20/2019	0.98	0.89	0.89	0.98
17	04/21/2019 - 04/27/2019	0.98	0.89	0.89	0.98
18	04/28/2019 - 05/04/2019	0.98	0.89	0.89	0.98
19	05/05/2019 - 05/11/2019	0.98	0.89	0.89	0.98
20	05/12/2019 - 05/18/2019	0.98	0.89	0.89	0.98
21	05/19/2019 - 05/25/2019	0.98	0.89	0.89	0.98
22	05/26/2019 - 06/01/2019	0.98	0.89	0.89	0.98
23	06/02/2019 - 06/08/2019	0.98	0.89	0.89	0.98
24	06/09/2019 - 06/15/2019	0.98	0.89	0.89	0.98
25	06/16/2019 - 06/22/2019	0.98	0.89	0.89	0.98
26	06/23/2019 - 06/29/2019	0.98	0.89	0.89	0.98
27	06/30/2019 - 07/06/2019	0.98	0.89	0.89	0.98
28	07/07/2019 - 07/13/2019	0.98	0.89	0.89	0.98
29	07/14/2019 - 07/20/2019	0.98	0.89	0.89	0.98
30	07/21/2019 - 07/27/2019	0.98	0.89	0.89	0.98
31	07/28/2019 - 08/03/2019	0.98	0.89	0.89	0.98
32	08/04/2019 - 08/10/2019	0.98	0.89	0.89	0.98
33	08/11/2019 - 08/17/2019	0.98	0.89	0.89	0.98
34	08/18/2019 - 08/24/2019	0.98	0.89	0.89	0.98
35	08/25/2019 - 08/31/2019	0.98	0.89	0.89	0.98
36	09/01/2019 - 09/07/2019	0.98	0.89	0.89	0.98
37	09/08/2019 - 09/14/2019	0.98	0.89	0.89	0.98
38	09/15/2019 - 09/21/2019	0.98	0.89	0.89	0.98
39	09/22/2019 - 09/28/2019	0.98	0.89	0.89	0.98
40	09/29/2019 - 10/05/2019	0.98	0.89	0.89	0.98
41	10/06/2019 - 10/12/2019	0.98	0.89	0.89	0.98
42	10/13/2019 - 10/19/2019	0.98	0.89	0.89	0.98
43	10/20/2019 - 10/26/2019	0.98	0.89	0.89	0.98
44	10/27/2019 - 11/02/2019	0.98	0.90	0.90	0.98
45	11/03/2019 - 11/09/2019	0.98	0.90	0.90	0.98
46	11/10/2019 - 11/16/2019	0.98	0.90	0.90	0.98
47	11/17/2019 - 11/23/2019	0.98	0.90	0.90	0.98
48	11/24/2019 - 11/30/2019	0.98	0.90	0.90	0.98
49	12/01/2019 - 12/07/2019	0.98	0.90	0.90	0.98
50	12/08/2019 - 12/14/2019	0.98	0.90	0.90	0.98
51	12/15/2019 - 12/21/2019	0.98	0.90	0.90	0.98
52	12/22/2019 - 12/28/2019	0.98	0.90	0.90	0.98
53	12/29/2019 - 12/31/2019	0.98	0.89	0.89	0.98

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2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 14 - PASCO

WEEK	DATES	1417 SR533, US301 - US301	1418 US41, HILLS - CR 583	1419 SR575, US301 - HERN	1420 SR54, US19 - GUNN HW
1	01/01/2019 - 01/05/2019	0.94	0.93	0.90	0.99
2	01/06/2019 - 01/12/2019	0.94	0.93	0.90	0.99
3	01/13/2019 - 01/19/2019	0.94	0.93	0.89	0.99
4	01/20/2019 - 01/26/2019	0.94	0.93	0.89	0.99
5	01/27/2019 - 02/02/2019	0.94	0.93	0.89	0.99
6	02/03/2019 - 02/09/2019	0.94	0.93	0.89	0.99
7	02/10/2019 - 02/16/2019	0.94	0.93	0.89	0.99
8	02/17/2019 - 02/23/2019	0.94	0.93	0.89	0.99
9	02/24/2019 - 03/02/2019	0.94	0.93	0.90	0.99
10	03/03/2019 - 03/09/2019	0.94	0.93	0.90	0.99
11	03/10/2019 - 03/16/2019	0.94	0.93	0.90	0.99
12	03/17/2019 - 03/23/2019	0.94	0.93	0.90	0.99
13	03/24/2019 - 03/30/2019	0.94	0.93	0.90	0.99
14	03/31/2019 - 04/06/2019	0.94	0.93	0.89	0.99
15	04/07/2019 - 04/13/2019	0.94	0.93	0.89	0.99
16	04/14/2019 - 04/20/2019	0.94	0.93	0.89	0.99
17	04/21/2019 - 04/27/2019	0.94	0.93	0.89	0.99
18	04/28/2019 - 05/04/2019	0.94	0.93	0.89	0.99
19	05/05/2019 - 05/11/2019	0.94	0.93	0.89	0.99
20	05/12/2019 - 05/18/2019	0.94	0.93	0.89	0.99
21	05/19/2019 - 05/25/2019	0.94	0.93	0.89	0.99
22	05/26/2019 - 06/01/2019	0.94	0.93	0.89	0.99
23	06/02/2019 - 06/08/2019	0.94	0.93	0.89	0.99
24	06/09/2019 - 06/15/2019	0.94	0.93	0.89	0.99
25	06/16/2019 - 06/22/2019	0.94	0.93	0.89	0.99
26	06/23/2019 - 06/29/2019	0.94	0.93	0.89	0.99
27	06/30/2019 - 07/06/2019	0.94	0.93	0.89	0.99
28	07/07/2019 - 07/13/2019	0.94	0.93	0.89	0.99
29	07/14/2019 - 07/20/2019	0.94	0.93	0.89	0.99
30	07/21/2019 - 07/27/2019	0.94	0.93	0.89	0.99
31	07/28/2019 - 08/03/2019	0.94	0.93	0.89	0.99
32	08/04/2019 - 08/10/2019	0.94	0.93	0.89	0.99
33	08/11/2019 - 08/17/2019	0.94	0.93	0.89	0.99
34	08/18/2019 - 08/24/2019	0.94	0.93	0.89	0.99
35	08/25/2019 - 08/31/2019	0.94	0.93	0.89	0.99
36	09/01/2019 - 09/07/2019	0.94	0.93	0.89	0.99
37	09/08/2019 - 09/14/2019	0.94	0.93	0.89	0.99
38	09/15/2019 - 09/21/2019	0.94	0.93	0.89	0.99
39	09/22/2019 - 09/28/2019	0.94	0.93	0.89	0.99
40	09/29/2019 - 10/05/2019	0.94	0.93	0.89	0.99
41	10/06/2019 - 10/12/2019	0.94	0.93	0.89	0.99
42	10/13/2019 - 10/19/2019	0.94	0.93	0.89	0.99
43	10/20/2019 - 10/26/2019	0.94	0.93	0.89	0.99
44	10/27/2019 - 11/02/2019	0.94	0.93	0.90	0.99
45	11/03/2019 - 11/09/2019	0.94	0.93	0.90	0.99
46	11/10/2019 - 11/16/2019	0.94	0.93	0.90	0.99
47	11/17/2019 - 11/23/2019	0.94	0.93	0.90	0.99
48	11/24/2019 - 11/30/2019	0.94	0.93	0.90	0.99
49	12/01/2019 - 12/07/2019	0.94	0.93	0.90	0.99
50	12/08/2019 - 12/14/2019	0.94	0.93	0.90	0.99
51	12/15/2019 - 12/21/2019	0.94	0.93	0.90	0.99
52	12/22/2019 - 12/28/2019	0.94	0.93	0.90	0.99
53	12/29/2019 - 12/31/2019	0.94	0.93	0.89	0.99

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2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 14 - PASCO

WEEK	DATES	1421 SR54, PLAYER - US 41	1422 US41, CR583 - HERN	1423 SR 700, US 301-PASCO	1424 SR 39, HILLS-US 301
1	01/01/2019 - 01/05/2019	0.98	0.90	0.90	0.89
2	01/06/2019 - 01/12/2019	0.98	0.90	0.90	0.89
3	01/13/2019 - 01/19/2019	0.98	0.89	0.89	0.89
4	01/20/2019 - 01/26/2019	0.98	0.89	0.89	0.89
5	01/27/2019 - 02/02/2019	0.98	0.89	0.89	0.89
6	02/03/2019 - 02/09/2019	0.98	0.89	0.89	0.89
7	02/10/2019 - 02/16/2019	0.98	0.89	0.89	0.89
8	02/17/2019 - 02/23/2019	0.98	0.89	0.89	0.89
9	02/24/2019 - 03/02/2019	0.98	0.90	0.90	0.89
10	03/03/2019 - 03/09/2019	0.98	0.90	0.90	0.89
11	03/10/2019 - 03/16/2019	0.98	0.90	0.90	0.89
12	03/17/2019 - 03/23/2019	0.98	0.90	0.90	0.89
13	03/24/2019 - 03/30/2019	0.98	0.90	0.90	0.89
14	03/31/2019 - 04/06/2019	0.98	0.89	0.89	0.89
15	04/07/2019 - 04/13/2019	0.98	0.89	0.89	0.89
16	04/14/2019 - 04/20/2019	0.98	0.89	0.89	0.89
17	04/21/2019 - 04/27/2019	0.98	0.89	0.89	0.89
18	04/28/2019 - 05/04/2019	0.98	0.89	0.89	0.89
19	05/05/2019 - 05/11/2019	0.98	0.89	0.89	0.89
20	05/12/2019 - 05/18/2019	0.98	0.89	0.89	0.89
21	05/19/2019 - 05/25/2019	0.98	0.89	0.89	0.89
22	05/26/2019 - 06/01/2019	0.98	0.89	0.89	0.89
23	06/02/2019 - 06/08/2019	0.98	0.89	0.89	0.89
24	06/09/2019 - 06/15/2019	0.98	0.89	0.89	0.89
25	06/16/2019 - 06/22/2019	0.98	0.89	0.89	0.89
26	06/23/2019 - 06/29/2019	0.98	0.89	0.89	0.89
27	06/30/2019 - 07/06/2019	0.98	0.89	0.89	0.89
28	07/07/2019 - 07/13/2019	0.98	0.89	0.89	0.89
29	07/14/2019 - 07/20/2019	0.98	0.89	0.89	0.89
30	07/21/2019 - 07/27/2019	0.98	0.89	0.89	0.89
31	07/28/2019 - 08/03/2019	0.98	0.89	0.89	0.89
32	08/04/2019 - 08/10/2019	0.98	0.89	0.89	0.89
33	08/11/2019 - 08/17/2019	0.98	0.89	0.89	0.89
34	08/18/2019 - 08/24/2019	0.98	0.89	0.89	0.89
35	08/25/2019 - 08/31/2019	0.98	0.89	0.89	0.89
36	09/01/2019 - 09/07/2019	0.98	0.89	0.89	0.89
37	09/08/2019 - 09/14/2019	0.98	0.89	0.89	0.89
38	09/15/2019 - 09/21/2019	0.98	0.89	0.89	0.89
39	09/22/2019 - 09/28/2019	0.98	0.89	0.89	0.89
40	09/29/2019 - 10/05/2019	0.98	0.89	0.89	0.89
41	10/06/2019 - 10/12/2019	0.98	0.89	0.89	0.89
42	10/13/2019 - 10/19/2019	0.98	0.89	0.89	0.89
43	10/20/2019 - 10/26/2019	0.98	0.89	0.89	0.89
44	10/27/2019 - 11/02/2019	0.98	0.90	0.90	0.89
45	11/03/2019 - 11/09/2019	0.98	0.90	0.90	0.89
46	11/10/2019 - 11/16/2019	0.98	0.90	0.90	0.89
47	11/17/2019 - 11/23/2019	0.98	0.90	0.90	0.89
48	11/24/2019 - 11/30/2019	0.98	0.90	0.90	0.89
49	12/01/2019 - 12/07/2019	0.98	0.90	0.90	0.89
50	12/08/2019 - 12/14/2019	0.98	0.90	0.90	0.89
51	12/15/2019 - 12/21/2019	0.98	0.90	0.90	0.89
52	12/22/2019 - 12/28/2019	0.98	0.90	0.90	0.89
53	12/29/2019 - 12/31/2019	0.98	0.89	0.89	0.89

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2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 14 - PASCO

WEEK	DATES	1425 PASCO EASTERN HPMS 1	1426 PASCO EASTERN HPMS 2	1427 PASCO CENTRAL HPMS	1428 PASCO WESTERN HPMS 1
1	01/01/2019 - 01/05/2019	0.90	0.90	0.90	0.90
2	01/06/2019 - 01/12/2019	0.90	0.90	0.90	0.90
3	01/13/2019 - 01/19/2019	0.89	0.89	0.89	0.89
4	01/20/2019 - 01/26/2019	0.89	0.89	0.89	0.89
5	01/27/2019 - 02/02/2019	0.89	0.89	0.89	0.89
6	02/03/2019 - 02/09/2019	0.89	0.89	0.89	0.89
7	02/10/2019 - 02/16/2019	0.89	0.89	0.89	0.89
8	02/17/2019 - 02/23/2019	0.89	0.89	0.89	0.89
9	02/24/2019 - 03/02/2019	0.90	0.90	0.90	0.90
10	03/03/2019 - 03/09/2019	0.90	0.90	0.90	0.90
11	03/10/2019 - 03/16/2019	0.90	0.90	0.90	0.90
12	03/17/2019 - 03/23/2019	0.90	0.90	0.90	0.90
13	03/24/2019 - 03/30/2019	0.90	0.90	0.90	0.90
14	03/31/2019 - 04/06/2019	0.89	0.89	0.89	0.89
15	04/07/2019 - 04/13/2019	0.89	0.89	0.89	0.89
16	04/14/2019 - 04/20/2019	0.89	0.89	0.89	0.89
17	04/21/2019 - 04/27/2019	0.89	0.89	0.89	0.89
18	04/28/2019 - 05/04/2019	0.89	0.89	0.89	0.89
19	05/05/2019 - 05/11/2019	0.89	0.89	0.89	0.89
20	05/12/2019 - 05/18/2019	0.89	0.89	0.89	0.89
21	05/19/2019 - 05/25/2019	0.89	0.89	0.89	0.89
22	05/26/2019 - 06/01/2019	0.89	0.89	0.89	0.89
23	06/02/2019 - 06/08/2019	0.89	0.89	0.89	0.89
24	06/09/2019 - 06/15/2019	0.89	0.89	0.89	0.89
25	06/16/2019 - 06/22/2019	0.89	0.89	0.89	0.89
26	06/23/2019 - 06/29/2019	0.89	0.89	0.89	0.89
27	06/30/2019 - 07/06/2019	0.89	0.89	0.89	0.89
28	07/07/2019 - 07/13/2019	0.89	0.89	0.89	0.89
29	07/14/2019 - 07/20/2019	0.89	0.89	0.89	0.89
30	07/21/2019 - 07/27/2019	0.89	0.89	0.89	0.89
31	07/28/2019 - 08/03/2019	0.89	0.89	0.89	0.89
32	08/04/2019 - 08/10/2019	0.89	0.89	0.89	0.89
33	08/11/2019 - 08/17/2019	0.89	0.89	0.89	0.89
34	08/18/2019 - 08/24/2019	0.89	0.89	0.89	0.89
35	08/25/2019 - 08/31/2019	0.89	0.89	0.89	0.89
36	09/01/2019 - 09/07/2019	0.89	0.89	0.89	0.89
37	09/08/2019 - 09/14/2019	0.89	0.89	0.89	0.89
38	09/15/2019 - 09/21/2019	0.89	0.89	0.89	0.89
39	09/22/2019 - 09/28/2019	0.89	0.89	0.89	0.89
40	09/29/2019 - 10/05/2019	0.89	0.89	0.89	0.89
41	10/06/2019 - 10/12/2019	0.89	0.89	0.89	0.89
42	10/13/2019 - 10/19/2019	0.89	0.89	0.89	0.89
43	10/20/2019 - 10/26/2019	0.89	0.89	0.89	0.89
44	10/27/2019 - 11/02/2019	0.90	0.90	0.90	0.90
45	11/03/2019 - 11/09/2019	0.90	0.90	0.90	0.90
46	11/10/2019 - 11/16/2019	0.90	0.90	0.90	0.90
47	11/17/2019 - 11/23/2019	0.90	0.90	0.90	0.90
48	11/24/2019 - 11/30/2019	0.90	0.90	0.90	0.90
49	12/01/2019 - 12/07/2019	0.90	0.90	0.90	0.90
50	12/08/2019 - 12/14/2019	0.90	0.90	0.90	0.90
51	12/15/2019 - 12/21/2019	0.90	0.90	0.90	0.90
52	12/22/2019 - 12/28/2019	0.90	0.90	0.90	0.90
53	12/29/2019 - 12/31/2019	0.89	0.89	0.89	0.89

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2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 14 - PASCO

WEEK	DATES	1429 PASCO WESTERN HPMS 2	1430 PASCO COUNTY WIDE	SR 56	1431
1	01/01/2019 - 01/05/2019	0.90	0.98		0.90
2	01/06/2019 - 01/12/2019	0.90	0.98		0.90
3	01/13/2019 - 01/19/2019	0.89	0.98		0.89
4	01/20/2019 - 01/26/2019	0.89	0.98		0.89
5	01/27/2019 - 02/02/2019	0.89	0.98		0.89
6	02/03/2019 - 02/09/2019	0.89	0.98		0.89
7	02/10/2019 - 02/16/2019	0.89	0.98		0.89
8	02/17/2019 - 02/23/2019	0.89	0.98		0.90
9	02/24/2019 - 03/02/2019	0.90	0.98		0.92
10	03/03/2019 - 03/09/2019	0.90	0.98		0.93
11	03/10/2019 - 03/16/2019	0.90	0.98		0.94
12	03/17/2019 - 03/23/2019	0.90	0.98		0.93
13	03/24/2019 - 03/30/2019	0.90	0.98		0.92
14	03/31/2019 - 04/06/2019	0.89	0.98		0.91
15	04/07/2019 - 04/13/2019	0.89	0.98		0.90
16	04/14/2019 - 04/20/2019	0.89	0.98		0.89
17	04/21/2019 - 04/27/2019	0.89	0.98		0.89
18	04/28/2019 - 05/04/2019	0.89	0.98		0.89
19	05/05/2019 - 05/11/2019	0.89	0.98		0.89
20	05/12/2019 - 05/18/2019	0.89	0.98		0.89
21	05/19/2019 - 05/25/2019	0.89	0.98		0.89
22	05/26/2019 - 06/01/2019	0.89	0.98		0.89
23	06/02/2019 - 06/08/2019	0.89	0.98		0.89
24	06/09/2019 - 06/15/2019	0.89	0.98		0.89
25	06/16/2019 - 06/22/2019	0.89	0.98		0.89
26	06/23/2019 - 06/29/2019	0.89	0.98		0.89
27	06/30/2019 - 07/06/2019	0.89	0.98		0.89
28	07/07/2019 - 07/13/2019	0.89	0.98		0.89
29	07/14/2019 - 07/20/2019	0.89	0.98		0.89
30	07/21/2019 - 07/27/2019	0.89	0.98		0.89
31	07/28/2019 - 08/03/2019	0.89	0.98		0.89
32	08/04/2019 - 08/10/2019	0.89	0.98		0.89
33	08/11/2019 - 08/17/2019	0.89	0.98		0.89
34	08/18/2019 - 08/24/2019	0.89	0.98		0.89
35	08/25/2019 - 08/31/2019	0.89	0.98		0.89
36	09/01/2019 - 09/07/2019	0.89	0.98		0.89
37	09/08/2019 - 09/14/2019	0.89	0.98		0.89
38	09/15/2019 - 09/21/2019	0.89	0.98		0.89
39	09/22/2019 - 09/28/2019	0.89	0.98		0.89
40	09/29/2019 - 10/05/2019	0.89	0.98		0.89
41	10/06/2019 - 10/12/2019	0.89	0.98		0.89
42	10/13/2019 - 10/19/2019	0.89	0.98		0.89
43	10/20/2019 - 10/26/2019	0.89	0.98		0.89
44	10/27/2019 - 11/02/2019	0.90	0.98		0.90
45	11/03/2019 - 11/09/2019	0.90	0.98		0.90
46	11/10/2019 - 11/16/2019	0.90	0.98		0.90
47	11/17/2019 - 11/23/2019	0.90	0.98		0.90
48	11/24/2019 - 11/30/2019	0.90	0.98		0.90
49	12/01/2019 - 12/07/2019	0.90	0.98		0.90
50	12/08/2019 - 12/14/2019	0.90	0.98		0.90
51	12/15/2019 - 12/21/2019	0.90	0.98		0.90
52	12/22/2019 - 12/28/2019	0.90	0.98		0.90
53	12/29/2019 - 12/31/2019	0.89	0.98		0.89

Draft

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1400 PASCO COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2019 - 01/05/2019	0.98	1.03
2	01/06/2019 - 01/12/2019	1.00	1.05
3	01/13/2019 - 01/19/2019	1.03	1.08
4	01/20/2019 - 01/26/2019	1.01	1.06
5	01/27/2019 - 02/02/2019	1.00	1.05
* 6	02/03/2019 - 02/09/2019	0.98	1.03
* 7	02/10/2019 - 02/16/2019	0.97	1.02
* 8	02/17/2019 - 02/23/2019	0.96	1.01
* 9	02/24/2019 - 03/02/2019	0.95	1.00
*10	03/03/2019 - 03/09/2019	0.94	0.99
*11	03/10/2019 - 03/16/2019	0.93	0.98
*12	03/17/2019 - 03/23/2019	0.93	0.98
*13	03/24/2019 - 03/30/2019	0.94	0.99
*14	03/31/2019 - 04/06/2019	0.94	0.99
*15	04/07/2019 - 04/13/2019	0.95	1.00
*16	04/14/2019 - 04/20/2019	0.96	1.01
*17	04/21/2019 - 04/27/2019	0.97	1.02
*18	04/28/2019 - 05/04/2019	0.98	1.03
19	05/05/2019 - 05/11/2019	0.99	1.04
20	05/12/2019 - 05/18/2019	1.01	1.06
21	05/19/2019 - 05/25/2019	1.01	1.06
22	05/26/2019 - 06/01/2019	1.02	1.07
23	06/02/2019 - 06/08/2019	1.02	1.07
24	06/09/2019 - 06/15/2019	1.03	1.08
25	06/16/2019 - 06/22/2019	1.03	1.08
26	06/23/2019 - 06/29/2019	1.04	1.09
27	06/30/2019 - 07/06/2019	1.04	1.09
28	07/07/2019 - 07/13/2019	1.04	1.09
29	07/14/2019 - 07/20/2019	1.05	1.11
30	07/21/2019 - 07/27/2019	1.05	1.11
31	07/28/2019 - 08/03/2019	1.05	1.11
32	08/04/2019 - 08/10/2019	1.06	1.12
33	08/11/2019 - 08/17/2019	1.06	1.12
34	08/18/2019 - 08/24/2019	1.06	1.12
35	08/25/2019 - 08/31/2019	1.07	1.13
36	09/01/2019 - 09/07/2019	1.07	1.13
37	09/08/2019 - 09/14/2019	1.08	1.14
38	09/15/2019 - 09/21/2019	1.08	1.14
39	09/22/2019 - 09/28/2019	1.06	1.12
40	09/29/2019 - 10/05/2019	1.05	1.11
41	10/06/2019 - 10/12/2019	1.03	1.08
42	10/13/2019 - 10/19/2019	1.01	1.06
43	10/20/2019 - 10/26/2019	1.00	1.05
44	10/27/2019 - 11/02/2019	1.00	1.05
45	11/03/2019 - 11/09/2019	0.99	1.04
46	11/10/2019 - 11/16/2019	0.99	1.04
47	11/17/2019 - 11/23/2019	0.98	1.03
48	11/24/2019 - 11/30/2019	0.98	1.03
49	12/01/2019 - 12/07/2019	0.98	1.03
50	12/08/2019 - 12/14/2019	0.98	1.03
51	12/15/2019 - 12/21/2019	0.98	1.03
52	12/22/2019 - 12/28/2019	1.00	1.05
53	12/29/2019 - 12/31/2019	1.03	1.08

\* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1475 PASCO I75

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2019 - 01/05/2019	0.96	0.99
2	01/06/2019 - 01/12/2019	1.01	1.04
3	01/13/2019 - 01/19/2019	1.05	1.08
4	01/20/2019 - 01/26/2019	1.04	1.07
5	01/27/2019 - 02/02/2019	1.03	1.06
6	02/03/2019 - 02/09/2019	1.01	1.04
7	02/10/2019 - 02/16/2019	1.00	1.03
* 8	02/17/2019 - 02/23/2019	0.99	1.02
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.94	0.97
*12	03/17/2019 - 03/23/2019	0.94	0.97
*13	03/24/2019 - 03/30/2019	0.95	0.98
*14	03/31/2019 - 04/06/2019	0.95	0.98
*15	04/07/2019 - 04/13/2019	0.96	0.99
*16	04/14/2019 - 04/20/2019	0.96	0.99
*17	04/21/2019 - 04/27/2019	0.97	1.00
*18	04/28/2019 - 05/04/2019	0.98	1.01
*19	05/05/2019 - 05/11/2019	0.99	1.02
*20	05/12/2019 - 05/18/2019	1.00	1.03
21	05/19/2019 - 05/25/2019	1.00	1.03
22	05/26/2019 - 06/01/2019	1.00	1.03
23	06/02/2019 - 06/08/2019	1.00	1.03
24	06/09/2019 - 06/15/2019	1.00	1.03
25	06/16/2019 - 06/22/2019	1.00	1.03
26	06/23/2019 - 06/29/2019	1.00	1.03
27	06/30/2019 - 07/06/2019	1.01	1.04
28	07/07/2019 - 07/13/2019	1.01	1.04
29	07/14/2019 - 07/20/2019	1.01	1.04
30	07/21/2019 - 07/27/2019	1.02	1.05
31	07/28/2019 - 08/03/2019	1.04	1.07
32	08/04/2019 - 08/10/2019	1.05	1.08
33	08/11/2019 - 08/17/2019	1.06	1.09
34	08/18/2019 - 08/24/2019	1.07	1.10
35	08/25/2019 - 08/31/2019	1.07	1.10
36	09/01/2019 - 09/07/2019	1.08	1.11
37	09/08/2019 - 09/14/2019	1.08	1.11
38	09/15/2019 - 09/21/2019	1.09	1.12
39	09/22/2019 - 09/28/2019	1.07	1.10
40	09/29/2019 - 10/05/2019	1.05	1.08
41	10/06/2019 - 10/12/2019	1.03	1.06
42	10/13/2019 - 10/19/2019	1.01	1.04
43	10/20/2019 - 10/26/2019	1.00	1.03
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	0.99	1.02
46	11/10/2019 - 11/16/2019	0.98	1.01
47	11/17/2019 - 11/23/2019	0.98	1.01
48	11/24/2019 - 11/30/2019	0.97	1.00
49	12/01/2019 - 12/07/2019	0.97	1.00
50	12/08/2019 - 12/14/2019	0.96	0.99
51	12/15/2019 - 12/21/2019	0.96	0.99
52	12/22/2019 - 12/28/2019	1.01	1.04
53	12/29/2019 - 12/31/2019	1.05	1.08

\* PEAK SEASON

COUNTY: 16  
 STATION: 1003  
 DESCRIPTION: SR35/700/US 98, NW OF SR 471 N OF LAKELAND  
 START DATE: 01/15/2019  
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	3	8	13	8	32	8	5	9	6	28	60
0100	8	8	4	8	28	9	8	5	6	28	56
0200	7	8	9	5	29	6	7	7	5	25	54
0300	9	3	9	8	29	13	11	13	10	47	76
0400	13	17	16	18	64	21	9	19	32	81	145
0500	32	29	50	62	173	47	58	63	65	233	406
0600	47	79	74	65	265	65	92	82	70	309	574
0700	70	83	96	87	336	73	111	108	90	382	718
0800	79	78	70	89	316	92	94	80	79	345	661
0900	92	97	69	63	321	68	77	73	65	283	604
1000	82	73	67	68	290	57	83	71	63	274	564
1100	61	74	66	71	272	88	103	69	49	309	581
1200	73	71	67	78	289	72	77	64	58	271	560
1300	90	83	89	86	348	65	90	88	69	312	660
1400	80	75	96	85	336	97	70	77	42	286	622
1500	68	97	91	103	359	69	85	95	89	338	697
1600	116	99	80	107	402	88	76	86	93	343	745
1700	112	99	114	110	435	99	136	110	74	419	854
1800	98	93	73	53	317	79	63	79	46	267	584
1900	55	47	42	48	192	46	29	45	39	159	351
2000	47	33	37	29	146	31	35	20	19	105	251
2100	26	30	26	36	118	25	14	16	23	78	196
2200	21	18	17	16	72	24	12	15	10	61	133
2300	12	20	15	9	56	10	8	16	12	46	102
24-HOUR TOTALS:	5225					5029					10254

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	830	348	715	401	715	746
P.M.	1700	435	1645	438	1645	870
DAILY	1700	435	1645	438	1645	870

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2019 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 1003 - SR35/700/US 98, NW OF SR 471 N OF LAKE LAND

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	9400 C	N 4800	S 4600	9.50	56.00	13.50
2018	10200 C	N 5200	S 5000	9.50	54.50	13.10
2017	8900 C	N 4300	S 4600	9.50	54.50	20.80
2016	8300 F	N 4200	S 4100	9.50	53.30	20.80
2015	7900 C	N 4000	S 3900	9.50	55.70	20.80
2014	7300 S	N 3700	S 3600	9.50	55.60	19.50
2013	7100 F	N 3600	S 3500	9.50	55.90	19.50
2012	7100 C	N 3600	S 3500	9.50	55.80	19.50
2011	8000 S	N 4000	S 4000	9.50	55.70	17.50
2010	8000 F	N 4000	S 4000	9.55	56.07	17.50
2009	8000 C	N 4000	S 4000	9.36	56.35	17.50
2008	7500 C	N 3700	S 3800	9.78	55.29	21.80
2007	8100 C	N 4000	S 4100	9.66	55.30	17.50
2006	8400 C	N 4200	S 4200	9.62	55.83	20.90
2005	7700 C	N 3800	S 3900	9.30	54.80	20.10
2004	8100 C	N 4000	S 4100	9.50	55.70	20.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Start Date: 3/4/2021  
 Start Time: 7:00:00 AM & 4:00:00 PM  
 Site Code:  
 Comment 1: City/County: Dade City/Pasco  
 Comment 2: Weather: Clear  
 Comment 3:  
 Comment 4: Passenger Vehicles

Start Time	US 98 Southbound				US 98 Northbound				CR 54 Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	32	0	0	33	31	0	0	1	0	34	0
07:30 AM	0	42	4	0	47	36	0	0	0	0	58	0
07:45 AM	0	35	0	0	45	28	0	0	3	0	48	0
08:00 AM	0	41	2	0	29	41	0	0	1	0	37	0
08:15 AM	0	28	1	0	38	33	0	0	0	0	36	0
08:30 AM	0	37	1	0	32	33	0	0	0	0	30	0
08:45 AM	0	30	1	0	29	27	0	0	1	0	32	0
09:00 AM	0	26	0	0	51	29	0	0	0	0	18	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	44	1	0	45	39	0	0	2	0	63	0
04:30 PM	0	42	5	0	43	67	0	0	0	0	59	0
04:45 PM	0	48	1	0	59	43	0	0	2	0	63	0
05:00 PM	0	44	2	0	54	62	0	0	0	0	53	0
05:15 PM	0	55	1	0	54	45	0	0	1	0	69	0
05:30 PM	0	70	2	0	63	46	0	0	0	0	77	0
05:45 PM	0	53	1	0	63	67	0	0	1	0	58	0
06:00 PM	0	54	2	0	48	50	0	0	2	0	54	0

Draft

Start Date: 3/4/2021  
 Start Time: 7:00:00 AM & 4:00:00 PM  
 Site Code:  
 Comment 1: City/County: Dade City/Pasco  
 Comment 2: Weather: Clear  
 Comment 3:  
 Comment 4: Heavy vehicles

Start Time	US 98 Southbound				US 98 Northbound				CR 54 Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	12	0	0	9	12	0	0	0	0	10	0
07:30 AM	0	7	0	0	17	15	0	0	0	0	6	0
07:45 AM	0	5	1	0	8	9	0	0	0	0	5	0
08:00 AM	0	12	1	0	10	7	0	0	0	0	5	0
08:15 AM	0	8	0	0	11	6	0	0	1	0	8	0
08:30 AM	0	6	0	0	8	11	0	0	0	0	11	0
08:45 AM	0	11	0	0	8	8	0	0	0	0	7	0
09:00 AM	0	14	0	0	8	11	0	0	0	0	6	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	6	0	0	3	3	0	0	4	0	12	0
04:30 PM	0	4	0	0	4	5	0	0	0	0	4	0
04:45 PM	0	5	0	0	5	10	0	0	0	0	9	0
05:00 PM	0	4	0	0	5	10	0	0	0	0	5	0
05:15 PM	0	6	1	0	7	6	0	0	0	0	6	0
05:30 PM	0	7	0	0	4	6	0	0	0	0	3	0
05:45 PM	0	4	0	0	5	8	0	0	0	0	6	0
06:00 PM	0	9	0	0	3	6	0	0	0	0	4	0

Draft



Start Date: 3/4/2021  
 Start Time: 7:00:00 AM & 4:00:00 PM  
 Site Code:  
 Comment 1: City/County: Dade City/Pasco  
 Comment 2: Weather: Clear  
 Comment 3:  
 Comment 4: Motorcycles

Start Time	US 98 Southbound				US 98 Northbound				CR 54 Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0
09:00 AM	0	0	0	0	0	1	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	1	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	8	0	0	0	0	1	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	2	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	2	0	0	0	1	0	0	0	0	1	0

Draft

Start Date: 3/4/2021  
 Start Time: 7:00:00 AM & 4:00:00 PM  
 Site Code:  
 Comment 1: City/County: Dade City/Pasco  
 Comment 2: Weather: Clear  
 Comment 3:  
 Comment 4: All Cars

Start Time	US 98				US 98				CR 54			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	32	0	0	33	31	0	0	1	0	34	0
07:30 AM	0	42	4	0	47	36	0	0	0	0	58	0
07:45 AM	0	35	0	0	45	28	0	0	3	0	48	0
08:00 AM	0	41	2	0	29	41	0	0	1	0	37	0
08:15 AM	0	28	1	0	38	33	0	0	0	0	38	0
08:30 AM	0	37	1	0	32	33	0	0	0	0	31	0
08:45 AM	0	30	1	0	29	27	0	0	1	0	33	0
09:00 AM	0	26	0	0	51	30	0	0	0	0	18	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	44	1	0	45	39	0	0	2	0	64	0
04:30 PM	0	42	5	0	43	67	0	0	0	0	59	0
04:45 PM	0	49	1	0	59	44	0	0	2	0	63	0
05:00 PM	0	45	2	0	54	70	0	0	0	0	54	0
05:15 PM	0	55	1	0	54	45	0	0	1	0	69	0
05:30 PM	0	70	2	0	63	46	0	0	0	0	77	0
05:45 PM	0	55	1	0	63	67	0	0	1	0	58	0
06:00 PM	0	56	2	0	48	51	0	0	2	0	55	0

Start Date: 3/4/2021  
 Start Time: 7:00:00 AM & 4:00:00 PM  
 Site Code:  
 Comment 1: City/County: Dade City/Pasco  
 Comment 2: Weather: Clear  
 Comment 3:  
 Comment 4: U Turns

Start Time	US 98 Southbound				US 98 Northbound				CR 54 Eastbound				
	Left	Thru	Right	RTOR	U-turn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

Draft

Intersection Turning Movement Count

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

File Name : OldHighway&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	OLD LAKELAND HIGHWAY Southbound				OLD LAKELAND HIGHWAY Northbound				US 98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	53	22	75	9	39	0	48	13	0	20	33	156
07:15 AM	0	44	17	61	10	56	0	66	16	0	15	31	158
07:30 AM	0	43	19	62	6	53	0	59	12	0	12	24	145
07:45 AM	0	42	18	60	8	59	0	67	20	0	11	31	158
Total	0	182	76	258	33	207	0	240	61	0	58	119	617
08:00 AM	0	33	18	51	20	44	0	64	24	0	3	27	142
08:15 AM	0	28	21	49	9	55	0	64	16	0	16	32	145
08:30 AM	0	52	21	73	10	51	0	61	21	0	13	34	168
08:45 AM	0	48	16	64	13	41	0	54	15	0	18	33	151
Total	0	161	76	237	52	191	0	243	76	0	50	126	606
*** BREAK ***													
04:15 PM	0	49	20	69	7	63	0	70	15	0	16	31	170
04:30 PM	0	49	19	68	10	59	0	69	16	0	20	36	173
04:45 PM	0	46	16	62	7	54	0	61	28	0	15	43	166
Total	0	144	55	199	24	176	0	200	59	0	51	110	509
05:00 PM	0	78	17	95	11	61	0	72	12	0	10	22	189
05:15 PM	0	64	35	99	2	61	0	63	19	0	15	34	196
05:30 PM	0	59	21	80	10	81	0	91	21	0	16	37	208
05:45 PM	0	45	13	58	10	62	0	72	25	0	19	44	174
Total	0	246	86	332	33	265	0	298	77	0	60	137	767
06:00 PM	0	57	18	75	5	62	0	67	15	0	19	34	176
Grand Total	0	790	311	1101	147	901	0	1048	288	0	238	526	2675
Apprch %	0	71.8	28.2		14	86	0		54.8	0	45.2		
Total %	0	29.5	11.6	41.2	5.5	33.7	0	39.2	10.8	0	8.9	19.7	
Passenger Vehicles	0	674	263	937	118	790	0	908	228	0	190	418	2263
% Passenger Vehicles	0	85.3	84.6	85.1	80.3	87.7	0	86.6	79.2	0	79.8	79.5	84.6
Heavy Vehicles	0	116	48	164	29	111	0	140	58	0	48	106	410
% Heavy Vehicles	0	14.7	15.4	14.9	19.7	12.3	0	13.4	20.1	0	20.2	20.2	15.3
UTurns	0	0	0	0	0	0	0	0	2	0	0	2	2
% UTurns	0	0	0	0	0	0	0	0	0.7	0	0	0.4	0.1

Start Time	OLD LAKELAND HIGHWAY Southbound				OLD LAKELAND HIGHWAY Northbound				US 98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	53	22	75	9	39	0	48	13	0	20	33	156
07:15 AM	0	44	17	61	10	56	0	66	16	0	15	31	158
07:30 AM	0	43	19	62	6	53	0	59	12	0	12	24	145
07:45 AM	0	42	18	60	8	59	0	67	20	0	11	31	158
Total Volume	0	182	76	258	33	207	0	240	61	0	58	119	617
% App. Total	0	70.5	29.5		13.8	86.2	0		51.3	0	48.7		
PHF	.000	.858	.864	.860	.825	.877	.000	.896	.763	.000	.725	.902	.976
Passenger Vehicles	0	145	67	212	31	175	0	206	45	0	35	80	498
% Passenger Vehicles	0	79.7	88.2	82.2	93.9	84.5	0	85.8	73.8	0	60.3	67.2	80.7
Heavy Vehicles	0	37	9	46	2	32	0	34	14	0	23	37	117
% Heavy Vehicles	0	20.3	11.8	17.8	6.1	15.5	0	14.2	23.0	0	39.7	31.1	19.0
UTurns	0	0	0	0	0	0	0	0	2	0	0	2	2
% UTurns	0	0	0	0	0	0	0	0	3.3	0	0	1.7	0.3



Intersection Turning Movement Count

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

File Name : OldHighway&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	OLD LAKELAND HIGHWAY Southbound				OLD LAKELAND HIGHWAY Northbound				US 98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	44	20	64	8	33	0	41	8	0	13	21	126
07:15 AM	0	35	15	50	9	45	0	54	13	0	9	22	126
07:30 AM	0	31	16	47	6	46	0	52	10	0	6	16	115
07:45 AM	0	35	16	51	8	51	0	59	14	0	7	21	131
Total	0	145	67	212	31	175	0	206	45	0	35	80	498
08:00 AM	0	27	15	42	10	34	0	44	20	0	3	23	109
08:15 AM	0	16	16	32	4	49	0	53	11	0	9	20	105
08:30 AM	0	39	18	57	4	41	0	45	15	0	6	21	123
08:45 AM	0	32	12	44	12	29	0	41	7	0	14	21	106
Total	0	114	61	175	30	153	0	183	53	0	32	85	443
*** BREAK ***													
04:15 PM	0	45	18	63	6	58	0	64	13	0	14	27	154
04:30 PM	0	46	14	60	8	51	0	59	14	0	19	33	152
04:45 PM	0	43	13	56	7	45	0	52	24	0	13	37	145
Total	0	134	45	179	21	154	0	175	51	0	46	97	451
05:00 PM	0	75	14	89	10	60	0	70	10	0	10	20	179
05:15 PM	0	61	30	91	2	55	0	57	17	0	14	31	179
05:30 PM	0	55	17	72	10	78	0	88	18	0	16	34	194
05:45 PM	0	41	12	53	10	56	0	66	23	0	19	42	161
Total	0	232	73	305	32	249	0	281	68	0	59	127	713
06:00 PM	0	49	17	66	4	59	0	63	11	0	18	29	158
Grand Total	0	674	263	937	118	790	0	908	228	0	190	418	2263
Apprch %	0	71.9	28.1		13	87	0		54.5	0	45.5		
Total %	0	29.8	11.6	41.4	5.2	34.9	0	40.1	10.1	0	8.4	18.5	

Start Time	OLD LAKELAND HIGHWAY Southbound				OLD LAKELAND HIGHWAY Northbound				US 98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	44	20	64	8	33	0	41	8	0	13	21	126
07:15 AM	0	35	15	50	9	45	0	54	13	0	9	22	126
07:30 AM	0	31	16	47	6	46	0	52	10	0	6	16	115
07:45 AM	0	35	16	51	8	51	0	59	14	0	7	21	131
Total Volume	0	145	67	212	31	175	0	206	45	0	35	80	498
% App. Total	0	68.4	31.6		15	85	0		56.2	0	43.8		
PHF	.000	.824	.838	.828	.861	.858	.000	.873	.804	.000	.673	.909	.950

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

Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:45 AM			
+0 mins.	0	44	20	64	9	45	0	54	14	0	7	21
+15 mins.	0	35	15	50	6	46	0	52	20	0	3	23
+30 mins.	0	31	16	47	8	51	0	59	11	0	9	20
+45 mins.	0	35	16	51	10	34	0	44	15	0	6	21
Total Volume	0	145	67	212	33	176	0	209	60	0	25	85
% App. Total	0	68.4	31.6		15.8	84.2	0		70.6	0	29.4	
PHF	.000	.824	.838	.828	.825	.863	.000	.886	.750	.000	.694	.924

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	75	14	89	10	60	0	70	10	0	10	20	179
05:15 PM	0	61	30	91	2	55	0	57	17	0	14	31	179
05:30 PM	0	55	17	72	10	78	0	88	18	0	16	34	194
05:45 PM	0	41	12	53	10	56	0	66	23	0	19	42	161
Total Volume	0	232	73	305	32	249	0	281	68	0	59	127	713
% App. Total	0	76.1	23.9		11.4	88.6	0		53.5	0	46.5		
PHF	.000	.773	.608	.838	.800	.798	.000	.798	.739	.000	.776	.756	.919

Intersection Turning Movement Count

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

File Name : OldHighway&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 2

Start Time	OLD LAKELAND HIGHWAY Southbound				OLD LAKELAND HIGHWAY Northbound				US 98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:45 PM				05:00 PM				05:15 PM				
+0 mins.	0	43	13	56	10	60	0	70	17	0	14	31	
+15 mins.	0	75	14	89	2	55	0	57	18	0	16	34	
+30 mins.	0	61	30	91	10	78	0	88	23	0	19	42	
+45 mins.	0	55	17	72	10	56	0	66	11	0	18	29	
Total Volume	0	234	74	308	32	249	0	281	69	0	67	136	
% App. Total	0	76	24		11.4	88.6	0		50.7	0	49.3		
PHF	.000	.780	.617	.846	.800	.798	.000	.798	.750	.000	.882	.810	

Draft

Intersection Turning Movement Count

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

File Name : OldHighway&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	OLD LAKELAND HIGHWAY Southbound				OLD LAKELAND HIGHWAY Northbound				US 98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	9	2	11	1	6	0	7	3	0	7	10	28
07:15 AM	0	9	2	11	1	11	0	12	3	0	6	9	32
07:30 AM	0	12	3	15	0	7	0	7	2	0	6	8	30
07:45 AM	0	7	2	9	0	8	0	8	6	0	4	10	27
Total	0	37	9	46	2	32	0	34	14	0	23	37	117
08:00 AM	0	6	3	9	10	10	0	20	4	0	0	4	33
08:15 AM	0	12	5	17	5	6	0	11	5	0	7	12	40
08:30 AM	0	13	3	16	6	10	0	16	6	0	7	13	45
08:45 AM	0	16	4	20	1	12	0	13	8	0	4	12	45
Total	0	47	15	62	22	38	0	60	23	0	18	41	163
*** BREAK ***													
04:15 PM	0	4	2	6	1	5	0	6	2	0	2	4	16
04:30 PM	0	3	5	8	2	8	0	10	2	0	1	3	21
04:45 PM	0	3	3	6	0	9	0	9	4	0	2	6	21
Total	0	10	10	20	3	22	0	25	8	0	5	13	58
05:00 PM	0	3	3	6	1	1	0	2	2	0	0	2	10
05:15 PM	0	3	5	8	0	6	0	6	2	0	1	3	17
05:30 PM	0	4	4	8	0	3	0	3	3	0	0	3	14
05:45 PM	0	4	1	5	0	6	0	6	2	0	0	2	13
Total	0	14	13	27	1	16	0	17	9	0	1	10	54
06:00 PM	0	8	1	9	1	3	0	4	4	0	1	5	18
Grand Total	0	116	48	164	29	111	0	140	58	0	48	106	410
Apprch %	0	70.7	29.3		20.7	79.3	0		54.7	0	45.3		
Total %	0	28.3	11.7	40	7.1	27.1	0	34.1	14.1	0	11.7	25.9	

Start Time	OLD LAKELAND HIGHWAY Southbound				OLD LAKELAND HIGHWAY Northbound				US 98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	6	3	9	10	10	0	20	4	0	0	4	33
08:15 AM	0	12	5	17	5	6	0	11	5	0	7	12	40
08:30 AM	0	13	3	16	6	10	0	16	6	0	7	13	45
08:45 AM	0	16	4	20	1	12	0	13	8	0	4	12	45
Total Volume	0	47	15	62	22	38	0	60	23	0	18	41	163
% App. Total	0	75.8	24.2		36.7	63.3	0		56.1	0	43.9		
PHF	.000	.734	.750	.775	.550	.792	.000	.750	.719	.000	.643	.788	.906

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

	08:00 AM				08:00 AM				08:00 AM				
+0 mins.	0	6	3	9	10	10	0	20	4	0	0	4	4
+15 mins.	0	12	5	17	5	6	0	11	5	0	7	12	12
+30 mins.	0	13	3	16	6	10	0	16	6	0	7	13	13
+45 mins.	0	16	4	20	1	12	0	13	8	0	4	12	12
Total Volume	0	47	15	62	22	38	0	60	23	0	18	41	41
% App. Total	0	75.8	24.2		36.7	63.3	0		56.1	0	43.9		
PHF	.000	.734	.750	.775	.550	.792	.000	.750	.719	.000	.643	.788	.788

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	3	5	8	2	8	0	10	2	0	1	3	21
04:45 PM	0	3	3	6	0	9	0	9	4	0	2	6	21
05:00 PM	0	3	3	6	1	1	0	2	2	0	0	2	10
05:15 PM	0	3	5	8	0	6	0	6	2	0	1	3	17
Total Volume	0	12	16	28	3	24	0	27	10	0	4	14	69
% App. Total	0	42.9	57.1		11.1	88.9	0		71.4	0	28.6		
PHF	.000	1.00	.800	.875	.375	.667	.000	.675	.625	.000	.500	.583	.821



Intersection Turning Movement Count

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

File Name : OldHighway&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 2

Start Time	OLD LAKELAND HIGHWAY Southbound				OLD LAKELAND HIGHWAY Northbound				US 98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	05:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	3	5	8	1	5	0	6	2	0	2	4	
+15 mins.	0	4	4	8	2	8	0	10	2	0	1	3	
+30 mins.	0	4	1	5	0	9	0	9	4	0	2	6	
+45 mins.	0	8	1	9	1	1	0	2	2	0	0	2	
Total Volume	0	19	11	30	4	23	0	27	10	0	5	15	
% App. Total	0	63.3	36.7		14.8	85.2	0		66.7	0	33.3		
PHF	.000	.594	.550	.833	.500	.639	.000	.675	.625	.000	.625	.625	

Draft



# Intersection Pedestrian & Bicycle Count

Date: 5/8/19

Day: Wednesday

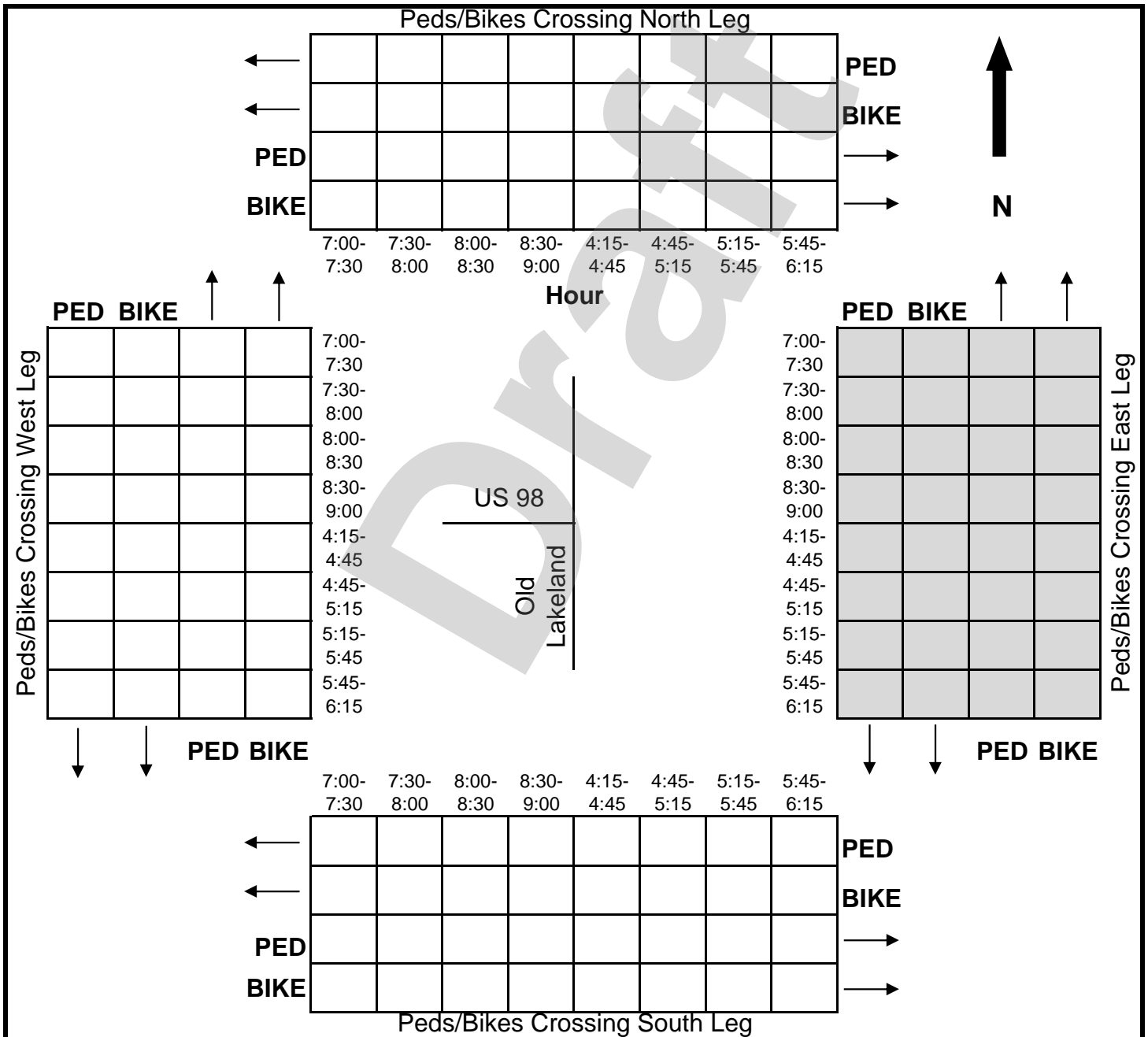
Count Times: 7-9am & 4:15-6:15pm

Weather: Clear

Intersection: Old Lakeland Highway at US 98

Comments: NO PEDESTRIANS/BIKES CROSSED INTERSECTION DURING COUNT

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







Intersection Turning Movement Count

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

File Name : US301&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	US 301 Southbound				US 98 Westbound					US 301 Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	51	151	0	202	6	0	8	31	45	0	113	0	0	113	360
07:15 AM	57	173	0	230	4	0	6	31	41	0	149	3	5	157	428
07:30 AM	39	201	0	240	12	0	2	30	44	0	121	1	1	123	407
07:45 AM	29	202	0	231	11	0	7	34	52	0	164	0	2	166	449
Total	176	727	0	903	33	0	23	126	182	0	547	4	8	559	1644
08:00 AM	29	194	0	223	7	0	16	21	44	0	147	1	1	149	416
08:15 AM	34	185	0	219	14	0	7	27	48	0	156	4	4	164	431
08:30 AM	26	190	0	216	11	0	13	28	52	0	149	5	3	157	425
08:45 AM	28	189	0	217	14	0	14	28	56	0	144	5	0	149	422
Total	117	758	0	875	46	0	50	104	200	0	596	15	8	619	1694
*** BREAK ***															
04:15 PM	47	161	0	208	6	0	6	34	46	0	241	3	4	248	502
04:30 PM	49	162	0	211	6	0	5	33	44	0	165	13	2	180	435
04:45 PM	54	155	0	209	4	0	13	29	46	0	188	6	3	197	452
Total	150	478	0	628	16	0	24	96	136	0	594	22	9	625	1389
05:00 PM	50	196	0	246	9	0	8	33	50	0	216	4	3	223	519
05:15 PM	41	223	0	264	13	0	27	34	74	0	239	12	2	253	591
05:30 PM	49	152	0	201	8	0	21	19	48	0	219	8	3	230	479
05:45 PM	54	149	0	203	2	0	14	37	53	0	201	9	3	213	469
Total	194	720	0	914	32	0	70	123	225	0	875	33	11	919	2058
06:00 PM	33	129	0	162	9	0	6	19	34	0	169	6	7	182	378
Grand Total	670	2812	0	3482	136	0	173	468	777	0	2781	80	43	2904	7163
Apprch %	19.2	80.8	0		17.5	0	22.3	60.2		0	95.8	2.8	1.5		
Total %	9.4	39.3	0	48.6	1.9	0	2.4	6.5	10.8	0	38.8	1.1	0.6	40.5	

Start Time	US 301 Southbound				US 98 Westbound					US 301 Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:45 AM															
07:45 AM	29	202	0	231	11	0	7	34	52	0	164	0	2	166	449
08:00 AM	29	194	0	223	7	0	16	21	44	0	147	1	1	149	416
08:15 AM	34	185	0	219	14	0	7	27	48	0	156	4	4	164	431
08:30 AM	26	190	0	216	11	0	13	28	52	0	149	5	3	157	425
Total Volume	118	771	0	889	43	0	43	110	196	0	616	10	10	636	1721
% App. Total	13.3	86.7	0		21.9	0	21.9	56.1		0	96.9	1.6	1.6		
PHF	.868	.954	.000	.962	.768	.000	.672	.809	.942	.000	.939	.500	.625	.958	.958

+0 mins.	07:15 AM				08:00 AM					07:45 AM					
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
+0 mins.	57	173	0	230	7	0	16	21	44	0	164	0	2	166	
+15 mins.	39	201	0	240	14	0	7	27	48	0	147	1	1	149	
+30 mins.	29	202	0	231	11	0	13	28	52	0	156	4	4	164	
+45 mins.	29	194	0	223	14	0	14	28	56	0	149	5	3	157	
Total Volume	154	770	0	924	46	0	50	104	200	0	616	10	10	636	
% App. Total	16.7	83.3	0		23	0	25	52		0	96.9	1.6	1.6		
PHF	.675	.953	.000	.963	.821	.000	.781	.929	.893	.000	.939	.500	.625	.958	

05:00 PM	07:15 AM				08:00 AM					07:45 AM					
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 05:00 PM															
05:00 PM	50	196	0	246	9	0	8	33	50	0	216	4	3	223	519
05:15 PM	41	223	0	264	13	0	27	34	74	0	239	12	2	253	591
05:30 PM	49	152	0	201	8	0	21	19	48	0	219	8	3	230	479
05:45 PM	54	149	0	203	2	0	14	37	53	0	201	9	3	213	469
Total Volume	194	720	0	914	32	0	70	123	225	0	875	33	11	919	2058
% App. Total	21.2	78.8	0		14.2	0	31.1	54.7		0	95.2	3.6	1.2		
PHF	.898	.807	.000	.866	.615	.000	.648	.831	.760	.000	.915	.688	.917	.908	.871

Intersection Turning Movement Count

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

File Name : US301&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 2

Start Time	US 301 Southbound				US 98 Westbound					US 301 Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM					05:00 PM				
+0 mins.	49	162	0	211	9	0	8	33	50	0	216	4	3	223
+15 mins.	54	155	0	209	13	0	27	34	74	0	239	12	2	253
+30 mins.	50	196	0	246	8	0	21	19	48	0	219	8	3	230
+45 mins.	41	223	0	264	2	0	14	37	53	0	201	9	3	213
Total Volume	194	736	0	930	32	0	70	123	225	0	875	33	11	919
% App. Total	20.9	79.1	0		14.2	0	31.1	54.7		0	95.2	3.6	1.2	
PHF	.898	.825	.000	.881	.615	.000	.648	.831	.760	.000	.915	.688	.917	.908

Draft

Intersection Turning Movement Count

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

File Name : US301&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	US 301 Southbound				US 98 Westbound					US 301 Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	2	2	0	4	0	0	1	5	6	0	3	0	0	3	13
07:15 AM	4	4	0	8	1	0	1	3	5	0	5	0	0	5	18
07:30 AM	5	6	0	11	1	0	4	7	12	0	3	0	0	3	26
07:45 AM	7	6	0	13	0	0	2	3	5	0	8	0	0	8	26
Total	18	18	0	36	2	0	8	18	28	0	19	0	0	19	83
08:00 AM	6	8	0	14	1	0	3	5	9	0	5	0	0	5	28
08:15 AM	1	12	0	13	2	0	1	0	3	0	15	0	0	15	31
08:30 AM	8	9	0	17	0	0	3	5	8	0	7	0	0	7	32
08:45 AM	6	13	0	19	0	0	1	4	5	0	9	0	0	9	33
Total	21	42	0	63	3	0	8	14	25	0	36	0	0	36	124
*** BREAK ***															
04:15 PM	4	4	0	8	0	0	1	1	2	0	6	0	0	6	16
04:30 PM	2	5	0	7	0	0	2	0	2	0	3	2	0	5	14
04:45 PM	6	7	0	13	2	0	3	0	5	0	7	1	0	8	26
Total	12	16	0	28	2	0	6	1	9	0	16	3	0	19	56
05:00 PM	4	2	0	6	1	0	0	1	2	0	3	0	0	3	11
05:15 PM	1	4	0	5	0	0	2	1	3	0	3	0	0	3	11
05:30 PM	0	5	0	5	0	0	0	2	2	0	0	0	0	0	7
05:45 PM	2	7	0	9	1	0	2	1	4	0	3	0	0	3	16
Total	7	18	0	25	2	0	4	5	11	0	9	0	0	9	45
06:00 PM	5	3	0	8	0	0	0	4	4	0	0	0	0	0	12
Grand Total	63	97	0	160	9	0	26	42	77	0	80	3	0	83	320
Apprch %	39.4	60.6	0		11.7	0	33.8	54.5		0	96.4	3.6	0		
Total %	19.7	30.3	0	50	2.8	0	8.1	13.1	24.1	0	25	0.9	0	25.9	

Start Time	US 301 Southbound				US 98 Westbound					US 301 Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 08:00 AM															
08:00 AM	6	8	0	14	1	0	3	5	9	0	5	0	0	5	28
08:15 AM	1	12	0	13	2	0	1	0	3	0	15	0	0	15	31
08:30 AM	8	9	0	17	0	0	3	5	8	0	7	0	0	7	32
08:45 AM	6	13	0	19	0	0	1	4	5	0	9	0	0	9	33
Total Volume	21	42	0	63	3	0	8	14	25	0	36	0	0	36	124
% App. Total	33.3	66.7	0		12	0	32	56		0	100	0	0		
PHF	.656	.808	.000	.829	.375	.000	.667	.700	.694	.000	.600	.000	.000	.600	.939

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

	08:00 AM				07:15 AM					08:00 AM				
+0 mins.	6	8	0	14	1	0	1	3	5	0	5	0	0	5
+15 mins.	1	12	0	13	1	0	4	7	12	0	15	0	0	15
+30 mins.	8	9	0	17	0	0	2	3	5	0	7	0	0	7
+45 mins.	6	13	0	19	1	0	3	5	9	0	9	0	0	9
Total Volume	21	42	0	63	3	0	10	18	31	0	36	0	0	36
% App. Total	33.3	66.7	0		9.7	0	32.3	58.1		0	100	0	0	
PHF	.656	.808	.000	.829	.750	.000	.625	.643	.646	.000	.600	.000	.000	.600

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	4	4	0	8	0	0	1	1	2	0	6	0	0	6	16
04:30 PM	2	5	0	7	0	0	2	0	2	0	3	2	0	5	14
04:45 PM	6	7	0	13	2	0	3	0	5	0	7	1	0	8	26
05:00 PM	4	2	0	6	1	0	0	1	2	0	3	0	0	3	11
Total Volume	16	18	0	34	3	0	6	2	11	0	19	3	0	22	67
% App. Total	47.1	52.9	0		27.3	0	54.5	18.2		0	86.4	13.6	0		
PHF	.667	.643	.000	.654	.375	.000	.500	.500	.550	.000	.679	.375	.000	.688	.644



Intersection Turning Movement Count

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

File Name : US301&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 2

Start Time	US 301 Southbound				US 98 Westbound					US 301 Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				05:15 PM					04:15 PM				
+0 mins.	4	4	0	8	0	0	2	1	3	0	6	0	0	6
+15 mins.	2	5	0	7	0	0	0	2	2	0	3	2	0	5
+30 mins.	6	7	0	13	1	0	2	1	4	0	7	1	0	8
+45 mins.	4	2	0	6	0	0	0	4	4	0	3	0	0	3
Total Volume	16	18	0	34	1	0	4	8	13	0	19	3	0	22
% App. Total	47.1	52.9	0		7.7	0	30.8	61.5		0	86.4	13.6	0	
PHF	.667	.643	.000	.654	.250	.000	.500	.500	.813	.000	.679	.375	.000	.688

Draft



Intersection Turning Movement Count

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

File Name : US301&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 2

Start Time	US 301 Southbound				US 98 Westbound					US 301 Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM					04:15 PM				
+0 mins.	3	0	0	3	0	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0
+30 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0
+45 mins.	3	0	0	3	0	0	0	0	0	0	0	0	0	0
Total Volume	9	0	0	9	0	0	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	0	0	0	0	0	0	0	0	0
PHF	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Draft

# Intersection Pedestrian & Bicycle Count

Date: 5/8/19

Day: Wednesday

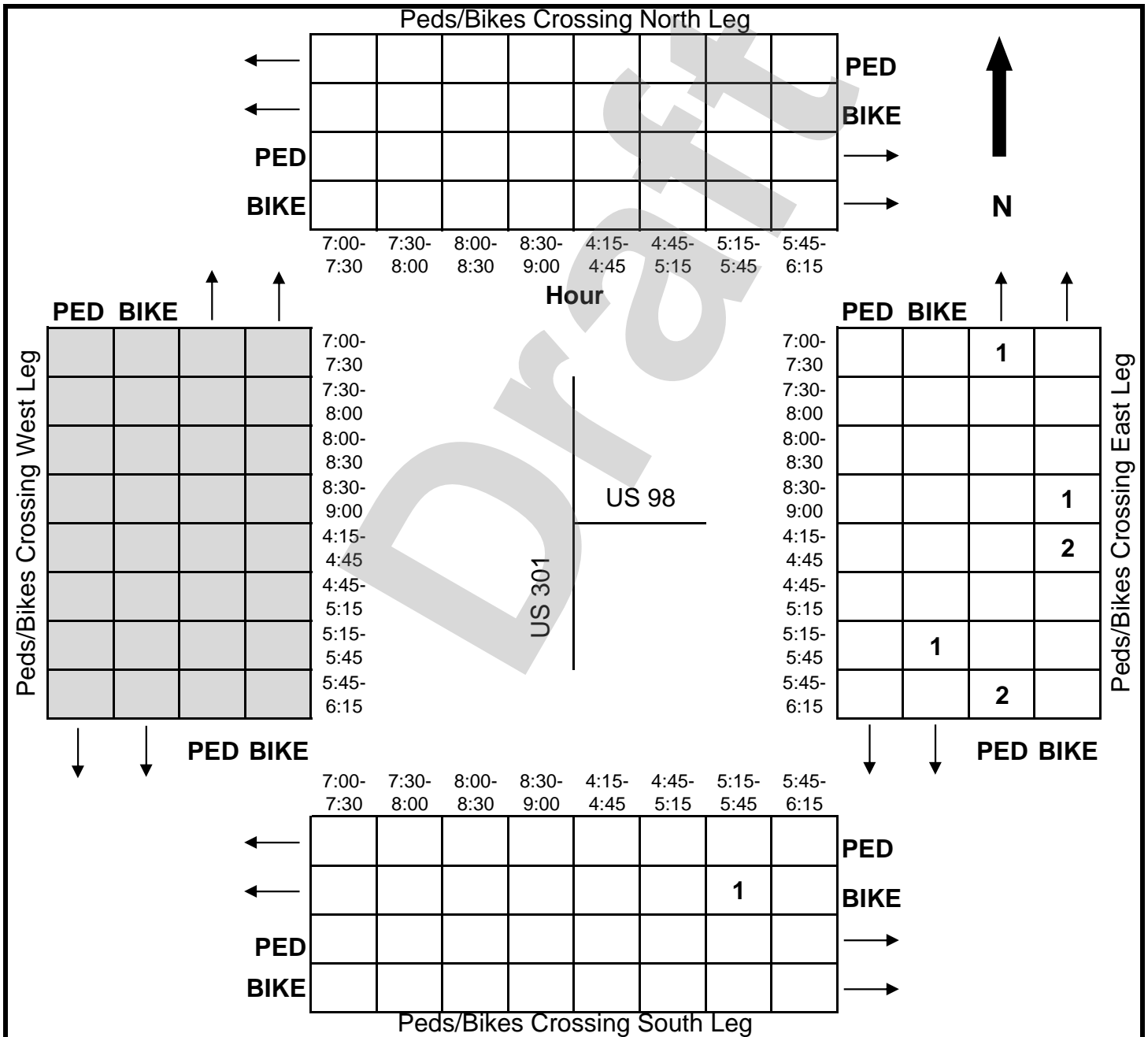
Count Times: 7-9am & 4:15-6:15pm

Weather: Clear

Intersection: US 301 at US 98

Comments: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

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



Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	3	98	5	6	112	2	30	5	2	39	79	87	5	2	173	36	17	13	64	130	454
07:15 AM	2	126	9	8	145	12	20	1	4	37	81	106	1	5	193	46	19	27	72	164	539
07:30 AM	4	147	18	14	183	10	19	2	4	35	42	131	6	0	179	50	18	30	65	163	560
07:45 AM	1	147	14	10	172	14	27	5	5	51	60	145	9	2	216	55	22	12	61	150	589
Total	10	518	46	38	612	38	96	13	15	162	262	469	21	9	761	187	76	82	262	607	2142
08:00 AM	1	114	17	9	141	13	15	5	1	34	74	125	5	3	207	55	19	25	79	178	560
08:15 AM	7	134	12	18	171	12	15	2	5	34	68	112	11	2	193	56	7	21	69	153	551
08:30 AM	9	147	17	12	185	12	9	6	5	32	68	140	6	2	216	32	21	10	56	119	552
08:45 AM	3	138	10	16	167	18	16	5	3	42	63	121	8	5	197	54	16	12	54	136	542
Total	20	533	56	55	664	55	55	18	14	142	273	498	30	12	813	197	63	68	258	586	2205
*** BREAK ***																					
04:15 PM	5	121	18	28	172	21	22	5	7	55	103	167	25	4	299	66	24	15	51	156	682
04:30 PM	8	132	31	20	191	13	19	5	3	40	63	143	9	1	216	49	31	13	63	156	603
04:45 PM	12	136	17	20	185	19	35	10	5	69	88	148	12	2	250	55	30	14	56	155	659
Total	25	389	66	68	548	53	76	20	15	164	254	458	46	7	765	170	85	42	170	467	1944
05:00 PM	5	169	30	32	236	22	36	11	0	69	86	173	11	3	273	56	29	15	51	151	729
05:15 PM	3	169	22	31	225	21	31	3	4	59	86	174	15	5	280	43	33	14	65	155	719
05:30 PM	5	126	17	27	175	12	31	0	6	49	87	163	14	10	274	42	27	16	49	134	632
05:45 PM	6	104	25	20	155	16	42	5	2	65	78	165	16	3	262	59	32	17	47	155	637
Total	19	568	94	110	791	71	140	19	12	242	337	675	56	21	1089	200	121	62	212	595	2717
06:00 PM	5	106	22	21	154	13	29	7	5	54	60	125	11	5	201	44	19	7	49	119	528
Grand Total	79	2114	284	292	2769	230	396	77	61	764	1186	2225	164	54	3629	798	364	261	951	2374	9536
Apprch %	2.9	76.3	10.3	10.5		30.1	51.8	10.1	8		32.7	61.3	4.5	1.5		33.6	15.3	11	40.1		
Total %	0.8	22.2	3	3.1	29	2.4	4.2	0.8	0.6	8	12.4	23.3	1.7	0.6	38.1	8.4	3.8	2.7	10	24.9	
Passenger Vehicles	74	2021	280	286	2661	209	368	76	59	712	1076	2132	156	51	3415	726	335	246	912	2219	9007
% Passenger Vehicles	93.7	95.6	98.6	97.9	96.1	90.9	92.9	98.7	96.7	93.2	90.7	95.8	95.1	94.4	94.1	91	92	94.3	95.9	93.5	94.5
Heavy Vehicles	1	93	4	6	104	15	28	1	2	46	42	93	8	3	146	13	29	15	39	96	392
% Heavy Vehicles	1.3	4.4	1.4	2.1	3.8	6.5	7.1	1.3	3.3	6	3.5	4.2	4.9	5.6	4	1.6	8	5.7	4.1	4	4.1
UTurns	4	0	0	0	4	6	0	0	0	6	68	0	0	0	68	59	0	0	0	59	137
% UTurns	5.1	0	0	0	0.1	2.6	0	0	0	0.8	5.7	0	0	0	1.9	7.4	0	0	0	2.5	1.4

Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
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Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	4	147	18	14	183	10	19	2	4	35	42	131	6	0	179	50	18	30	65	163	560
07:45 AM	1	147	14	10	172	14	27	5	5	51	60	145	9	2	216	55	22	12	61	150	589
08:00 AM	1	114	17	9	141	13	15	5	1	34	74	125	5	3	207	55	19	25	79	178	560
08:15 AM	7	134	12	18	171	12	15	2	5	34	68	112	11	2	193	56	7	21	69	153	551
Total Volume	13	542	61	51	667	49	76	14	15	154	244	513	31	7	795	216	66	88	274	644	2260
% App. Total	1.9	81.3	9.1	7.6		31.8	49.4	9.1	9.7		30.7	64.5	3.9	0.9		33.5	10.2	13.7	42.5		
PHF	.464	.922	.847	.708	.911	.875	.704	.700	.750	.755	.824	.884	.705	.583	.920	.964	.750	.733	.867	.904	.959
Passenger Vehicles	12	516	60	49	637	46	59	14	14	133	212	485	26	6	729	206	59	84	259	608	2107
% Passenger Vehicles	92.3	95.2	98.4	96.1	95.5	93.9	77.6	100	93.3	86.4	86.9	94.5	83.9	85.7	91.7	95.4	89.4	95.5	94.5	94.4	93.2
Heavy Vehicles	1	26	1	2	30	3	17	0	1	21	20	28	5	1	54	2	7	4	15	28	133
% Heavy Vehicles	7.7	4.8	1.6	3.9	4.5	6.1	22.4	0	6.7	13.6	8.2	5.5	16.1	14.3	6.8	0.9	10.6	4.5	5.5	4.3	5.9
UTurns	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	8	0	0	0	8	20
% UTurns	0	0	0	0	0	0	0	0	0	0	4.9	0	0	0	1.5	3.7	0	0	0	1.2	0.9

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

	07:45 AM					07:00 AM					07:45 AM					07:15 AM					
+0 mins.	1	147	14	10	172	2	30	5	2	39	60	145	9	2	216	46	19	27	72	164	
+15 mins.	1	114	17	9	141	12	20	1	4	37	74	125	5	3	207	50	18	30	65	163	
+30 mins.	7	134	12	18	171	10	19	2	4	35	68	112	11	2	193	55	22	12	61	150	
+45 mins.	9	147	17	12	185	14	27	5	5	51	68	140	6	2	216	55	19	25	79	178	
Total Volume	18	542	60	49	669	38	96	13	15	162	270	522	31	9	832	206	78	94	277	655	
% App. Total	2.7	81	9	7.3		23.5	59.3	8	9.3		32.5	62.7	3.7	1.1		31.5	11.9	14.4	42.3		
PHF	.500	.922	.882	.681	.904	.679	.800	.650	.750	.794	.912	.900	.705	.750	.963	.936	.886	.783	.877	.920	
Passenger Vehicles	16	512	59	46	633	36	83	13	15	147	238	491	26	8	763	199	68	86	263	616	
% Passenger Vehicles	88.9	94.5	98.3	93.9	94.6	94.7	86.5	100	100	90.7	88.1	94.1	83.9	88.9	91.7	96.6	87.2	91.5	94.9	94	
Heavy Vehicles	0	30	1	3	34	2	13	0	0	15	18	31	5	1	55	3	10	8	14	35	
% Heavy Vehicles	0	5.5	1.7	6.1	5.1	5.3	13.5	0	0	9.3	6.7	5.9	16.1	11.1	6.6	1.5	12.8	8.5	5.1	5.3	
UTurns	2	0	0	0	2	0	0	0	0	0	14	0	0	0	14	4	0	0	0	4	
% UTurns	11.1	0	0	0	0.3	0	0	0	0	0	5.2	0	0	0	1.7	1.9	0	0	0	0.6	

Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
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Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	12	136	17	20	185	19	35	10	5	69	88	148	12	2	250	55	30	14	56	155	659
05:00 PM	5	169	30	32	236	22	36	11	0	69	86	173	11	3	273	56	29	15	51	151	729
05:15 PM	3	169	22	31	225	21	31	3	4	59	86	174	15	5	280	43	33	14	65	155	719
05:30 PM	5	126	17	27	175	12	31	0	6	49	87	163	14	10	274	42	27	16	49	134	632
Total Volume	25	600	86	110	821	74	133	24	15	246	347	658	52	20	1077	196	119	59	221	595	2739
% App. Total	3	73.1	10.5	13.4		30.1	54.1	9.8	6.1		32.2	61.1	4.8	1.9		32.9	20	9.9	37.1		
PHF	.521	.888	.717	.859	.870	.841	.924	.545	.625	.891	.986	.945	.867	.500	.962	.875	.902	.922	.850	.960	.939
Passenger Vehicles	24	583	85	110	802	71	130	24	15	240	317	645	51	20	1033	169	111	57	216	553	2628
% Passenger Vehicles	96.0	97.2	98.8	100	97.7	95.9	97.7	100	100	97.6	91.4	98.0	98.1	100	95.9	86.2	93.3	96.6	97.7	92.9	95.9
Heavy Vehicles	0	17	1	0	18	1	3	0	0	4	7	13	1	0	21	1	8	2	5	16	59
% Heavy Vehicles	0	2.8	1.2	0	2.2	1.4	2.3	0	0	1.6	2.0	2.0	1.9	0	1.9	0.5	6.7	3.4	2.3	2.7	2.2
UTurns	1	0	0	0	1	2	0	0	0	2	23	0	0	0	23	26	0	0	0	26	52
% UTurns	4.0	0	0	0	0.1	2.7	0	0	0	0.8	6.6	0	0	0	2.1	13.3	0	0	0	4.4	1.9

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:30 PM					04:45 PM					05:00 PM					04:15 PM				
+0 mins.	8	132	31	20	191	19	35	10	5	69	86	173	11	3	273	66	24	15	51	156
+15 mins.	12	136	17	20	185	22	36	11	0	69	86	174	15	5	280	49	31	13	63	156
+30 mins.	5	169	30	32	236	21	31	3	4	59	87	163	14	10	274	55	30	14	56	155
+45 mins.	3	169	22	31	225	12	31	0	6	49	78	165	16	3	262	56	29	15	51	151
Total Volume	28	606	100	103	837	74	133	24	15	246	337	675	56	21	1089	226	114	57	221	618
% App. Total	3.3	72.4	11.9	12.3		30.1	54.1	9.8	6.1		30.9	62	5.1	1.9		36.6	18.4	9.2	35.8	
PHF	.583	.896	.806	.805	.887	.841	.924	.545	.625	.891	.968	.970	.875	.525	.972	.856	.919	.950	.877	.990
Passenger Vehicles	28	590	98	102	818	71	130	24	15	240	312	662	55	21	1050	196	107	54	214	571
% Passenger Vehicles	100	97.4	98	99	97.7	95.9	97.7	100	100	97.6	92.6	98.1	98.2	100	96.4	86.7	93.9	94.7	96.8	92.4
Heavy Vehicles	0	16	2	1	19	1	3	0	0	4	4	13	1	0	18	4	7	3	7	21
% Heavy Vehicles	0	2.6	2	1	2.3	1.4	2.3	0	0	1.6	1.2	1.9	1.8	0	1.7	1.8	6.1	5.3	3.2	3.4
UTurns	0	0	0	0	0	2	0	0	0	2	21	0	0	0	21	26	0	0	0	26
% UTurns	0	0	0	0	0	2.7	0	0	0	0.8	6.2	0	0	0	1.9	11.5	0	0	0	4.2

Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
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Groups Printed- Passenger Vehicles

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	3	98	5	5	111	2	30	5	2	39	71	82	4	2	159	32	13	13	60	118	427
07:15 AM	2	120	9	8	139	11	20	1	4	36	76	100	1	5	182	44	16	23	70	153	510
07:30 AM	3	142	18	14	177	9	15	2	4	30	33	124	6	0	163	49	15	30	63	157	527
07:45 AM	1	142	14	10	167	14	18	5	5	42	55	136	8	2	201	55	20	11	55	141	551
Total	9	502	46	37	594	36	83	13	15	147	235	442	19	9	705	180	64	77	248	569	2015
08:00 AM	1	109	17	9	136	12	13	5	1	31	65	116	4	3	188	51	17	22	75	165	520
08:15 AM	7	123	11	16	157	11	13	2	4	30	59	109	8	1	177	51	7	21	66	145	509
08:30 AM	7	138	17	11	173	11	8	5	5	29	59	130	6	2	197	29	17	9	50	105	504
08:45 AM	3	123	9	16	151	15	11	5	3	34	57	108	8	4	177	50	14	12	53	129	491
Total	18	493	54	52	617	49	45	17	13	124	240	463	26	10	739	181	55	64	244	544	2024
*** BREAK ***																					
04:15 PM	5	116	18	27	166	16	21	5	6	48	97	161	25	3	286	59	23	14	50	146	646
04:30 PM	8	129	30	19	186	10	19	5	3	37	56	139	8	1	204	42	31	13	61	147	574
04:45 PM	12	129	17	20	178	17	34	10	5	66	78	143	12	2	235	47	26	13	54	140	619
Total	25	374	65	66	530	43	74	20	14	151	231	443	45	6	725	148	80	40	165	433	1839
05:00 PM	5	168	29	32	234	21	36	11	0	68	80	171	11	3	265	48	27	14	49	138	705
05:15 PM	3	164	22	31	220	21	29	3	4	57	80	169	15	5	269	36	31	14	65	146	692
05:30 PM	4	122	17	27	170	12	31	0	6	49	79	162	13	10	264	38	27	16	48	129	612
05:45 PM	5	97	25	20	147	14	41	5	2	62	73	160	16	3	252	53	32	15	47	147	608
Total	17	551	93	110	771	68	137	19	12	236	312	662	55	21	1050	175	117	59	209	560	2617
06:00 PM	5	101	22	21	149	13	29	7	5	54	58	122	11	5	196	42	19	6	46	113	512
Grand Total	74	2021	280	286	2661	209	368	76	59	712	1076	2132	156	51	3415	726	335	246	912	2219	9007
Apprch %	2.8	75.9	10.5	10.7		29.4	51.7	10.7	8.3		31.5	62.4	4.6	1.5		32.7	15.1	11.1	41.1		
Total %	0.8	22.4	3.1	3.2	29.5	2.3	4.1	0.8	0.7	7.9	11.9	23.7	1.7	0.6	37.9	8.1	3.7	2.7	10.1	24.6	

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	2	120	9	8	139	11	20	1	4	36	76	100	1	5	182	44	16	23	70	153	510
07:30 AM	3	142	18	14	177	9	15	2	4	30	33	124	6	0	163	49	15	30	63	157	527
07:45 AM	1	142	14	10	167	14	18	5	5	42	55	136	8	2	201	55	20	11	55	141	551
08:00 AM	1	109	17	9	136	12	13	5	1	31	65	116	4	3	188	51	17	22	75	165	520
Total Volume	7	513	58	41	619	46	66	13	14	139	229	476	19	10	734	199	68	86	263	616	2108
% App. Total	1.1	82.9	9.4	6.6		33.1	47.5	9.4	10.1		31.2	64.9	2.6	1.4		32.3	11	14	42.7		
PHF	.583	.903	.806	.732	.874	.821	.825	.650	.700	.827	.753	.875	.594	.500	.913	.905	.850	.717	.877	.933	.956



Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
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Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

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

Peak Hour for Each Approach Begins at:

	07:30 AM					07:00 AM					07:45 AM					07:15 AM				
+0 mins.	3	142	18	14	177	2	30	5	2	39	55	136	8	2	201	44	16	23	70	153
+15 mins.	1	142	14	10	167	11	20	1	4	36	65	116	4	3	188	49	15	30	63	157
+30 mins.	1	109	17	9	136	9	15	2	4	30	59	109	8	1	177	55	20	11	55	141
+45 mins.	7	123	11	16	157	14	18	5	5	42	59	130	6	2	197	51	17	22	75	165
Total Volume	12	516	60	49	637	36	83	13	15	147	238	491	26	8	763	199	68	86	263	616
% App. Total	1.9	81	9.4	7.7	7.7	24.5	56.5	8.8	10.2	10.2	31.2	64.4	3.4	1	9.9	32.3	11	14	42.7	9.9
PHF	.429	.908	.833	.766	.900	.643	.692	.650	.750	.875	.915	.903	.813	.667	.949	.905	.850	.717	.877	.933

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	12	129	17	20	178	17	34	10	5	66	78	143	12	2	235	47	26	13	54	140	619
05:00 PM	5	168	29	32	234	21	36	11	0	68	80	171	11	3	265	48	27	14	49	138	705
05:15 PM	3	164	22	31	220	21	29	3	4	57	80	169	15	5	269	36	31	14	65	146	692
05:30 PM	4	122	17	27	170	12	31	0	6	49	79	162	13	10	264	38	27	16	48	129	612
Total Volume	24	583	85	110	802	71	130	24	15	240	317	645	51	20	1033	169	111	57	216	553	2628
% App. Total	3	72.7	10.6	13.7	13.7	29.6	54.2	10	6.2	6.2	30.7	62.4	4.9	1.9	9.9	30.6	20.1	10.3	39.1	9.9	
PHF	.500	.868	.733	.859	.857	.845	.903	.545	.625	.882	.991	.943	.850	.500	.960	.880	.895	.891	.831	.947	.932

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:45 PM					05:00 PM					04:15 PM				
+0 mins.	8	129	30	19	186	17	34	10	5	66	80	171	11	3	265	59	23	14	50	146
+15 mins.	12	129	17	20	178	21	36	11	0	68	80	169	15	5	269	42	31	13	61	147
+30 mins.	5	168	29	32	234	21	29	3	4	57	79	162	13	10	264	47	26	13	54	140
+45 mins.	3	164	22	31	220	12	31	0	6	49	73	160	16	3	252	48	27	14	49	138
Total Volume	28	590	98	102	818	71	130	24	15	240	312	662	55	21	1050	196	107	54	214	571
% App. Total	3.4	72.1	12	12.5	12.5	29.6	54.2	10	6.2	6.2	29.7	63	5.2	2	9.9	34.3	18.7	9.5	37.5	9.9
PHF	.583	.878	.817	.797	.874	.845	.903	.545	.625	.882	.975	.968	.859	.525	.976	.831	.863	.964	.877	.971

Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	1	1	0	0	0	0	0	3	5	1	0	9	2	4	0	4	10	20
07:15 AM	0	6	0	0	6	1	0	0	0	1	2	6	0	0	8	2	3	4	2	11	26
07:30 AM	1	5	0	0	6	1	4	0	0	5	6	7	0	0	13	0	3	0	2	5	29
07:45 AM	0	5	0	0	5	0	9	0	0	9	2	9	1	0	12	0	2	1	6	9	35
Total	1	16	0	1	18	2	13	0	0	15	13	27	2	0	42	4	12	5	14	35	110
08:00 AM	0	5	0	0	5	1	2	0	0	3	4	9	1	0	14	1	2	3	4	10	32
08:15 AM	0	11	1	2	14	1	2	0	1	4	8	3	3	1	15	1	0	0	3	4	37
08:30 AM	0	9	0	1	10	1	1	1	0	3	4	10	0	0	14	0	4	1	6	11	38
08:45 AM	0	15	1	0	16	2	5	0	0	7	3	13	0	1	17	1	2	0	1	4	44
Total	0	40	2	3	45	5	10	1	1	17	19	35	4	2	60	3	8	4	14	29	151
*** BREAK ***																					
04:15 PM	0	5	0	1	6	5	1	0	1	7	1	6	0	1	8	1	1	1	1	4	25
04:30 PM	0	3	1	1	5	2	0	0	0	2	1	4	1	0	6	3	0	0	2	5	18
04:45 PM	0	7	0	0	7	0	1	0	0	1	4	5	0	0	9	0	4	1	2	7	24
Total	0	15	1	2	18	7	2	0	1	10	6	15	1	1	23	4	5	2	5	16	67
05:00 PM	0	1	1	0	2	1	0	0	0	1	1	2	0	0	3	0	2	1	2	5	11
05:15 PM	0	5	0	0	5	0	2	0	0	2	1	5	0	0	6	1	2	0	0	3	16
05:30 PM	0	4	0	0	4	0	0	0	0	0	1	1	1	0	3	0	0	0	1	1	8
05:45 PM	0	7	0	0	7	0	1	0	0	1	1	5	0	0	6	1	0	2	0	3	17
Total	0	17	1	0	18	1	3	0	0	4	4	13	1	0	18	2	4	3	3	12	52
06:00 PM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	1	3	4	12
Grand Total	1	93	4	6	104	15	28	1	2	46	42	93	8	3	146	13	29	15	39	96	392
Apprch %	1	89.4	3.8	5.8		32.6	60.9	2.2	4.3		28.8	63.7	5.5	2.1		13.5	30.2	15.6	40.6		
Total %	0.3	23.7	1	1.5	26.5	3.8	7.1	0.3	0.5	11.7	10.7	23.7	2	0.8	37.2	3.3	7.4	3.8	9.9	24.5	

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	5	0	0	5	1	2	0	0	3	4	9	1	0	14	1	2	3	4	10	32
08:15 AM	0	11	1	2	14	1	2	0	1	4	8	3	3	1	15	1	0	0	3	4	37
08:30 AM	0	9	0	1	10	1	1	1	0	3	4	10	0	0	14	0	4	1	6	11	38
08:45 AM	0	15	1	0	16	2	5	0	0	7	3	13	0	1	17	1	2	0	1	4	44
Total Volume	0	40	2	3	45	5	10	1	1	17	19	35	4	2	60	3	8	4	14	29	151
% App. Total	0	88.9	4.4	6.7		29.4	58.8	5.9	5.9		31.7	58.3	6.7	3.3		10.3	27.6	13.8	48.3		
PHF	.000	.667	.500	.375	.703	.625	.500	.250	.250	.607	.594	.673	.333	.500	.882	.750	.500	.333	.583	.659	.858

Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 2

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

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

Peak Hour for Each Approach Begins at:

	08:00 AM					07:30 AM					08:00 AM					07:00 AM					
+0 mins.	0	5	0	0	5	1	4	0	0	5	4	9	1	0	14	2	4	0	4	10	
+15 mins.	0	11	1	2	14	0	9	0	0	9	8	3	3	1	15	2	3	4	2	11	
+30 mins.	0	9	0	1	10	1	2	0	0	3	4	10	0	0	14	0	3	0	2	5	
+45 mins.	0	15	1	0	16	1	2	0	1	4	3	13	0	1	17	0	2	1	6	9	
Total Volume	0	40	2	3	45	3	17	0	1	21	19	35	4	2	60	4	12	5	14	35	
% App. Total	0	88.9	4.4	6.7		14.3	81	0	4.8		31.7	58.3	6.7	3.3		11.4	34.3	14.3	40		
PHF	.000	.667	.500	.375	.703	.750	.472	.000	.250	.583	.594	.673	.333	.500	.882	.500	.750	.313	.583	.795	

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	0	5	0	1	6	5	1	0	1	7	1	6	0	1	8	1	1	1	1	4	25
04:30 PM	0	3	1	1	5	2	0	0	0	2	1	4	1	0	6	3	0	0	2	5	18
04:45 PM	0	7	0	0	7	0	1	0	0	1	4	5	0	0	9	0	4	1	2	7	24
05:00 PM	0	1	1	0	2	1	0	0	0	1	1	2	0	0	3	0	2	1	2	5	11
Total Volume	0	16	2	2	20	8	2	0	1	11	7	17	1	1	26	4	7	3	7	21	78
% App. Total	0	80	10	10		72.7	18.2	0	9.1		26.9	65.4	3.8	3.8		19	33.3	14.3	33.3		
PHF	.000	.571	.500	.500	.714	.400	.500	.000	.250	.393	.438	.708	.250	.250	.722	.333	.438	.750	.875	.750	.780

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:15 PM					04:15 PM					04:15 PM					04:15 PM					
+0 mins.	0	5	0	0	5	5	1	0	1	7	1	6	0	1	8	1	1	1	1	4	
+15 mins.	0	4	0	0	4	2	0	0	0	2	1	4	1	0	6	3	0	0	2	5	
+30 mins.	0	7	0	0	7	0	1	0	0	1	4	5	0	0	9	0	4	1	2	7	
+45 mins.	0	5	0	0	5	1	0	0	0	1	1	2	0	0	3	0	2	1	2	5	
Total Volume	0	21	0	0	21	8	2	0	1	11	7	17	1	1	26	4	7	3	7	21	
% App. Total	0	100	0	0		72.7	18.2	0	9.1		26.9	65.4	3.8	3.8		19	33.3	14.3	33.3		
PHF	.000	.750	.000	.000	.750	.400	.500	.000	.250	.393	.438	.708	.250	.250	.722	.333	.438	.750	.875	.750	

Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- UTurns

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	2	0	0	0	2	7
07:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	3	0	0	0	3	17
08:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	3	0	0	0	3	8
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	0	0	0	4	5
08:30 AM	2	0	0	0	2	0	0	0	0	0	5	0	0	0	5	3	0	0	0	3	10
08:45 AM	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	3	0	0	0	3	7
Total	2	0	0	0	2	1	0	0	0	1	14	0	0	0	14	13	0	0	0	13	30
*** BREAK ***																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	6	0	0	0	6	11
04:30 PM	0	0	0	0	0	1	0	0	0	1	6	0	0	0	6	4	0	0	0	4	11
04:45 PM	0	0	0	0	0	2	0	0	0	2	6	0	0	0	6	8	0	0	0	8	16
Total	0	0	0	0	0	3	0	0	0	3	17	0	0	0	17	18	0	0	0	18	38
05:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	8	0	0	0	8	13
05:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	6	0	0	0	6	11
05:30 PM	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	4	0	0	0	4	12
05:45 PM	1	0	0	0	1	2	0	0	0	2	4	0	0	0	4	5	0	0	0	5	12
Total	2	0	0	0	2	2	0	0	0	2	21	0	0	0	21	23	0	0	0	23	48
06:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	4
Grand Total	4	0	0	0	4	6	0	0	0	6	68	0	0	0	68	59	0	0	0	59	137
Apprch %	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
Total %	2.9	0	0	0	2.9	4.4	0	0	0	4.4	49.6	0	0	0	49.6	43.1	0	0	0	43.1	

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	3	0	0	0	3	8
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	0	0	0	4	5
08:30 AM	2	0	0	0	2	0	0	0	0	0	5	0	0	0	5	3	0	0	0	3	10
08:45 AM	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	3	0	0	0	3	7
Total Volume	2	0	0	0	2	1	0	0	0	1	14	0	0	0	14	13	0	0	0	13	30
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.700	.000	.000	.000	.700	.813	.000	.000	.000	.813	.750

Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 2

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

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

Peak Hour for Each Approach Begins at:

	07:45 AM					08:00 AM					07:00 AM					08:00 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	3	0	0	0	3	
+15 mins.	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4	0	0	0	4	
+30 mins.	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	0	3	
+45 mins.	2	0	0	0	2	1	0	0	0	1	3	0	0	0	3	3	0	0	0	3	
Total Volume	2	0	0	0	2	1	0	0	0	1	14	0	0	0	14	13	0	0	0	13	
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.700	.000	.000	.000	.700	.813	.000	.000	.000	.813	

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

	04:45 PM					05:00 PM					05:15 PM					05:30 PM					
04:45 PM	0	0	0	0	0	2	0	0	0	2	6	0	0	0	6	8	0	0	0	8	16
05:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	8	0	0	0	8	13
05:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	6	0	0	0	6	11
05:30 PM	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	4	0	0	0	4	12
Total Volume	1	0	0	0	1	2	0	0	0	2	23	0	0	0	23	26	0	0	0	26	52
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.821	.000	.000	.000	.821	.813	.000	.000	.000	.813	.813

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					04:15 PM					04:45 PM					04:15 PM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6	0	0	0	6	
+15 mins.	0	0	0	0	0	1	0	0	0	1	5	0	0	0	5	4	0	0	0	4	
+30 mins.	1	0	0	0	1	2	0	0	0	2	5	0	0	0	5	8	0	0	0	8	
+45 mins.	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	8	0	0	0	8	
Total Volume	2	0	0	0	2	3	0	0	0	3	23	0	0	0	23	26	0	0	0	26	
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.500	.000	.000	.000	.500	.375	.000	.000	.000	.375	.821	.000	.000	.000	.821	.813	.000	.000	.000	.813	



### CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98      City/County: Dade City/Pasco  
 Direction: Northbound  
 Start Date: 5/7/2019      Start Time: 00:00  
 Stop Date: 5/7/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5
30	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
45	0	3	1	0	0	0	0	1	2	0	0	0	0	0	0	7
100	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>1</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
115	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
130	0	4	1	0	0	0	0	0	0	0	1	0	0	0	0	6
145	0	2	1	0	0	0	0	0	2	0	0	1	0	0	0	6
200	1	2	0	0	0	1	0	0	1	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>1</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
215	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
230	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
245	0	2	0	0	2	0	0	0	1	0	0	0	0	0	0	5
300	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>1</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
315	0	1	0	0	0	0	0	0	2	1	1	0	0	0	0	5
330	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	4
345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
400	0	3	2	0	0	0	0	0	1	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
415	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
430	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	6
445	3	3	4	0	0	5	0	0	0	0	0	0	0	0	0	15
500	0	10	0	0	0	2	0	0	0	0	0	0	0	0	0	12
<b>Hourly Total</b>	<b>3</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
515	1	4	3	0	1	1	0	0	2	0	0	0	0	0	0	12
530	0	15	5	0	2	2	0	0	2	0	0	0	0	0	1	27
545	3	12	4	0	3	2	0	0	0	1	0	0	0	0	0	25
600	2	11	16	0	0	2	0	0	2	1	0	0	0	0	0	34
<b>Hourly Total</b>	<b>6</b>	<b>42</b>	<b>28</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>98</b>
615	0	13	7	1	1	1	0	0	1	0	0	0	0	0	0	24
630	2	25	8	0	3	5	0	0	0	0	0	0	0	0	0	43
645	1	20	17	0	4	5	1	3	0	0	0	0	0	0	1	52
700	0	22	11	0	3	1	0	1	5	0	0	0	0	0	0	43
<b>Hourly Total</b>	<b>3</b>	<b>80</b>	<b>43</b>	<b>1</b>	<b>11</b>	<b>12</b>	<b>1</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>162</b>
715	1	20	12	0	3	3	0	0	2	0	0	0	0	0	0	41
730	6	25	25	0	4	5	0	1	3	0	0	0	0	0	1	70
745	1	21	26	0	4	4	0	1	6	0	0	0	0	0	0	63
800	1	35	16	0	4	4	0	3	3	0	0	0	0	0	2	68
<b>Hourly Total</b>	<b>9</b>	<b>101</b>	<b>79</b>	<b>0</b>	<b>15</b>	<b>16</b>	<b>0</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>242</b>
815	5	24	15	0	5	10	0	1	5	0	0	0	0	0	0	65
830	1	26	18	0	6	6	0	1	4	0	0	0	0	0	0	62
845	1	24	17	0	1	5	0	0	2	0	0	0	0	0	0	50
900	4	27	14	0	1	5	1	1	2	0	0	0	0	0	0	55
<b>Hourly Total</b>	<b>11</b>	<b>101</b>	<b>64</b>	<b>0</b>	<b>13</b>	<b>26</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>232</b>
915	5	16	10	0	0	10	0	1	3	1	0	0	0	0	0	46
930	5	20	11	0	1	11	0	1	2	0	0	0	0	0	0	51
945	2	21	13	0	2	6	1	1	9	0	0	0	0	0	0	55
1000	1	13	12	0	0	5	1	0	6	2	0	0	0	0	2	42
<b>Hourly Total</b>	<b>13</b>	<b>70</b>	<b>46</b>	<b>0</b>	<b>3</b>	<b>32</b>	<b>2</b>	<b>3</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>194</b>
1015	1	19	12	0	3	6	0	3	4	1	0	0	0	0	0	49
1030	2	13	13	0	3	9	0	0	8	1	0	0	0	0	0	49
1045	1	18	11	0	1	5	0	2	5	0	0	0	0	0	0	43
1100	5	17	15	0	2	11	0	2	7	0	0	0	0	0	0	59
<b>Hourly Total</b>	<b>9</b>	<b>67</b>	<b>51</b>	<b>0</b>	<b>9</b>	<b>31</b>	<b>0</b>	<b>7</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200</b>
1115	1	14	12	1	2	7	2	1	5	1	0	0	0	0	0	46
1130	0	12	7	0	1	5	0	2	4	2	0	0	0	0	0	33
1145	3	23	11	0	1	6	0	2	4	2	0	0	0	0	0	52
1200	1	24	12	0	3	7	0	2	3	4	0	0	0	0	0	56
<b>Hourly Total</b>	<b>5</b>	<b>73</b>	<b>42</b>	<b>1</b>	<b>7</b>	<b>25</b>	<b>2</b>	<b>7</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>187</b>
1215	1	22	11	0	0	7	0	2	10	1	0	0	0	0	0	54
1230	2	23	13	0	0	6	0	0	4	2	0	0	0	0	1	51
1245	1	14	17	2	3	4	0	3	5	1	0	0	0	0	1	51
1300	2	19	21	0	2	5	0	0	7	2	0	0	0	0	2	60
<b>Hourly Total</b>	<b>6</b>	<b>78</b>	<b>62</b>	<b>2</b>	<b>5</b>	<b>22</b>	<b>0</b>	<b>5</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>216</b>
1315	1	26	11	0	0	8	0	2	6	2	0	0	0	0	0	56
1330	3	21	14	0	0	11	0	0	4	0	0	0	0	0	0	53
1345	2	25	12	0	3	8	0	1	4	0	0	0	0	0	1	56
1400	2	17	18	0	3	7	0	1	2	3	0	0	0	0	0	53
<b>Hourly Total</b>	<b>8</b>	<b>89</b>	<b>55</b>	<b>0</b>	<b>6</b>	<b>34</b>	<b>0</b>	<b>4</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>218</b>
1415	0	19	18	0	2	3	0	3	3	1	0	0	0	0	0	49
1430	1	15	10	0	2	7	0	1	4	0	0	0	0	0	0	40
1445	2	10	15	0	5	7	0	3	2	0	0	0	0	0	0	44
1500	0	20	12	0	0	4	0	0	8	1	0	0	0	0	0	45
<b>Hourly Total</b>	<b>3</b>	<b>64</b>	<b>55</b>	<b>0</b>	<b>9</b>	<b>21</b>	<b>0</b>	<b>7</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>178</b>
1515	1	27	15	1	4	6	0	1	5	0	0	0	0	0	2	62
1530	1	36	20	0	3	3	0	0	5	0	0	0	0	0	2	70
1545	3	34	27	0	2	9	0	0	7	0	0	0	0	0	0	82
1600	1	26	19	0	4	1	0	0	1	0	0	0	0	0	0	52
<b>Hourly Total</b>	<b>6</b>	<b>123</b>	<b>81</b>	<b>1</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>266</b>
1615	3	40	24	1	6	7	0	0	0	0	0	0	0	0	1	82
1630	2	23	19	0	5	4	0	0	2	0	0	0	0	0	0	55
1645	1	52	31	1	1	0	0	1	5	0	0	0	0	0	1	93
1700	3	36	27	0	1	2	0	0	3	1	0	0	0	0	0	73
<b>Hourly Total</b>	<b>9</b>	<b>151</b>	<b>101</b>	<b>2</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>303</b>
1715	2	31	25	0	5	2	0	2	3	0	0	0	0	0	0	70
1730	1	46	34	0	5	1	0	0	1	0	0	0	0	0	0	88
1745	0	47	24	0	5	1	0	0	1	0	0	0	0	0	1	79
1800	2	34	24	0	2	1	0	1	2	0	0	0	0	0	0	66
<b>Hourly Total</b>	<b>5</b>	<b>158</b>	<b>107</b>	<b>0</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>303</b>
1815	1	50	23	0	6	0	0	0	1	0	0	0	0	0	0	81
1830	0	36	19	1	4	0	0	0	2	0	0	0	0	0	0	62
1845	1	26	15	0	2	1	0	1	4	0	0	0	0	0	0	50
1900	0	24	17	0	3	0	0	1	2	0	0	0	0	0	0	47
<b>Hourly Total</b>	<b>2</b>	<b>136</b>	<b>74</b>	<b>1</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>240</b>
1915	1	18	14	0</												

### CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98      City/County: Dade City/Pasco  
 Direction: Southbound  
 Start Date: 5/7/2019      Start Time: 00:00  
 Stop Date: 5/7/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total	
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass		
15	0	4	2	1	0	0	0	1	0	0	0	0	0	0	0	5	13
30	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
45	1	2	2	1	0	0	0	1	0	0	0	0	0	0	0	1	8
100	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	2	6
<b>Hourly Total</b>	<b>1</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>29</b>
115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
130	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
145	0	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	4
200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>
215	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	1	5
230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
245	4	0	0	1	2	2	0	1	0	0	0	0	0	0	0	0	10
300	1	0	2	0	1	1	0	0	0	0	0	0	0	0	0	1	6
<b>Hourly Total</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>22</b>
315	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
330	0	1	2	0	1	2	0	0	0	0	0	0	0	0	0	2	8
345	0	4	2	0	0	0	0	1	0	0	0	0	0	0	0	0	7
400	1	2	3	1	0	0	0	2	0	0	0	0	0	0	0	2	11
<b>Hourly Total</b>	<b>1</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>30</b>
415	0	2	5	0	1	0	0	1	0	0	0	0	0	0	0	1	10
430	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
445	1	3	8	0	1	1	0	0	0	0	0	0	0	0	0	0	14
500	1	6	5	0	0	2	0	3	0	0	0	0	0	0	0	0	17
<b>Hourly Total</b>	<b>2</b>	<b>12</b>	<b>22</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>46</b>
515	1	9	5	1	5	1	0	2	0	0	0	0	0	0	0	0	24
530	0	10	2	0	5	0	0	4	0	0	1	0	0	0	0	0	22
545	0	25	9	0	6	0	0	4	0	0	0	0	0	0	0	0	44
600	0	19	10	0	6	0	1	1	0	0	0	0	0	0	0	0	37
<b>Hourly Total</b>	<b>1</b>	<b>63</b>	<b>26</b>	<b>1</b>	<b>22</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>127</b>
615	5	36	6	1	10	0	0	1	0	0	0	0	0	0	0	0	59
630	0	27	7	0	6	1	0	6	0	0	0	0	0	0	0	0	47
645	0	28	26	2	9	1	0	7	0	0	0	0	0	0	0	0	73
700	0	45	6	0	4	0	0	5	0	0	0	0	0	0	0	0	60
<b>Hourly Total</b>	<b>5</b>	<b>136</b>	<b>45</b>	<b>3</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>239</b>
715	1	33	12	1	5	3	0	2	0	0	0	0	0	0	0	0	57
730	3	34	10	3	18	2	0	8	0	0	0	0	0	0	0	0	78
745	1	30	11	0	9	3	0	5	0	0	0	0	0	0	0	0	59
800	0	34	6	3	9	4	0	15	0	0	0	0	0	0	0	0	71
<b>Hourly Total</b>	<b>5</b>	<b>131</b>	<b>39</b>	<b>7</b>	<b>41</b>	<b>12</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>265</b>
815	7	29	20	1	15	3	0	10	1	0	0	0	0	0	0	0	86
830	0	32	13	0	3	2	0	13	0	0	0	0	0	0	0	0	63
845	1	27	11	0	2	4	0	15	0	0	0	0	0	0	0	1	61
900	0	25	10	5	7	0	0	11	0	0	0	0	0	0	0	0	58
<b>Hourly Total</b>	<b>8</b>	<b>113</b>	<b>54</b>	<b>6</b>	<b>27</b>	<b>9</b>	<b>0</b>	<b>49</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>268</b>
915	1	27	18	1	6	1	0	10	1	0	1	0	0	0	0	1	67
930	1	19	14	1	7	1	1	8	1	0	0	0	0	0	0	0	53
945	4	15	15	1	7	0	1	9	0	0	0	0	0	0	0	0	52
1000	0	23	12	0	5	2	1	11	0	0	0	0	0	0	0	0	54
<b>Hourly Total</b>	<b>6</b>	<b>84</b>	<b>59</b>	<b>3</b>	<b>25</b>	<b>4</b>	<b>3</b>	<b>38</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>226</b>
1015	1	15	11	0	3	2	0	10	0	0	0	0	0	0	0	0	42
1030	1	12	15	2	4	2	0	15	0	0	1	0	0	0	0	0	52
1045	1	20	8	0	6	4	0	10	0	0	1	0	0	0	0	0	50
1100	3	17	13	1	2	3	2	8	0	0	1	0	0	0	0	0	50
<b>Hourly Total</b>	<b>6</b>	<b>64</b>	<b>47</b>	<b>3</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>194</b>
1115	0	24	17	1	7	1	0	10	0	0	0	0	0	0	0	0	60
1130	0	20	10	2	6	4	0	9	0	0	0	0	0	0	0	0	51
1145	0	16	13	2	6	4	0	13	0	0	0	0	0	0	0	0	54
1200	1	16	4	3	7	2	1	9	0	0	0	1	0	0	0	0	44
<b>Hourly Total</b>	<b>1</b>	<b>76</b>	<b>44</b>	<b>8</b>	<b>26</b>	<b>11</b>	<b>1</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>209</b>
1215	2	17	10	0	7	3	2	12	0	0	0	0	0	0	0	0	53
1230	1	19	10	1	6	1	1	15	0	0	1	0	0	0	0	0	55
1245	0	11	4	1	9	3	0	9	0	0	0	0	0	0	0	1	38
1300	0	16	7	0	2	1	6	2	3	1	0	0	0	0	0	0	38
<b>Hourly Total</b>	<b>3</b>	<b>63</b>	<b>31</b>	<b>2</b>	<b>24</b>	<b>8</b>	<b>9</b>	<b>38</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>184</b>
1315	0	24	12	0	0	3	3	1	8	0	0	0	0	0	0	0	51
1330	5	28	12	0	3	5	2	2	5	1	0	0	0	0	0	0	63
1345	1	27	10	1	3	3	6	1	6	1	0	0	0	0	0	0	59
1400	3	25	12	0	3	4	5	0	3	0	0	0	0	0	0	0	55
<b>Hourly Total</b>	<b>9</b>	<b>104</b>	<b>46</b>	<b>1</b>	<b>9</b>	<b>15</b>	<b>16</b>	<b>4</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>228</b>
1415	3	18	13	0	1	3	7	2	6	0	0	0	0	0	0	0	53
1430	1	28	12	0	0	1	2	1	0	0	0	0	0	0	0	1	46
1445	2	23	11	0	5	4	1	0	5	0	0	0	0	0	0	1	52
1500	2	19	13	0	1	4	5	2	3	0	0	0	0	0	0	0	49
<b>Hourly Total</b>	<b>8</b>	<b>88</b>	<b>49</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>15</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>200</b>
1515	4	20	14	0	4	8	3	0	2	0	0	0	0	0	0	0	55
1530	0	26	8	0	7	2	3	1	4	1	0	0	0	0	0	0	52
1545	2	26	10	0	3	3	1	5	4	0	0	0	0	0	0	0	54
1600	2	33	20	0	2	3	2	0	5	0	0	0	0	0	0	0	67
<b>Hourly Total</b>	<b>8</b>	<b>105</b>	<b>52</b>	<b>0</b>	<b>16</b>	<b>16</b>	<b>9</b>	<b>6</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>228</b>
1615	2	41	21	0	6	3	2	1	3	0	0	0	0	0	0	0	79
1630	1	37	24	0	3	2	0	2	3	0	0	0	0	0	0	0	72
1645	3	28	16	0	2	1	0	3	3	0	0	0	0	0	0	0	56
1700	1	41	17	1	4	1	0	1	0	0	0	0	0	0	0	0	66
<b>Hourly Total</b>	<b>7</b>	<b>147</b>	<b>78</b>	<b>1</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>273</b>
1715	0	46	19	0	5	0	1	0	1	0	0	0	0	0	0	0	72
1730	1	32	29	0	3	1	0	1	1	0	0	2	0	0	0	0	70
1745	2	33	18	0	3	0	0	3	4	0	0	0	0	0	0	0	63
1800	0	28	13	0	0	0	0	1	2	0	0	0	0	0	0	0	44
<b>Hourly Total</b>	<b>3</b>	<b>139</b>	<b>79</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>249</b>
1815	3	31	12	0	4	0											



## CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98      City/County: Dade City/Pasco  
 Direction: Combined  
 Start Date: 5/7/2019      Start Time: 00:00  
 Stop Date: 5/7/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total	
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass		
15	0	6	4	1	0	0	0	1	1	0	0	0	0	0	0	5	18
30	1	5	1	0	0	0	0	1	0	0	1	0	0	0	0	0	9
45	1	5	3	1	0	0	0	2	2	0	0	0	0	0	0	1	15
100	0	1	3	0	1	0	0	1	1	0	0	0	0	0	0	2	9
<b>Hourly Total</b>	<b>2</b>	<b>17</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>51</b>
115	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	1	4
130	0	4	2	0	0	0	0	1	0	0	1	0	0	0	0	0	8
145	0	3	2	1	0	0	0	1	2	0	0	1	0	0	0	0	10
200	1	4	0	0	0	1	0	0	1	0	0	0	0	0	0	0	7
<b>Hourly Total</b>	<b>1</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>29</b>
215	1	4	3	0	1	1	0	0	0	0	0	0	0	0	0	1	11
230	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5
245	4	2	0	1	4	2	0	1	1	0	0	0	0	0	0	0	15
300	1	2	5	0	1	1	0	0	0	0	0	0	0	0	0	1	11
<b>Hourly Total</b>	<b>6</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>42</b>
315	0	3	2	0	0	0	0	0	2	1	1	0	0	0	0	0	9
330	0	1	3	0	1	2	0	0	3	0	0	0	0	0	0	2	12
345	0	5	2	0	0	0	0	1	0	0	0	0	0	0	0	0	8
400	1	5	5	1	0	0	0	2	1	0	0	0	0	0	0	2	17
<b>Hourly Total</b>	<b>1</b>	<b>14</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>46</b>
415	0	3	6	0	1	0	0	1	0	0	0	0	0	0	0	1	12
430	0	6	4	0	0	0	0	1	0	0	0	0	0	0	0	0	11
445	4	6	12	0	1	6	0	0	0	0	0	0	0	0	0	0	29
500	1	16	5	0	0	4	0	3	0	0	0	0	0	0	0	0	29
<b>Hourly Total</b>	<b>5</b>	<b>31</b>	<b>27</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>81</b>
515	2	13	8	1	6	2	0	2	2	0	0	0	0	0	0	0	36
530	0	25	7	0	7	2	0	4	2	0	1	0	0	0	0	1	49
545	3	37	13	0	9	2	0	4	0	1	0	0	0	0	0	0	69
600	2	30	26	0	6	2	1	1	2	1	0	0	0	0	0	0	71
<b>Hourly Total</b>	<b>7</b>	<b>105</b>	<b>54</b>	<b>1</b>	<b>28</b>	<b>8</b>	<b>1</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>225</b>
615	5	49	13	2	11	1	0	1	1	0	0	0	0	0	0	0	83
630	2	52	15	0	9	6	0	6	0	0	0	0	0	0	0	0	90
645	1	48	43	2	13	6	1	10	0	0	0	0	0	0	0	1	125
700	0	67	17	0	7	1	0	6	5	0	0	0	0	0	0	0	103
<b>Hourly Total</b>	<b>8</b>	<b>216</b>	<b>88</b>	<b>4</b>	<b>40</b>	<b>14</b>	<b>1</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>401</b>
715	2	53	24	1	8	6	0	2	2	0	0	0	0	0	0	0	98
730	9	59	35	3	22	7	0	9	3	0	0	0	0	0	0	1	148
745	2	51	37	0	13	7	0	6	6	0	0	0	0	0	0	0	122
800	1	69	22	3	13	8	0	18	3	0	0	0	0	0	0	2	139
<b>Hourly Total</b>	<b>14</b>	<b>232</b>	<b>118</b>	<b>7</b>	<b>56</b>	<b>28</b>	<b>0</b>	<b>35</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>507</b>
815	12	53	35	1	20	13	0	11	6	0	0	0	0	0	0	0	151
830	1	58	31	0	9	8	0	14	4	0	0	0	0	0	0	0	125
845	2	51	28	0	3	9	0	15	2	0	0	0	0	0	0	1	111
900	4	52	24	5	8	5	1	12	2	0	0	0	0	0	0	0	113
<b>Hourly Total</b>	<b>19</b>	<b>214</b>	<b>118</b>	<b>6</b>	<b>40</b>	<b>35</b>	<b>1</b>	<b>52</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>500</b>
915	6	43	28	1	6	11	0	11	4	1	1	0	0	0	0	1	113
930	6	39	25	1	8	12	1	9	3	0	0	0	0	0	0	0	104
945	6	36	28	1	9	6	2	10	9	0	0	0	0	0	0	0	107
1000	1	36	24	0	5	7	2	11	6	2	0	0	0	0	0	2	96
<b>Hourly Total</b>	<b>19</b>	<b>154</b>	<b>105</b>	<b>3</b>	<b>28</b>	<b>36</b>	<b>5</b>	<b>41</b>	<b>22</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>420</b>
1015	2	34	23	0	6	8	0	13	4	1	0	0	0	0	0	0	91
1030	3	25	28	2	7	11	0	15	8	1	1	0	0	0	0	0	101
1045	2	38	19	0	7	9	0	12	5	0	1	0	0	0	0	0	93
1100	8	34	28	1	4	14	2	10	7	0	1	0	0	0	0	0	109
<b>Hourly Total</b>	<b>15</b>	<b>131</b>	<b>98</b>	<b>3</b>	<b>24</b>	<b>42</b>	<b>2</b>	<b>50</b>	<b>24</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>394</b>
1115	1	38	29	2	9	8	2	11	5	1	0	0	0	0	0	0	106
1130	0	32	17	2	7	9	0	11	4	2	0	0	0	0	0	0	84
1145	3	39	24	2	7	10	0	15	4	2	0	0	0	0	0	0	106
1200	2	40	16	3	10	9	1	11	3	4	0	1	0	0	0	0	100
<b>Hourly Total</b>	<b>6</b>	<b>149</b>	<b>86</b>	<b>9</b>	<b>33</b>	<b>36</b>	<b>3</b>	<b>48</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>396</b>
1215	3	39	21	0	7	10	2	14	10	1	0	0	0	0	0	0	107
1230	3	42	23	1	6	7	1	15	4	2	1	0	0	0	0	1	106
1245	1	25	21	3	12	7	0	12	5	1	0	0	0	0	0	2	89
1300	2	35	28	0	4	6	6	2	10	3	0	0	0	0	0	2	98
<b>Hourly Total</b>	<b>9</b>	<b>141</b>	<b>93</b>	<b>4</b>	<b>29</b>	<b>30</b>	<b>9</b>	<b>43</b>	<b>29</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>400</b>
1315	1	50	23	0	0	11	3	3	14	2	0	0	0	0	0	0	107
1330	8	49	26	0	3	16	2	2	9	1	0	0	0	0	0	0	116
1345	3	52	22	1	6	11	6	2	10	1	0	0	0	0	0	1	115
1400	5	42	30	0	6	11	5	1	5	3	0	0	0	0	0	0	108
<b>Hourly Total</b>	<b>17</b>	<b>193</b>	<b>101</b>	<b>1</b>	<b>15</b>	<b>49</b>	<b>16</b>	<b>8</b>	<b>38</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>446</b>
1415	3	37	31	0	3	6	7	5	9	1	0	0	0	0	0	0	102
1430	2	43	22	0	2	8	2	2	4	0	0	0	0	0	0	1	86
1445	4	33	26	0	10	11	1	3	7	0	0	0	0	0	0	1	96
1500	2	39	25	0	1	8	5	2	11	1	0	0	0	0	0	0	94
<b>Hourly Total</b>	<b>11</b>	<b>152</b>	<b>104</b>	<b>0</b>	<b>16</b>	<b>33</b>	<b>15</b>	<b>12</b>	<b>31</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>378</b>
1515	5	47	29	1	8	14	3	1	7	0	0	0	0	0	0	2	117
1530	1	62	28	0	10	5	3	1	9	1	0	0	0	0	0	2	122
1545	5	60	37	0	5	12	1	5	11	0	0	0	0	0	0	0	136
1600	3	59	39	0	6	4	2	0	6	0	0	0	0	0	0	0	119
<b>Hourly Total</b>	<b>14</b>	<b>228</b>	<b>133</b>	<b>1</b>	<b>29</b>	<b>35</b>	<b>9</b>	<b>7</b>	<b>33</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>494</b>
1615	5	81	45	1	12	10	2	1	3	0	0	0	0	0	0	1	161
1630	3	60	43	0	8	6	0	2	5	0	0	0	0	0	0	0	127
1645	4	80	47	1	3	1	0	4	8	0	0	0	0	0	0	1	149
1700	4	77	44	1	5	3	0	1	3	1	0	0	0	0	0	0	139
<b>Hourly Total</b>	<b>16</b>	<b>298</b>	<b>179</b>	<b>3</b>	<b>28</b>	<b>20</b>	<b>2</b>	<b>8</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>576</b>
1715	2	77	44	0	10	2	1	2	4	0	0	0	0	0	0	0	142
1730	2	78	63	0	8	2	0	1	2	0	0	2	0	0	0	0	158
1745	2	80	42	0	8	1	0	3	5	0	0	0	0	0	0	1	142
1800	2	62	37	0	2	1	0	2	4	0	0	0	0	0	0	0	110
<b>Hourly Total</b>	<b>8</b>	<b>297</b>	<b>186</b>	<b>0</b>	<b>28</b>	<b>6</b>	<b>1</b>	<b>8</b>	<b>15</b> </								

## CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98      City/County: Dade City/Pasco  
 Direction: Northbound  
 Start Date: 5/8/2019      Start Time: 00:00  
 Stop Date: 5/8/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
30	1	2	4	0	1	1	0	0	0	0	0	0	0	0	0	9
45	0	3	1	0	1	0	0	0	1	0	0	0	0	0	0	6
100	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>1</b>	<b>12</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>
115	0	2	1	0	1	0	0	0	1	0	0	1	0	0	0	6
130	0	3	0	0	2	0	0	0	0	0	0	1	0	0	0	6
145	1	1	2	0	0	1	0	0	1	0	1	0	0	0	0	7
200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>1</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>
215	0	2	3	0	0	0	0	0	1	0	0	0	0	0	0	6
230	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
245	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
300	0	2	0	0	0	0	0	1	1	1	0	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
315	0	1	0	0	0	0	0	0	2	0	1	0	0	0	0	4
330	1	0	2	0	0	1	0	0	1	0	0	0	0	0	0	5
345	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	4
400	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
415	0	1	3	0	0	0	0	0	1	0	0	0	0	0	0	5
430	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
445	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
500	1	9	1	0	0	1	0	0	0	0	0	0	0	0	0	12
<b>Hourly Total</b>	<b>1</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
515	0	10	2	0	2	0	0	0	3	0	0	0	0	0	0	17
530	0	11	5	0	1	1	0	0	2	0	0	0	0	0	0	20
545	0	11	7	0	3	1	0	0	1	0	0	0	0	0	0	23
600	0	14	7	0	1	0	0	0	2	0	0	0	0	0	0	24
<b>Hourly Total</b>	<b>0</b>	<b>46</b>	<b>21</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84</b>
615	0	7	11	0	2	2	1	0	3	0	0	0	0	0	0	26
630	3	10	14	0	2	3	0	1	1	0	0	0	0	0	0	34
645	0	30	13	0	3	2	1	0	4	0	0	0	0	0	0	53
700	1	24	23	0	1	2	0	2	1	0	0	0	0	0	0	54
<b>Hourly Total</b>	<b>4</b>	<b>71</b>	<b>61</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>167</b>
715	1	15	15	0	2	4	1	1	1	2	0	0	0	0	0	42
730	9	34	18	0	2	10	0	0	1	0	0	0	0	0	0	74
745	0	22	23	0	5	2	0	1	4	0	0	0	0	0	0	57
800	1	27	20	0	5	1	0	2	4	0	0	0	0	0	0	60
<b>Hourly Total</b>	<b>11</b>	<b>98</b>	<b>76</b>	<b>0</b>	<b>14</b>	<b>17</b>	<b>1</b>	<b>4</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>233</b>
815	3	24	13	0	3	14	0	1	3	0	0	1	0	0	0	62
830	2	32	17	0	2	7	0	0	3	0	0	0	0	0	0	63
845	1	21	17	0	3	8	0	1	6	0	0	0	0	0	0	57
900	4	20	13	0	3	4	0	1	6	0	0	0	0	0	0	51
<b>Hourly Total</b>	<b>10</b>	<b>97</b>	<b>60</b>	<b>0</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>3</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>233</b>
915	1	24	12	2	1	6	0	1	5	0	0	0	0	0	0	52
930	3	22	8	1	1	10	0	0	4	0	0	0	0	0	0	49
945	1	20	10	0	0	9	0	0	4	0	0	0	0	0	0	44
1000	0	12	11	0	0	2	0	0	4	0	0	0	0	0	0	29
<b>Hourly Total</b>	<b>5</b>	<b>78</b>	<b>41</b>	<b>3</b>	<b>2</b>	<b>27</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>174</b>
1015	1	17	14	0	0	6	1	3	3	0	0	0	0	0	0	45
1030	1	23	14	0	2	10	1	2	5	0	0	0	0	0	1	59
1045	0	13	13	1	1	9	0	2	1	0	0	0	0	0	0	40
1100	3	20	10	0	0	5	0	0	3	0	0	0	0	0	0	41
<b>Hourly Total</b>	<b>5</b>	<b>73</b>	<b>51</b>	<b>1</b>	<b>3</b>	<b>30</b>	<b>2</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>185</b>
1115	1	18	17	1	1	4	0	3	6	0	0	0	0	0	0	51
1130	0	20	11	0	0	9	0	1	4	0	0	0	0	0	1	46
1145	1	18	17	0	0	7	0	0	2	2	0	0	0	0	0	47
1200	3	13	10	0	3	11	0	1	5	1	0	0	0	0	1	48
<b>Hourly Total</b>	<b>5</b>	<b>69</b>	<b>55</b>	<b>1</b>	<b>4</b>	<b>31</b>	<b>0</b>	<b>5</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>192</b>
1215	1	16	15	0	1	3	0	1	2	1	0	0	0	0	0	40
1230	1	18	16	0	1	3	1	1	6	1	0	0	0	0	1	49
1245	3	15	19	0	2	8	0	0	4	3	0	0	0	0	0	54
1300	2	18	19	0	4	6	0	0	3	1	0	0	0	0	0	53
<b>Hourly Total</b>	<b>7</b>	<b>67</b>	<b>69</b>	<b>0</b>	<b>8</b>	<b>20</b>	<b>1</b>	<b>2</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>196</b>
1315	1	27	12	0	4	8	0	0	3	0	0	0	0	0	0	55
1330	5	18	13	0	1	11	0	1	5	1	0	0	0	0	0	55
1345	1	26	18	0	1	7	0	2	6	0	0	0	0	0	1	62
1400	2	22	11	0	3	8	0	2	5	0	0	0	0	0	0	53
<b>Hourly Total</b>	<b>9</b>	<b>93</b>	<b>54</b>	<b>0</b>	<b>9</b>	<b>34</b>	<b>0</b>	<b>5</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>225</b>
1415	1	12	10	0	3	5	0	4	5	0	0	0	0	0	0	40
1430	0	7	16	0	1	5	0	0	2	3	0	0	0	0	0	34
1445	3	19	19	0	3	10	0	0	3	2	0	0	0	0	0	59
1500	2	24	18	0	2	4	1	2	4	1	0	0	0	0	0	58
<b>Hourly Total</b>	<b>6</b>	<b>62</b>	<b>63</b>	<b>0</b>	<b>9</b>	<b>24</b>	<b>1</b>	<b>6</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>191</b>
1515	3	23	18	1	4	11	0	1	1	0	0	0	0	0	0	62
1530	2	35	15	0	4	4	0	2	5	1	0	0	0	0	0	68
1545	0	27	21	0	5	2	0	4	3	0	0	0	0	0	1	63
1600	3	26	24	0	4	6	0	3	3	0	0	0	0	0	0	69
<b>Hourly Total</b>	<b>8</b>	<b>111</b>	<b>78</b>	<b>1</b>	<b>17</b>	<b>23</b>	<b>0</b>	<b>10</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>262</b>
1615	0	32	28	0	7	0	0	2	2	0	0	0	0	0	0	71
1630	0	37	25	0	3	0	0	0	3	0	0	0	0	0	0	68
1645	1	32	24	0	3	2	0	0	4	0	0	0	0	0	1	67
1700	3	36	16	1	4	3	0	2	3	0	0	0	0	0	1	69
<b>Hourly Total</b>	<b>4</b>	<b>137</b>	<b>93</b>	<b>1</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>275</b>
1715	1	34	29	0	6	2	0	0	0	0	0	0	0	0	0	72
1730	2	42	20	0	2	1	0	0	4	0	0	0	0	0	0	71
1745	1	55	39	0	6	0	0	0	2	0	0	0	0	0	0	103
1800	1	45	29	0	2	2	0	0	2	0	0	0	0	0	0	81
<b>Hourly Total</b>	<b>5</b>	<b>176</b>	<b>117</b>	<b>0</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>327</b>
1815	2	39	21	0	6	2	0	0	2	0	0	0	0	0	0	72
1830	1	35	25	0	2	1	0	1	2	0	0	0	0	0	0	67
1845	0	38	22	0	3	0	0	0	0	0	0	0	0	0	0	63
1900	1	35	17	0	3	0	0	1	1	0	0	0	0	0	0	58
<b>Hourly Total</b>	<b>4</b>	<b>147</b>	<b>85</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>260</b>
1915	0	28	15	0												

## CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98      City/County: Dade City/Pasco  
 Direction: Southbound  
 Start Date: 5/8/2019      Start Time: 00:00  
 Stop Date: 5/8/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	1	6	1	0	1	0	0	0	4	0	0	0	0	0	0	13
30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
45	0	3	1	0	0	0	0	0	3	0	1	0	0	0	0	8
100	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>1</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>
115	0	1	0	0	1	0	0	0	2	0	0	0	0	0	0	4
130	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5
145	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
200	1	0	1	0	0	0	0	1	3	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
215	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	5
230	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
245	0	2	2	0	0	0	0	0	5	0	0	0	0	0	0	9
300	0	2	2	0	0	1	0	0	4	0	0	0	0	0	0	9
<b>Hourly Total</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
315	0	2	4	0	0	0	0	0	1	0	0	0	0	0	0	7
330	0	2	4	0	0	0	0	1	0	0	0	0	0	0	0	7
345	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
400	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
415	0	4	6	0	2	0	0	0	2	0	0	0	0	0	0	14
430	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
445	0	7	5	0	0	1	0	1	4	0	0	0	0	0	0	18
500	1	14	9	0	0	1	0	0	3	0	0	0	0	0	1	29
<b>Hourly Total</b>	<b>1</b>	<b>29</b>	<b>22</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>67</b>
515	2	5	5	0	2	0	0	0	1	0	0	0	0	0	0	15
530	1	12	12	0	1	0	1	0	4	1	0	1	0	0	0	33
545	1	11	18	0	7	0	0	1	1	0	0	0	0	0	0	39
600	0	18	19	0	1	0	0	0	5	0	0	0	0	0	0	43
<b>Hourly Total</b>	<b>4</b>	<b>46</b>	<b>54</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>130</b>
615	0	24	16	0	2	0	0	2	3	1	0	0	0	0	0	48
630	0	29	19	0	3	0	0	1	4	1	0	0	0	0	0	57
645	1	28	24	0	5	0	0	1	1	0	0	0	0	0	1	60
700	0	33	30	0	6	1	0	0	3	0	0	0	0	0	0	73
<b>Hourly Total</b>	<b>1</b>	<b>114</b>	<b>89</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>238</b>
715	1	27	23	0	5	2	5	2	6	1	0	0	0	0	0	72
730	2	36	21	0	5	2	7	2	4	0	0	0	0	0	0	79
745	2	24	13	0	3	5	5	2	6	1	0	0	0	0	0	61
800	1	29	15	0	1	4	3	0	2	0	0	0	0	0	0	55
<b>Hourly Total</b>	<b>6</b>	<b>116</b>	<b>72</b>	<b>0</b>	<b>14</b>	<b>13</b>	<b>20</b>	<b>6</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>267</b>
815	2	18	9	1	4	2	0	0	4	2	0	0	0	0	1	43
830	1	19	11	0	1	5	5	0	7	0	0	0	0	0	1	50
845	1	25	15	0	5	4	7	2	6	1	0	0	0	0	0	66
900	0	33	16	0	4	1	2	2	7	5	0	0	0	0	0	70
<b>Hourly Total</b>	<b>4</b>	<b>95</b>	<b>51</b>	<b>1</b>	<b>14</b>	<b>12</b>	<b>14</b>	<b>4</b>	<b>24</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>229</b>
915	2	18	15	0	6	3	2	6	0	0	0	0	0	0	1	53
930	3	14	11	0	4	5	6	1	5	1	0	0	0	0	0	50
945	3	18	9	0	4	7	6	3	2	2	0	0	0	0	0	54
1000	2	29	12	0	2	4	6	3	1	0	0	0	0	0	1	60
<b>Hourly Total</b>	<b>10</b>	<b>79</b>	<b>47</b>	<b>0</b>	<b>16</b>	<b>19</b>	<b>20</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>217</b>
1015	2	17	9	0	2	3	1	1	2	0	0	0	0	0	1	38
1030	0	15	12	0	1	2	3	3	4	1	0	0	0	0	0	41
1045	1	18	13	0	5	2	5	2	4	0	0	0	0	0	0	50
1100	1	22	9	0	2	3	4	1	6	0	0	0	0	0	0	48
<b>Hourly Total</b>	<b>4</b>	<b>72</b>	<b>43</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>13</b>	<b>7</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>177</b>
1115	1	18	11	0	2	5	6	2	2	0	0	0	0	0	0	47
1130	2	29	10	0	6	4	2	1	9	0	0	0	0	0	0	63
1145	2	21	11	0	1	1	2	2	4	1	0	0	0	0	0	45
1200	0	17	17	0	4	2	7	1	3	0	0	0	0	0	0	51
<b>Hourly Total</b>	<b>5</b>	<b>85</b>	<b>49</b>	<b>0</b>	<b>13</b>	<b>12</b>	<b>17</b>	<b>6</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>206</b>
1215	2	21	12	0	4	3	5	1	7	0	0	0	0	0	0	55
1230	1	14	12	0	4	2	6	5	3	0	0	0	0	0	0	47
1245	1	22	10	0	2	2	4	3	4	0	0	0	0	0	0	48
1300	2	25	11	0	0	5	2	5	2	0	0	0	0	0	0	52
<b>Hourly Total</b>	<b>6</b>	<b>82</b>	<b>45</b>	<b>0</b>	<b>10</b>	<b>12</b>	<b>17</b>	<b>14</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>202</b>
1315	1	9	14	0	5	3	5	1	4	0	0	0	0	0	0	42
1330	2	18	12	0	1	1	5	1	4	0	0	0	0	0	0	44
1345	3	24	14	0	2	4	5	1	4	1	0	0	0	0	2	60
1400	2	19	14	0	2	3	5	0	2	4	0	0	0	0	0	51
<b>Hourly Total</b>	<b>8</b>	<b>70</b>	<b>54</b>	<b>0</b>	<b>10</b>	<b>11</b>	<b>20</b>	<b>3</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>197</b>
1415	0	20	10	0	3	4	2	2	8	0	0	0	0	0	0	49
1430	5	19	9	0	1	5	5	0	4	3	0	0	0	0	0	51
1445	0	30	13	0	6	1	4	0	2	0	0	0	0	0	0	56
1500	1	21	8	0	2	1	5	1	2	1	0	0	0	0	1	43
<b>Hourly Total</b>	<b>6</b>	<b>90</b>	<b>40</b>	<b>0</b>	<b>12</b>	<b>11</b>	<b>16</b>	<b>3</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>199</b>
1515	1	28	13	0	2	2	3	0	2	0	0	0	0	0	0	51
1530	4	27	16	0	7	4	3	2	3	0	0	0	0	0	0	66
1545	2	32	19	0	4	3	5	5	6	0	0	0	0	0	0	76
1600	2	35	17	0	0	4	2	2	3	1	0	0	0	0	1	67
<b>Hourly Total</b>	<b>9</b>	<b>122</b>	<b>65</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>9</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>260</b>
1615	1	25	14	0	6	2	0	2	3	0	0	0	0	0	0	53
1630	2	47	14	0	4	1	2	0	1	0	0	2	0	0	0	73
1645	2	33	19	0	1	1	0	0	1	0	0	0	0	0	0	57
1700	2	37	18	0	4	2	0	1	2	0	0	0	0	0	0	66
<b>Hourly Total</b>	<b>7</b>	<b>142</b>	<b>65</b>	<b>0</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>249</b>
1715	0	48	32	0	3	0	0	2	3	0	0	0	0	0	0	88
1730	0	51	17	0	3	0	0	2	1	0	0	0	0	0	0	74
1745	1	25	28	0	2	0	0	1	3	0	0	0	0	0	0	60
1800	2	36	18	0	4	1	0	0	3	0	0	0	0	0	0	64
<b>Hourly Total</b>	<b>3</b>	<b>160</b>	<b>95</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>286</b>
1815	1	40	26	0	4	0	0	0	6	0	0	1	0	0	0	78
1830	0	33	19	0	3	0	0	2	2	0	0	0	0	0	0	59
1845	0	33	14	0	2	0	0	2	4	0	0	0	0	0	0	55
1900	1	19	18	0	3	0	0	1	3	0	0	0	0	0	0	45
<b>Hourly Total</b>	<b>2</b>	<b>125</b>	<b>77</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>237</b>
1915	1	21														

### CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98      City/County: Dade City/Pasco  
 Direction: Combined  
 Start Date: 5/8/2019      Start Time: 00:00  
 Stop Date: 5/8/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclss	
15	1	8	4	0	1	0	0	0	4	0	0	0	0	0	0	18
30	1	6	4	0	1	1	0	0	0	0	0	0	0	0	0	13
45	0	6	2	0	1	0	0	0	4	0	1	0	0	0	0	14
100	0	9	6	0	0	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	2	29	16	0	3	1	0	0	8	0	1	0	0	0	0	60
115	0	3	1	0	2	0	0	0	3	0	0	1	0	0	0	10
130	0	5	2	0	2	0	0	0	1	0	0	1	0	0	0	11
145	1	2	4	0	0	1	0	0	1	0	1	0	0	0	0	10
200	1	2	1	0	0	0	0	1	3	0	0	0	0	0	0	8
Hourly Total	2	12	8	0	4	1	0	1	8	0	1	2	0	0	0	39
215	0	5	3	0	0	0	0	0	3	0	0	0	0	0	0	11
230	0	6	2	0	0	0	0	0	2	0	0	0	0	0	0	10
245	0	7	3	0	0	0	0	0	6	0	0	0	0	0	0	16
300	0	4	2	0	0	1	0	1	5	1	0	0	0	0	0	14
Hourly Total	0	22	10	0	0	1	0	1	16	1	0	0	0	0	0	51
315	0	3	4	0	0	0	0	0	3	0	1	0	0	0	0	11
330	1	2	6	0	0	1	0	1	1	0	0	0	0	0	0	12
345	0	5	1	0	0	0	0	0	3	0	0	0	0	0	0	9
400	0	2	0	0	1	1	0	0	3	0	0	0	0	0	0	7
Hourly Total	1	12	11	0	1	2	0	1	10	0	1	0	0	0	0	39
415	0	5	9	0	2	0	0	0	3	0	0	0	0	0	0	19
430	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
445	0	10	6	0	0	1	0	1	4	0	0	0	0	0	0	22
500	2	23	10	0	0	2	0	0	3	0	0	0	0	0	1	41
Hourly Total	2	48	28	0	2	3	0	1	10	0	0	0	0	0	1	95
515	2	15	7	0	4	0	0	0	4	0	0	0	0	0	0	32
530	1	23	17	0	2	1	1	0	6	1	0	1	0	0	0	53
545	1	22	25	0	10	1	0	1	2	0	0	0	0	0	0	62
600	0	32	26	0	2	0	0	0	7	0	0	0	0	0	0	67
Hourly Total	4	92	75	0	18	2	1	1	19	1	0	1	0	0	0	214
615	0	31	27	0	4	2	1	2	6	1	0	0	0	0	0	74
630	3	39	33	0	5	3	0	2	5	1	0	0	0	0	0	91
645	1	58	37	0	8	2	1	1	5	0	0	0	0	0	0	113
700	1	57	53	0	7	3	0	2	4	0	0	0	0	0	0	127
Hourly Total	5	185	150	0	24	10	2	7	20	2	0	0	0	0	0	405
715	2	42	38	0	7	6	6	3	7	3	0	0	0	0	0	114
730	11	70	39	0	7	12	7	2	5	0	0	0	0	0	0	153
745	2	46	36	0	8	7	5	3	10	1	0	0	0	0	0	118
800	2	56	35	0	6	5	3	2	6	0	0	0	0	0	0	115
Hourly Total	17	214	148	0	28	30	21	10	28	4	0	0	0	0	0	500
815	5	42	22	1	7	16	0	1	7	2	0	1	0	0	1	105
830	3	51	28	0	3	12	5	0	10	0	0	0	0	0	1	113
845	2	46	32	0	8	12	7	3	12	1	0	0	0	0	0	123
900	4	53	29	0	7	5	2	3	13	5	0	0	0	0	0	121
Hourly Total	14	192	111	1	25	45	14	7	42	8	0	1	0	0	2	462
915	3	42	27	2	7	9	2	7	5	0	0	0	0	0	1	105
930	6	36	19	1	5	15	6	1	9	1	0	0	0	0	0	99
945	4	38	19	0	4	16	6	3	6	2	0	0	0	0	0	98
1000	2	41	23	0	2	6	6	3	5	0	0	0	0	0	1	89
Hourly Total	15	157	88	3	18	46	20	14	25	3	0	0	0	0	2	391
1015	3	34	23	0	2	9	2	4	5	0	0	0	0	0	1	83
1030	1	38	26	0	3	12	4	5	9	1	0	0	0	0	1	100
1045	1	31	26	1	6	11	5	4	5	0	0	0	0	0	0	90
1100	4	42	19	0	2	8	4	1	9	0	0	0	0	0	0	89
Hourly Total	9	145	94	1	13	40	15	14	28	1	0	0	0	0	2	362
1115	2	36	28	1	3	9	6	5	8	0	0	0	0	0	0	98
1130	2	49	21	0	6	13	2	2	13	0	0	0	0	0	1	109
1145	3	39	28	0	1	8	2	2	6	3	0	0	0	0	0	92
1200	3	30	27	0	7	13	7	2	8	1	0	0	0	0	1	99
Hourly Total	10	154	104	1	17	43	17	11	35	4	0	0	0	0	2	398
1215	3	37	27	0	5	6	5	2	9	1	0	0	0	0	0	95
1230	2	32	28	0	5	5	7	6	9	1	0	0	0	0	1	96
1245	4	37	29	0	4	10	4	3	8	3	0	0	0	0	0	102
1300	4	43	30	0	4	11	2	5	5	1	0	0	0	0	0	105
Hourly Total	13	149	114	0	18	32	18	16	31	6	0	0	0	0	1	398
1315	2	36	26	0	9	11	5	1	7	0	0	0	0	0	0	97
1330	7	36	25	0	2	12	5	2	9	1	0	0	0	0	0	99
1345	4	50	32	0	3	11	5	3	10	1	0	0	0	0	3	122
1400	4	41	25	0	5	11	5	2	7	4	0	0	0	0	0	104
Hourly Total	17	163	108	0	19	45	20	8	33	6	0	0	0	0	3	422
1415	1	32	20	0	6	9	2	6	13	0	0	0	0	0	0	89
1430	5	26	25	0	2	10	5	0	6	6	0	0	0	0	0	85
1445	3	49	32	0	9	11	4	0	5	2	0	0	0	0	0	115
1500	3	45	26	0	4	5	6	3	6	2	0	0	0	0	1	101
Hourly Total	12	152	103	0	21	35	17	9	30	10	0	0	0	0	1	390
1515	4	51	31	1	6	13	3	1	3	0	0	0	0	0	0	113
1530	6	62	31	0	11	8	3	4	8	1	0	0	0	0	0	134
1545	2	59	40	0	9	5	5	9	9	0	0	0	0	0	1	139
1600	5	61	41	0	4	10	2	5	6	1	0	0	0	0	1	136
Hourly Total	17	233	143	1	30	36	13	19	26	2	0	0	0	0	2	522
1615	1	57	42	0	13	2	0	4	5	0	0	0	0	0	0	124
1630	2	84	39	0	7	1	2	0	4	0	0	2	0	0	0	141
1645	3	65	43	0	4	3	0	0	5	0	0	0	0	0	1	124
1700	5	73	34	1	8	5	0	3	5	0	0	0	0	0	1	135
Hourly Total	11	279	158	1	32	11	2	7	19	0	0	2	0	0	2	524
1715	1	82	61	0	9	2	0	2	3	0	0	0	0	0	0	160
1730	2	93	37	0	5	1	0	2	5	0	0	0	0	0	0	145
1745	2	80	67	0	8	0	0	1	5	0	0	0	0	0	0	163
1800	3	81	47	0	6	3	0	0	5	0	0	0	0	0	0	145
Hourly Total	8	336	212	0	28	6	0	5	18	0	0	0	0	0	0	613
1815	3	79	47	0	10	2	0	0	8	0	0	1	0	0	0	150
1830	1	68	44	0	5	1	0	3	4	0	0	0	0	0	0	126
1845	0	71	36	0	5	0	0	2	4	0	0	0	0	0	0	118
1900	2	54	35	0	6	0	0	2	4	0	0	0	0	0	0	103
Hourly Total	6	272	162	0	26	3	0	7	20	0	0	1	0	0	0	497
1915	1	49	17	0	3	0	0	1	3	0	0	0	0	0	0	74
1930	0	40	27	0	4	0	0	3	8	0	0	1	0	0	0	83
1945	0	35	21	0	2	0	0	2	1	0	0	0	0	0	0	61
2000	0	33	20	0	3	2	0	1	8	0	0	0	0	0	1	68
Hourly Total	1	157	85	0	12	2	0	7	20	0	0	1	0	0	1	286
2015	0	37	17	0	2	1	0	0	2	0	0	0	0	0	0	59
2030	0	49	21	0	2	0	0	0	1	0	0	0	0	0	0	73
2045	0	44	16	0	1	0	0	0	4	0	1	0	0	0	0	66
2100	0	46	14	0	0	0	0	0	2	0	0	0	0	0	0	62
Hourly Total	0	176	68	0	5	1	0	0	9	0	1	0	0	0	0	260
2115	0	20	10	0	3	0										

## CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98      City/County: Dade City/Pasco  
 Direction: Northbound  
 Start Date: 5/9/2019      Start Time: 00:00  
 Stop Date: 5/9/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	1	4	4	0	0	1	0	0	1	0	0	0	0	0	0	11
30	1	1	3	0	0	0	0	0	1	0	0	0	0	0	1	7
45	0	2	2	0	0	0	0	0	0	0	0	2	0	0	6	
100	0	4	1	0	0	0	0	0	1	0	0	0	0	0	6	
<b>Hourly Total</b>	<b>2</b>	<b>11</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>30</b>
115	0	4	2	0	0	0	0	0	2	0	0	1	0	0	9	
130	0	6	0	0	0	0	0	0	1	0	1	0	0	0	8	
145	0	3	1	0	0	0	0	0	0	0	0	1	0	0	5	
200	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	
<b>Hourly Total</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
215	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	
230	0	6	3	0	0	0	0	0	2	0	0	0	0	0	12	
245	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	
300	1	0	1	0	0	1	0	0	0	0	0	0	0	0	3	
<b>Hourly Total</b>	<b>1</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>25</b>
315	0	1	0	0	1	0	0	0	1	1	0	0	0	0	4	
330	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
345	1	1	1	0	0	1	0	0	0	0	1	0	0	0	5	
400	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
<b>Hourly Total</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
415	0	2	4	0	1	0	0	0	0	0	0	0	0	0	7	
430	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	
445	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7	
500	0	7	0	0	2	0	0	0	4	0	0	0	0	0	14	
<b>Hourly Total</b>	<b>0</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>33</b>
515	0	11	3	0	1	1	0	0	1	0	0	0	0	0	17	
530	0	11	4	0	2	0	1	0	2	0	0	0	0	0	20	
545	1	10	7	0	4	2	0	0	0	0	0	0	0	0	24	
600	2	14	7	0	2	3	0	0	3	0	0	0	0	0	31	
<b>Hourly Total</b>	<b>3</b>	<b>46</b>	<b>21</b>	<b>0</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>92</b>
615	2	10	10	0	2	2	0	0	0	0	0	0	0	0	26	
630	1	14	10	0	0	1	0	0	2	0	0	0	0	0	28	
645	3	18	15	0	4	5	1	1	3	0	0	0	0	0	50	
700	1	21	21	0	4	3	0	1	4	0	0	0	0	0	55	
<b>Hourly Total</b>	<b>7</b>	<b>63</b>	<b>56</b>	<b>0</b>	<b>10</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>159</b>
715	0	22	15	0	5	3	0	1	3	1	0	0	0	0	50	
730	1	29	15	0	1	3	0	1	2	1	0	0	0	0	53	
745	0	19	18	0	4	2	1	2	4	0	0	0	0	0	50	
800	5	33	11	1	2	8	1	1	4	0	0	0	0	0	67	
<b>Hourly Total</b>	<b>6</b>	<b>103</b>	<b>59</b>	<b>1</b>	<b>12</b>	<b>16</b>	<b>2</b>	<b>5</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>220</b>
815	1	24	22	0	2	8	0	1	4	0	0	0	0	0	62	
830	2	19	22	0	3	8	0	3	3	0	0	0	0	0	60	
845	3	17	19	1	1	6	0	0	1	0	0	0	0	0	48	
900	2	25	12	0	1	8	2	2	2	0	0	0	0	0	54	
<b>Hourly Total</b>	<b>8</b>	<b>85</b>	<b>75</b>	<b>1</b>	<b>7</b>	<b>30</b>	<b>2</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>224</b>
915	5	24	7	0	0	9	1	0	2	0	0	0	0	0	48	
930	1	15	14	0	0	9	0	0	5	0	0	0	0	0	44	
945	1	19	8	0	1	5	0	2	3	0	0	0	0	0	39	
1000	4	26	14	0	2	11	2	1	1	1	0	0	0	0	63	
<b>Hourly Total</b>	<b>11</b>	<b>84</b>	<b>43</b>	<b>0</b>	<b>3</b>	<b>34</b>	<b>3</b>	<b>3</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>194</b>
1015	0	14	8	0	0	6	0	1	3	0	0	0	0	0	32	
1030	0	9	5	0	3	3	1	1	6	1	0	0	0	0	30	
1045	2	18	17	0	2	9	0	0	4	2	0	0	0	0	54	
1100	3	17	14	0	4	9	1	0	4	0	0	0	0	0	52	
<b>Hourly Total</b>	<b>5</b>	<b>58</b>	<b>44</b>	<b>0</b>	<b>9</b>	<b>27</b>	<b>2</b>	<b>2</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>168</b>
1115	2	16	16	0	1	9	0	0	5	1	0	0	0	0	50	
1130	0	10	17	0	2	7	0	1	9	1	0	0	0	0	49	
1145	4	26	11	0	2	5	0	0	2	1	0	0	0	0	51	
1200	2	21	8	0	0	3	0	1	3	0	0	0	0	0	38	
<b>Hourly Total</b>	<b>8</b>	<b>73</b>	<b>52</b>	<b>0</b>	<b>5</b>	<b>24</b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>188</b>
1215	4	16	10	0	3	9	1	0	7	0	0	0	0	0	50	
1230	0	18	14	0	0	5	0	0	1	1	0	0	0	0	40	
1245	1	21	9	0	0	7	0	1	3	0	0	0	0	0	42	
1300	2	28	12	2	1	9	0	2	4	0	0	0	0	0	60	
<b>Hourly Total</b>	<b>7</b>	<b>83</b>	<b>45</b>	<b>2</b>	<b>4</b>	<b>30</b>	<b>1</b>	<b>3</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>192</b>
1315	2	25	9	0	6	4	0	0	2	0	0	0	0	0	48	
1330	3	20	10	0	0	8	0	1	0	0	0	0	0	0	42	
1345	0	16	7	0	0	3	1	0	0	2	0	0	0	0	29	
1400	0	20	23	0	3	6	0	0	1	0	0	0	0	0	53	
<b>Hourly Total</b>	<b>5</b>	<b>81</b>	<b>49</b>	<b>0</b>	<b>9</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>172</b>
1415	5	18	19	0	1	11	0	0	1	2	0	0	0	0	57	
1430	2	18	21	2	5	11	0	1	4	0	0	0	0	0	65	
1445	2	19	17	0	6	6	1	2	4	0	0	0	0	0	57	
1500	3	28	20	0	4	6	0	0	7	0	0	0	0	0	68	
<b>Hourly Total</b>	<b>12</b>	<b>83</b>	<b>77</b>	<b>2</b>	<b>16</b>	<b>34</b>	<b>1</b>	<b>3</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>247</b>
1515	3	26	11	1	2	7	0	0	2	1	0	0	0	0	53	
1530	1	24	20	0	0	5	0	4	0	0	0	0	0	0	54	
1545	1	33	28	0	4	2	0	1	1	0	0	0	0	0	71	
1600	3	28	25	0	2	5	0	0	3	0	0	0	0	0	66	
<b>Hourly Total</b>	<b>8</b>	<b>111</b>	<b>84</b>	<b>1</b>	<b>8</b>	<b>19</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>244</b>
1615	2	38	27	0	6	3	0	1	5	0	0	0	0	0	83	
1630	2	42	20	0	2	5	0	1	5	0	0	0	0	0	77	
1645	3	45	24	2	5	0	0	1	4	0	0	0	0	0	84	
1700	3	43	24	0	3	1	0	0	1	0	0	0	0	0	75	
<b>Hourly Total</b>	<b>10</b>	<b>168</b>	<b>95</b>	<b>2</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>319</b>
1715	0	45	22	0	6	1	0	6	3	0	0	0	0	0	83	
1730	0	53	15	0	1	1	0	3	0	0	0	0	0	0	73	
1745	2	41	31	0	10	2	0	0	2	0	0	0	0	0	88	
1800	0	38	32	0	4	0	0	2	1	0	0	0	0	0	77	
<b>Hourly Total</b>	<b>2</b>	<b>177</b>	<b>100</b>	<b>0</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>321</b>
1815	2	33	13	1	2	1	0	0	1	0	0	0	0	0	53	
1830	1	37	28	0	3	1	0	0	3	0	0	0	0	0	73	
1845	1	27	14	0	1	1	0	1	3	0	0	0	0	0	48	
1900	0	26	15	0	1	0	0	0	1	0	0	0	0	0	43	
<b>Hourly Total</b>	<b>4</b>	<b>123</b>	<b>70</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>217</b>
1915	0	32	13	0	0	0	0	0	1	0	0	0	0	0	46	
1930	0	27	18	0	1	0	0	0	2	0	0	0	0	0	48	
1945	0	19	9	0	1	0	0	0	3	0	0	0	0	0	32	
2000	0	13	3	0	1	0	0	0	0	0	0	0	0	0	17	
<b>Hourly Total</b>	<b>0</b>	<b>91</b>	<b>43</b>	<b>0</b>	<b>3</b> </											



### CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98      City/County: Dade City/Pasco  
 Direction: Southbound  
 Start Date: 5/9/2019      Start Time: 00:00  
 Stop Date: 5/9/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
30	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
45	0	1	1	0	0	0	0	0	2	0	1	0	0	0	0	5
100	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
115	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	6
130	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
145	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
200	0	3	0	0	0	0	0	1	4	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
215	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	4
230	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
245	0	2	2	0	1	0	0	0	3	0	0	0	0	0	0	8
300	0	2	0	0	1	0	0	0	2	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
315	0	2	2	0	0	0	0	1	1	0	0	0	0	0	0	6
330	0	1	3	0	0	0	0	0	1	0	0	0	0	0	0	5
345	0	10	2	0	2	0	0	1	0	0	0	0	0	0	0	15
400	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>
415	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
430	0	3	3	0	1	0	0	0	5	0	0	0	0	0	0	12
445	2	9	6	0	0	2	0	0	1	0	0	1	0	0	0	21
500	2	6	8	0	1	0	0	0	3	1	0	0	0	0	0	21
<b>Hourly Total</b>	<b>4</b>	<b>22</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>
515	0	2	8	0	3	0	1	1	3	4	0	0	0	0	0	22
530	3	14	13	0	2	1	1	1	3	2	0	0	0	0	0	41
545	0	11	17	0	4	1	0	2	2	0	0	0	0	0	0	37
600	0	22	13	0	2	1	0	1	1	2	0	0	0	0	0	42
<b>Hourly Total</b>	<b>3</b>	<b>49</b>	<b>51</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>142</b>
615	0	19	24	0	1	2	0	1	5	1	0	0	0	0	0	53
630	0	27	21	0	3	0	0	1	1	1	0	0	0	0	0	54
645	0	38	20	0	3	1	1	1	1	0	0	0	0	0	0	65
700	0	34	25	0	6	1	0	3	2	3	0	0	0	0	1	75
<b>Hourly Total</b>	<b>0</b>	<b>118</b>	<b>90</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>247</b>
715	1	28	15	0	2	3	3	4	4	0	0	0	0	0	0	60
730	3	26	19	0	5	6	5	1	3	0	0	0	0	0	0	68
745	2	20	15	0	3	3	4	5	3	0	1	0	0	0	0	56
800	4	33	15	0	6	5	4	3	7	1	0	1	0	0	0	79
<b>Hourly Total</b>	<b>10</b>	<b>107</b>	<b>64</b>	<b>0</b>	<b>16</b>	<b>17</b>	<b>16</b>	<b>13</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>263</b>
815	1	17	13	0	6	3	5	3	6	1	0	0	0	0	0	55
830	3	22	21	0	4	7	3	2	4	0	0	0	0	0	0	66
845	3	25	13	0	4	6	5	4	3	1	0	0	0	0	0	64
900	0	24	9	0	7	2	4	3	7	0	0	0	0	0	0	56
<b>Hourly Total</b>	<b>7</b>	<b>88</b>	<b>56</b>	<b>0</b>	<b>21</b>	<b>18</b>	<b>17</b>	<b>12</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>241</b>
915	1	17	20	0	5	3	3	2	2	1	0	0	0	0	0	54
930	1	16	12	0	5	2	4	1	4	0	0	0	0	0	0	45
945	2	15	9	0	0	5	6	3	4	2	0	0	0	0	0	46
1000	2	23	6	0	0	5	4	2	3	2	0	0	0	0	0	47
<b>Hourly Total</b>	<b>6</b>	<b>71</b>	<b>47</b>	<b>0</b>	<b>10</b>	<b>15</b>	<b>17</b>	<b>8</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>192</b>
1015	1	18	15	0	4	2	4	0	5	0	0	0	0	0	0	49
1030	1	18	12	0	3	2	3	3	4	0	0	0	0	0	1	47
1045	2	14	8	0	2	5	5	2	3	1	0	0	0	0	0	42
1100	1	19	8	0	1	1	5	0	1	0	0	0	0	0	0	36
<b>Hourly Total</b>	<b>5</b>	<b>69</b>	<b>43</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>17</b>	<b>5</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>174</b>
1115	0	18	7	0	0	2	1	2	3	0	0	0	0	0	1	34
1130	2	18	15	0	2	4	5	1	4	1	0	0	0	0	0	52
1145	1	16	14	0	3	4	2	2	4	2	0	0	0	0	0	48
1200	0	18	10	0	2	2	7	3	4	0	0	0	0	0	0	46
<b>Hourly Total</b>	<b>3</b>	<b>70</b>	<b>46</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>15</b>	<b>8</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>180</b>
1215	1	22	12	0	3	1	4	3	3	0	0	0	0	0	0	49
1230	1	25	12	0	5	1	3	3	7	1	0	0	0	0	0	58
1245	1	16	11	0	4	4	4	2	3	0	0	0	0	0	0	45
1300	2	16	7	0	3	1	5	2	3	0	0	0	0	0	0	39
<b>Hourly Total</b>	<b>5</b>	<b>79</b>	<b>42</b>	<b>0</b>	<b>15</b>	<b>7</b>	<b>16</b>	<b>10</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>191</b>
1315	1	18	8	0	2	5	6	0	4	1	0	0	1	0	0	46
1330	2	20	5	0	1	4	5	1	1	0	0	0	0	0	0	39
1345	2	29	11	0	0	4	0	3	2	0	0	0	0	0	0	51
1400	1	26	11	0	1	5	5	0	4	3	0	0	0	0	1	57
<b>Hourly Total</b>	<b>6</b>	<b>93</b>	<b>35</b>	<b>0</b>	<b>4</b>	<b>18</b>	<b>16</b>	<b>4</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>193</b>
1415	1	24	15	0	0	2	4	1	4	0	0	0	0	0	1	52
1430	4	30	12	0	4	1	5	0	3	0	0	0	0	0	0	59
1445	2	18	14	0	3	1	5	1	3	2	0	0	0	0	0	49
1500	4	28	7	0	4	6	0	3	1	0	0	0	0	0	0	53
<b>Hourly Total</b>	<b>11</b>	<b>100</b>	<b>48</b>	<b>0</b>	<b>11</b>	<b>10</b>	<b>14</b>	<b>5</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>213</b>
1515	0	26	21	0	3	5	4	0	1	0	0	0	0	0	0	60
1530	0	35	7	1	6	1	5	0	4	1	0	0	0	0	1	61
1545	3	33	11	0	5	5	2	1	0	1	0	0	0	0	0	61
1600	3	26	18	0	2	5	1	3	4	1	0	0	0	0	2	65
<b>Hourly Total</b>	<b>6</b>	<b>120</b>	<b>57</b>	<b>1</b>	<b>16</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>247</b>
1615	2	35	20	0	4	2	2	1	5	0	0	2	0	0	0	73
1630	1	34	15	0	4	1	0	1	4	0	0	0	0	0	1	61
1645	3	40	23	0	5	2	0	5	2	0	0	0	0	0	0	80
1700	1	41	14	0	3	1	0	2	3	0	0	0	0	0	0	65
<b>Hourly Total</b>	<b>7</b>	<b>150</b>	<b>72</b>	<b>0</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>279</b>
1715	0	50	14	1	1	0	0	4	6	0	0	0	0	0	1	77
1730	0	52	24	0	2	0	0	2	5	0	0	0	0	0	3	88
1745	0	46	12	0	3	0	0	0	0	0	0	0	0	0	1	62
1800	0	41	10	0	0	0	0	3	2	0	0	0	0	0	0	56
<b>Hourly Total</b>	<b>0</b>	<b>189</b>	<b>60</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>283</b>
1815	1	39	10	0	3	0	0	1	0	0	0	0	0	0	1	55
1830	0	35	9	0	0	1	0	0	0	0	0	1	0	0	0	46
1845	1	23	3	1	0	0	0	1	2	0	0	0	0	0	1	32
1900	0	29	5	0	0	0	0	1	1	0	0	0	0	0	0	36
<b>Hourly Total</b>	<b>2</b>	<b>126</b>	<b>27</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>169</b>
1915	0	23	8	0												

## CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98 City/County: Dade City/Pasco  
 Direction: Combined  
 Start Date: 5/9/2019 Start Time: 00:00  
 Stop Date: 5/9/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	1	9	5	0	0	1	0	0	1	0	0	0	0	0	0	17
30	1	4	3	0	0	0	0	0	0	2	0	0	0	0	0	11
45	0	3	3	0	0	0	0	0	2	0	1	2	0	0	0	11
100	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
Hourly Total	2	22	12	0	0	1	0	0	6	0	1	2	0	0	1	47
115	0	8	3	0	0	0	0	1	2	0	0	1	0	0	0	15
130	0	10	0	0	0	0	0	0	2	0	1	0	0	0	0	13
145	0	7	1	0	0	0	0	0	1	0	0	1	0	0	0	10
200	0	4	0	0	0	0	0	2	4	0	0	0	0	0	0	10
Hourly Total	0	29	4	0	0	0	0	3	9	0	1	2	0	0	0	48
215	0	6	1	0	0	0	0	0	2	0	0	0	0	0	0	9
230	0	12	5	0	0	0	0	0	2	0	0	0	0	0	1	20
245	0	6	3	0	1	0	0	0	3	0	0	0	0	0	0	13
300	1	2	1	0	1	1	0	0	2	0	0	0	0	0	0	8
Hourly Total	1	26	10	0	2	1	0	0	9	0	0	0	0	0	1	50
315	0	3	2	0	1	0	0	1	2	1	0	0	0	0	0	10
330	0	3	3	0	0	0	0	0	1	0	0	0	0	0	0	7
345	1	11	3	0	2	1	0	1	0	0	1	0	0	0	0	20
400	0	3	2	0	0	0	0	0	2	0	0	0	0	0	0	7
Hourly Total	1	20	10	0	3	1	0	2	5	1	1	0	0	0	0	44
415	0	6	7	0	1	0	0	0	0	0	0	0	0	0	0	14
430	0	7	4	0	1	0	0	0	5	0	0	0	0	0	0	17
445	2	15	7	0	0	2	0	0	1	0	0	1	0	0	0	28
500	2	13	8	0	3	0	0	0	7	1	0	0	0	0	1	35
Hourly Total	4	41	26	0	5	2	0	0	13	1	0	1	0	0	1	94
515	0	13	11	0	4	1	1	1	4	4	0	0	0	0	0	39
530	3	25	17	0	4	2	2	1	5	2	0	0	0	0	0	61
545	1	21	24	0	8	3	0	2	2	0	0	0	0	0	0	61
600	2	36	20	0	4	4	0	1	4	2	0	0	0	0	0	73
Hourly Total	6	95	72	0	20	10	3	5	15	8	0	0	0	0	0	234
615	2	29	34	0	3	4	0	1	5	1	0	0	0	0	0	79
630	1	41	31	0	3	1	0	1	3	1	0	0	0	0	0	82
645	3	56	35	0	7	6	2	2	4	0	0	0	0	0	0	115
700	1	55	46	0	10	4	0	4	6	3	0	0	0	0	1	130
Hourly Total	7	181	146	0	23	15	2	8	18	5	0	0	0	0	1	406
715	1	50	30	0	7	6	3	5	7	1	0	0	0	0	0	110
730	4	55	34	0	6	9	5	2	5	1	0	0	0	0	0	121
745	2	39	33	0	7	5	5	7	7	0	1	0	0	0	0	106
800	9	66	26	1	8	13	5	4	11	1	0	1	0	0	1	146
Hourly Total	16	210	123	1	28	33	18	18	30	3	1	1	0	0	1	483
815	2	41	35	0	8	11	5	4	10	1	0	0	0	0	0	117
830	5	41	43	0	7	15	3	5	7	0	0	0	0	0	0	126
845	6	42	32	1	5	12	5	4	4	1	0	0	0	0	0	112
900	2	49	21	0	8	10	6	5	9	0	0	0	0	0	0	110
Hourly Total	15	173	131	1	28	48	19	18	30	2	0	0	0	0	0	465
915	6	41	27	0	5	12	4	2	4	1	0	0	0	0	0	102
930	2	31	26	0	5	11	4	1	9	0	0	0	0	0	0	89
945	3	34	17	0	1	10	6	5	7	2	0	0	0	0	0	85
1000	6	49	20	0	2	16	6	3	4	3	0	0	0	0	1	110
Hourly Total	17	155	90	0	13	49	20	11	24	6	0	0	0	0	1	386
1015	1	32	23	0	4	8	4	1	8	0	0	0	0	0	0	81
1030	1	27	17	0	6	5	4	4	10	1	0	0	0	0	2	77
1045	4	32	25	0	4	14	5	2	7	3	0	0	0	0	0	96
1100	4	36	22	0	5	10	6	0	5	0	0	0	0	0	0	88
Hourly Total	10	127	87	0	19	37	19	7	30	4	0	0	0	0	2	342
1115	2	34	23	0	1	11	1	2	8	1	0	0	0	0	1	84
1130	2	28	32	0	4	11	5	2	13	2	0	0	0	0	2	101
1145	5	42	25	0	5	9	2	2	6	3	0	0	0	0	0	99
1200	2	39	18	0	2	5	7	4	7	0	0	0	0	0	0	84
Hourly Total	11	143	98	0	12	36	15	10	34	6	0	0	0	0	3	368
1215	5	38	22	0	6	10	5	3	10	0	0	0	0	0	0	99
1230	1	43	26	0	5	6	3	3	8	2	0	0	0	0	1	98
1245	2	37	20	0	4	11	4	3	6	0	0	0	0	0	0	87
1300	4	44	19	2	4	10	5	4	7	0	0	0	0	0	0	99
Hourly Total	12	162	87	2	19	37	17	13	31	2	0	0	0	0	1	383
1315	3	43	17	0	8	9	6	0	6	1	0	0	1	0	0	94
1330	5	40	15	0	1	12	5	2	1	0	0	0	0	0	0	81
1345	2	45	18	0	0	7	1	3	2	2	0	0	0	0	0	80
1400	1	46	34	0	4	11	5	0	5	3	0	0	0	0	1	110
Hourly Total	11	174	84	0	13	39	17	5	14	6	0	0	1	0	1	365
1415	6	42	34	0	1	13	4	1	5	2	0	0	0	0	1	109
1430	6	48	33	2	9	12	5	1	7	0	0	0	0	0	1	124
1445	4	37	31	0	9	7	6	3	7	2	0	0	0	0	0	106
1500	7	56	27	0	8	12	0	3	8	0	0	0	0	0	0	121
Hourly Total	23	183	125	2	27	44	15	8	27	4	0	0	0	0	2	460
1515	3	52	32	1	5	12	4	0	3	1	0	0	0	0	0	113
1530	1	59	27	1	6	6	5	4	4	1	0	0	0	0	1	115
1545	4	66	39	0	9	7	2	2	1	1	0	0	0	0	1	132
1600	6	54	43	0	4	10	1	3	7	1	0	0	0	0	2	131
Hourly Total	14	231	141	2	24	35	12	9	15	4	0	0	0	0	4	491
1615	4	73	47	0	10	5	2	2	10	0	0	2	0	0	1	156
1630	3	76	35	0	6	6	0	2	9	0	0	0	0	0	1	138
1645	6	85	47	2	10	2	0	6	6	0	0	0	0	0	0	164
1700	4	84	38	0	6	2	0	2	4	0	0	0	0	0	0	140
Hourly Total	17	318	167	2	32	15	2	12	29	0	0	2	0	0	2	598
1715	0	95	36	1	7	1	0	10	9	0	0	0	0	0	1	160
1730	0	105	39	0	3	1	0	5	5	0	0	0	0	0	3	161
1745	2	87	43	0	13	2	0	0	2	0	0	0	0	0	1	150
1800	0	79	42	0	4	0	0	5	3	0	0	0	0	0	0	133
Hourly Total	2	366	160	1	27	4	0	20	19	0	0	0	0	0	5	604
1815	3	72	23	1	5	1	0	1	1	0	0	0	0	0	1	108
1830	1	72	37	0	3	2	0	0	3	0	0	1	0	0	0	119
1845	2	50	17	1	1	1	0	2	5	0	0	0	0	0	1	80
1900	0	55	20	0	1	0	0	1	2	0	0	0	0	0	0	79
Hourly Total	6	249	97	2	10	4	0	4	11	0	0	1	0	0	2	386
1915	0	55	21	0	1	1	0	1	3	0	0	0	0	0	1	83
1930	0	46	22	0	1	0	0	1	4	0	0	0	0	0	1	75
1945	0	40	16	0	1	0	0	3	3	0	0	0	0	0	0	63
2000	1	37	9	0	1	0	0	0	0	0	0	0	0	0	0	48
Hourly Total	1	178	68	0	4	1	0	5	10	0	0	0	0	0	2	269
2015	0	39	13	0	1	0	0	0	4	0	0	0	0	0	0	57
2030	1	26	10	0	2	1	0	0	2	0	0	1	0	0	1	44
2045	0	28	11	1	2	0	0	0	2	0	0	0	0	0	0	44
2100	0	24	15	0	1	1	0	0	4	0	0	0	0	0	1	46
Hourly Total	1	117	49	1	6	2	0	0	12	0	0	1	0	0	2	191
2115	0	25	6	0	2	1	0	1								

# Volume Count Report

Start Date: May 7, 2019	Start Time: 0:00	
Stop Date: May 8, 2019	Stop Time: 0:00	
City: Dade City	County: Pasco	
Location: Old Lakeland Hwy north of US 98		

## Northbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	16	11	13	8	19	38	50	103	66	75	68
30	9	11	5	14	7	41	49	88	74	54	74	49
45	14	10	9	4	21	29	66	88	68	74	62	66
00	13	10	6	10	21	53	66	87	74	72	91	83
<b>Hr Total</b>	<b>40</b>	<b>47</b>	<b>31</b>	<b>41</b>	<b>57</b>	<b>142</b>	<b>219</b>	<b>313</b>	<b>319</b>	<b>266</b>	<b>302</b>	<b>266</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	71	71	75	73	98	82	93	48	46	32	18	13
30	80	64	64	74	79	102	61	47	39	16	13	14
45	65	73	62	106	116	83	59	37	28	28	23	11
00	91	76	73	62	86	79	64	38	23	20	12	7
<b>Hr Total</b>	<b>307</b>	<b>284</b>	<b>274</b>	<b>315</b>	<b>379</b>	<b>346</b>	<b>277</b>	<b>170</b>	<b>136</b>	<b>96</b>	<b>66</b>	<b>45</b>

24 Hour Total:	4,738		
AM Peak Hour begins:	7:15	AM Peak Volume:	366
PM Peak Hour begins:	16:30	PM Peak Volume:	386
		AM Peak Hour Factor:	0.89
		PM Peak Hour Factor:	0.83

## Southbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	7	9	11	13	56	65	66	105	79	57	61
30	9	8	6	10	9	61	78	93	98	69	77	85
45	9	6	18	15	29	42	97	77	87	61	74	63
00	9	7	16	15	34	61	74	102	71	69	57	74
<b>Hr Total</b>	<b>43</b>	<b>28</b>	<b>49</b>	<b>51</b>	<b>85</b>	<b>220</b>	<b>314</b>	<b>338</b>	<b>361</b>	<b>278</b>	<b>265</b>	<b>283</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	66	75	72	99	102	70	37	51	33	19	12
30	64	96	60	87	97	84	54	29	31	32	19	11
45	66	55	72	80	77	82	73	34	22	26	16	11
00	55	57	68	84	75	58	48	42	51	29	15	17
<b>Hr Total</b>	<b>260</b>	<b>274</b>	<b>275</b>	<b>323</b>	<b>348</b>	<b>326</b>	<b>245</b>	<b>142</b>	<b>155</b>	<b>120</b>	<b>69</b>	<b>51</b>

24 Hour Total:	4,903		
AM Peak Hour begins:	7:45	AM Peak Volume:	392
PM Peak Hour begins:	15:30	PM Peak Volume:	360
		AM Peak Hour Factor:	0.93
		PM Peak Hour Factor:	0.91

## Total Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	23	20	24	21	75	103	116	208	145	132	129
30	18	19	11	24	16	102	127	181	172	123	151	134
45	23	16	27	19	50	71	163	165	155	135	136	129
00	22	17	22	25	55	114	140	189	145	141	148	157
<b>Hr Total</b>	<b>83</b>	<b>75</b>	<b>80</b>	<b>92</b>	<b>142</b>	<b>362</b>	<b>533</b>	<b>651</b>	<b>680</b>	<b>544</b>	<b>567</b>	<b>549</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	146	137	150	145	197	184	163	85	97	65	37	25
30	144	160	124	161	176	186	115	76	70	48	32	25
45	131	128	134	186	193	165	132	71	50	54	39	22
00	146	133	141	146	161	137	112	80	74	49	27	24
<b>Hr Total</b>	<b>567</b>	<b>558</b>	<b>549</b>	<b>638</b>	<b>727</b>	<b>672</b>	<b>522</b>	<b>312</b>	<b>291</b>	<b>216</b>	<b>135</b>	<b>96</b>

24 Hour Total:	9,641		
AM Peak Hour begins:	7:15	AM Peak Volume:	743
PM Peak Hour begins:	16:00	PM Peak Volume:	727
		AM Peak Hour Factor:	0.89
		PM Peak Hour Factor:	0.92



# Volume Count Report

Start Date: May 8, 2019	Start Time: 0:00	
Stop Date: May 9, 2019	Stop Time: 0:00	
City: Dade City	County: Pasco	
Location: Old Lakeland Hwy north of US 98		

## Northbound Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	12	8	13	11	27	46	63	86	72	58	81
30	7	14	7	12	9	30	54	96	83	75	73	64
45	7	11	9	11	6	34	73	75	88	60	53	60
00	11	4	12	5	14	32	78	92	83	54	61	64
<b>Hr Total</b>	<b>31</b>	<b>41</b>	<b>36</b>	<b>41</b>	<b>40</b>	<b>123</b>	<b>251</b>	<b>326</b>	<b>340</b>	<b>261</b>	<b>245</b>	<b>269</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	63	67	73	83	76	81	53	32	23	18	10
30	74	78	53	84	79	92	73	47	56	17	22	14
45	75	83	73	84	88	108	73	41	28	19	20	1
00	62	81	83	91	101	103	62	46	33	13	7	9
<b>Hr Total</b>	<b>253</b>	<b>305</b>	<b>276</b>	<b>332</b>	<b>351</b>	<b>379</b>	<b>289</b>	<b>187</b>	<b>149</b>	<b>72</b>	<b>67</b>	<b>34</b>

24 Hour Total:	4,698		
AM Peak Hour begins:	7:15	AM Peak Volume:	349
PM Peak Hour begins:	17:15	PM Peak Volume:	384
		AM Peak Hour Factor:	0.91
		PM Peak Hour Factor:	0.89

## Southbound Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	6	10	14	20	37	79	91	61	79	56	64
30	7	12	7	14	6	57	71	80	76	59	64	77
45	14	3	18	13	29	53	79	76	94	78	70	59
00	5	17	15	9	41	55	78	70	90	69	65	70
<b>Hr Total</b>	<b>41</b>	<b>38</b>	<b>50</b>	<b>50</b>	<b>96</b>	<b>202</b>	<b>307</b>	<b>317</b>	<b>321</b>	<b>285</b>	<b>255</b>	<b>270</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	79	65	81	63	86	108	89	43	32	28	16	14
30	61	59	69	81	72	107	61	57	25	25	23	5
45	68	70	73	99	81	89	54	33	38	25	23	13
00	59	62	56	89	63	56	52	26	38	18	26	9
<b>Hr Total</b>	<b>267</b>	<b>256</b>	<b>279</b>	<b>332</b>	<b>302</b>	<b>360</b>	<b>256</b>	<b>159</b>	<b>133</b>	<b>96</b>	<b>88</b>	<b>41</b>

24 Hour Total:	4,801		
AM Peak Hour begins:	8:15	AM Peak Volume:	339
PM Peak Hour begins:	16:45	PM Peak Volume:	367
		AM Peak Hour Factor:	0.90
		PM Peak Hour Factor:	0.85

## Total Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	18	18	27	31	64	125	154	147	151	114	145
30	14	26	14	26	15	87	125	176	159	134	137	141
45	21	14	27	24	35	87	152	151	182	138	123	119
00	16	21	27	14	55	87	156	162	173	123	126	134
<b>Hr Total</b>	<b>72</b>	<b>79</b>	<b>86</b>	<b>91</b>	<b>136</b>	<b>325</b>	<b>558</b>	<b>643</b>	<b>661</b>	<b>546</b>	<b>500</b>	<b>539</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	128	148	136	169	184	170	96	64	51	34	24
30	135	137	122	165	151	199	134	104	81	42	45	19
45	143	153	146	183	169	197	127	74	66	44	43	14
00	121	143	139	180	164	159	114	72	71	31	33	18
<b>Hr Total</b>	<b>520</b>	<b>561</b>	<b>555</b>	<b>664</b>	<b>653</b>	<b>739</b>	<b>545</b>	<b>346</b>	<b>282</b>	<b>168</b>	<b>155</b>	<b>75</b>

24 Hour Total:	9,499		
AM Peak Hour begins:	8:15	AM Peak Volume:	665
PM Peak Hour begins:	16:45	PM Peak Volume:	744
		AM Peak Hour Factor:	0.91
		PM Peak Hour Factor:	0.93

## Volume Count Report

Start Date: May 7, 2019  
 Stop Date: May 8, 2019  
 City: Dade City  
 Location: US 98 west of Old Lakeland Hwy

Start Time: 0:00  
 Stop Time: 0:00  
 County: Pasco

### Eastbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	0	0	0	2	16	49	60	35	35	29	28
30	1	6	6	6	7	28	47	52	45	23	28	22
45	6	3	1	4	9	28	44	40	46	51	47	25
00	2	6	1	5	14	33	33	47	39	43	23	29
<b>Hr Total</b>	<b>19</b>	<b>15</b>	<b>8</b>	<b>15</b>	<b>32</b>	<b>105</b>	<b>173</b>	<b>199</b>	<b>165</b>	<b>152</b>	<b>127</b>	<b>104</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	24	34	59	34	47	51	25	20	21	14	8
30	33	43	36	46	46	54	32	16	18	11	12	9
45	29	26	42	39	46	51	30	27	15	20	11	9
00	23	27	40	41	49	38	22	23	10	5	4	14
<b>Hr Total</b>	<b>120</b>	<b>120</b>	<b>152</b>	<b>185</b>	<b>175</b>	<b>190</b>	<b>135</b>	<b>91</b>	<b>63</b>	<b>57</b>	<b>41</b>	<b>40</b>

24 Hour Total: 2,483  
 AM Peak Hour begins: 7:00 AM Peak Volume: 199 AM Peak Hour Factor: 0.83  
 PM Peak Hour begins: 16:45 PM Peak Volume: 201 PM Peak Hour Factor: 0.93

### Westbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	4	0	3	9	28	37	63	43	42	28
30	5	5	1	4	6	13	34	39	48	40	36	40
45	2	2	1	2	3	23	39	55	47	38	32	33
00	4	3	1	9	13	13	45	62	33	28	28	38
<b>Hr Total</b>	<b>15</b>	<b>13</b>	<b>7</b>	<b>15</b>	<b>25</b>	<b>58</b>	<b>146</b>	<b>193</b>	<b>191</b>	<b>149</b>	<b>138</b>	<b>139</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	53	40	33	47	43	45	22	23	18	11	14
30	34	34	34	41	36	47	35	23	26	8	9	6
45	41	44	36	42	52	74	36	19	25	12	5	6
00	64	47	37	55	41	44	39	27	19	15	12	5
<b>Hr Total</b>	<b>185</b>	<b>178</b>	<b>147</b>	<b>171</b>	<b>176</b>	<b>208</b>	<b>155</b>	<b>91</b>	<b>93</b>	<b>53</b>	<b>37</b>	<b>31</b>

24 Hour Total: 2,614  
 AM Peak Hour begins: 7:30 AM Peak Volume: 228 AM Peak Hour Factor: 0.90  
 PM Peak Hour begins: 17:15 PM Peak Volume: 210 PM Peak Hour Factor: 0.71

### Total Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	3	4	0	5	25	77	97	98	78	71	56
30	6	11	7	10	13	41	81	91	93	63	64	62
45	8	5	2	6	12	51	83	95	93	89	79	58
00	6	9	2	14	27	46	78	109	72	71	51	67
<b>Hr Total</b>	<b>34</b>	<b>28</b>	<b>15</b>	<b>30</b>	<b>57</b>	<b>163</b>	<b>319</b>	<b>392</b>	<b>356</b>	<b>301</b>	<b>265</b>	<b>243</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	81	77	74	92	81	90	96	47	43	39	25	22
30	67	77	70	87	82	101	67	39	44	19	21	15
45	70	70	78	81	98	125	66	46	40	32	16	15
00	87	74	77	96	90	82	61	50	29	20	16	19
<b>Hr Total</b>	<b>305</b>	<b>298</b>	<b>299</b>	<b>356</b>	<b>351</b>	<b>398</b>	<b>290</b>	<b>182</b>	<b>156</b>	<b>110</b>	<b>78</b>	<b>71</b>

24 Hour Total: 5,097  
 AM Peak Hour begins: 7:30 AM Peak Volume: 395 AM Peak Hour Factor: 0.91  
 PM Peak Hour begins: 16:45 PM Peak Volume: 406 PM Peak Hour Factor: 0.81

## Volume Count Report

Start Date: May 8, 2019  
 Stop Date: May 9, 2019  
 City: Dade City  
 Location: US 98 west of Old Lakeland Hwy

Start Time: 0:00  
 Stop Time: 0:00  
 County: Pasco

### Eastbound Volume

Wednesday, May 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	1	7	7	10	36	64	34	28	30	27
30	3	3	5	7	3	26	51	60	40	52	26	29
45	4	3	3	4	14	27	49	57	46	47	32	33
00	0	1	4	8	9	31	43	50	48	38	24	31
<b>Hr Total</b>	<b>14</b>	<b>10</b>	<b>13</b>	<b>26</b>	<b>33</b>	<b>94</b>	<b>179</b>	<b>231</b>	<b>168</b>	<b>165</b>	<b>112</b>	<b>120</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	22	37	40	55	42	44	26	9	12	12	5
30	31	27	23	34	44	38	34	24	18	13	18	8
45	26	31	27	41	52	52	30	23	11	24	10	2
00	18	28	41	45	61	44	35	17	22	14	9	5
<b>Hr Total</b>	<b>99</b>	<b>108</b>	<b>128</b>	<b>160</b>	<b>212</b>	<b>176</b>	<b>143</b>	<b>90</b>	<b>60</b>	<b>63</b>	<b>49</b>	<b>20</b>

24 Hour Total: 2,473  
 AM Peak Hour begins: 7:00 AM Peak Volume: 231 AM Peak Hour Factor: 0.90  
 PM Peak Hour begins: 16:00 PM Peak Volume: 212 PM Peak Hour Factor: 0.87

### Westbound Volume

Wednesday, May 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	3	0	6	28	32	49	51	46	41	29
30	5	7	0	3	5	8	32	42	39	35	54	32
45	11	1	2	5	9	19	38	60	45	28	26	39
00	5	12	0	5	13	14	40	57	40	31	44	42
<b>Hr Total</b>	<b>28</b>	<b>21</b>	<b>5</b>	<b>13</b>	<b>33</b>	<b>69</b>	<b>142</b>	<b>208</b>	<b>175</b>	<b>140</b>	<b>165</b>	<b>142</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	37	43	33	58	42	23	21	32	16	12	5
30	50	42	28	52	44	58	34	36	25	9	8	4
45	36	39	45	44	35	45	28	19	24	17	11	10
00	45	35	32	54	46	58	27	23	16	10	5	5
<b>Hr Total</b>	<b>173</b>	<b>153</b>	<b>148</b>	<b>183</b>	<b>183</b>	<b>203</b>	<b>112</b>	<b>99</b>	<b>97</b>	<b>52</b>	<b>36</b>	<b>24</b>

24 Hour Total: 2,604  
 AM Peak Hour begins: 7:15 AM Peak Volume: 210 AM Peak Hour Factor: 0.88  
 PM Peak Hour begins: 15:15 PM Peak Volume: 208 PM Peak Hour Factor: 0.90

### Total Volume

Wednesday, May 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	4	4	7	13	38	68	113	85	74	71	56
30	8	10	5	10	8	34	83	102	79	87	80	61
45	15	4	5	9	23	46	87	117	91	75	58	72
00	5	13	4	13	22	45	83	107	88	69	68	73
<b>Hr Total</b>	<b>42</b>	<b>31</b>	<b>18</b>	<b>39</b>	<b>66</b>	<b>163</b>	<b>321</b>	<b>439</b>	<b>343</b>	<b>305</b>	<b>277</b>	<b>262</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	59	80	73	113	84	67	47	41	28	24	10
30	81	69	51	86	88	96	68	60	43	22	26	12
45	62	70	72	85	87	97	58	42	35	41	21	12
00	63	63	73	99	107	102	62	40	38	24	14	10
<b>Hr Total</b>	<b>272</b>	<b>261</b>	<b>276</b>	<b>343</b>	<b>395</b>	<b>379</b>	<b>255</b>	<b>189</b>	<b>157</b>	<b>115</b>	<b>85</b>	<b>44</b>

24 Hour Total: 5,077  
 AM Peak Hour begins: 7:00 AM Peak Volume: 439 AM Peak Hour Factor: 0.94  
 PM Peak Hour begins: 16:00 PM Peak Volume: 395 PM Peak Hour Factor: 0.87

## CLASS COUNT REPORT

Location: US 98 east of Old Lakeland Hwy  
 Direction: Eastbound  
 Start Date: 5/7/2019  
 Stop Date: 5/7/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	4	3	0	0	0	0	0	2	0	0	0	0	0	0	9
30	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
45	0	2	1	0	0	0	0	0	2	0	0	0	0	0	0	5
100	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
115	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
130	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
145	0	0	1	0	0	1	0	0	3	0	0	0	0	0	0	5
200	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
215	0	1	1	0	0	2	0	0	1	0	0	0	0	0	0	5
230	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
245	0	0	1	0	3	0	0	0	1	0	0	0	0	0	0	5
300	0	2	1	0	1	0	0	0	2	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
315	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
330	0	3	2	0	0	0	0	0	2	0	0	0	0	0	0	7
345	2	2	0	0	1	2	0	0	1	0	0	0	0	0	0	8
400	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
415	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	6
430	0	5	0	0	0	0	0	0	2	0	0	0	0	0	0	7
445	0	2	6	0	0	0	0	0	2	2	0	0	0	0	0	12
500	1	7	9	0	3	0	0	0	2	0	0	0	0	0	0	22
<b>Hourly Total</b>	<b>1</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>
515	0	9	8	0	4	0	0	0	6	0	0	0	0	0	0	27
530	1	20	9	0	3	3	1	0	4	5	0	0	0	0	0	46
545	2	10	12	0	2	2	0	1	2	0	0	0	0	0	0	31
600	1	21	17	0	0	4	1	2	1	0	0	0	0	0	0	47
<b>Hourly Total</b>	<b>4</b>	<b>60</b>	<b>46</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>151</b>
615	1	18	13	0	3	4	1	0	3	0	0	0	0	0	0	43
630	1	26	19	0	2	5	0	0	3	0	0	0	0	0	0	56
645	1	26	16	0	9	7	0	0	3	1	0	0	0	0	0	63
700	0	27	18	0	2	0	0	0	0	0	0	0	0	0	0	47
<b>Hourly Total</b>	<b>3</b>	<b>97</b>	<b>66</b>	<b>0</b>	<b>16</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>209</b>
715	0	31	20	0	2	2	0	0	5	0	0	0	0	0	0	60
730	2	42	14	0	1	2	0	3	1	1	0	0	0	0	0	66
745	0	29	13	0	1	3	0	0	2	2	0	0	0	0	0	50
800	1	23	18	0	4	2	0	1	5	1	0	0	0	0	0	55
<b>Hourly Total</b>	<b>3</b>	<b>125</b>	<b>65</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>231</b>
815	1	20	12	0	2	8	0	1	2	0	0	0	0	0	0	46
830	0	22	15	0	2	7	0	0	6	2	0	0	0	0	0	54
845	2	32	8	0	1	5	0	1	3	1	0	0	0	0	0	53
900	3	17	8	0	1	6	0	3	4	0	0	0	0	0	0	42
<b>Hourly Total</b>	<b>6</b>	<b>91</b>	<b>43</b>	<b>0</b>	<b>6</b>	<b>26</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>195</b>
915	0	17	17	0	1	7	0	2	3	1	0	0	0	0	0	48
930	0	18	5	0	1	5	0	2	2	0	0	0	0	0	1	34
945	0	24	17	0	2	5	0	1	5	0	0	0	0	0	0	54
1000	2	16	3	0	2	8	0	1	6	1	0	0	0	0	0	39
<b>Hourly Total</b>	<b>2</b>	<b>75</b>	<b>42</b>	<b>0</b>	<b>6</b>	<b>25</b>	<b>0</b>	<b>6</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>175</b>
1015	1	17	4	0	0	5	0	0	1	0	0	0	0	0	1	29
1030	0	30	13	0	1	6	0	3	3	0	0	0	0	0	0	56
1045	1	17	15	0	1	5	0	1	5	0	0	0	0	0	0	45
1100	0	19	7	0	1	5	1	3	2	0	0	0	0	0	1	39
<b>Hourly Total</b>	<b>2</b>	<b>83</b>	<b>39</b>	<b>0</b>	<b>3</b>	<b>21</b>	<b>1</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>169</b>
1115	0	13	10	0	0	5	0	0	4	0	0	0	0	0	2	34
1130	0	17	9	0	1	6	0	0	2	0	0	0	0	0	0	35
1145	0	13	7	0	2	3	0	1	4	0	0	0	0	0	0	30
1200	0	11	10	0	1	7	3	2	4	0	0	0	0	0	0	38
<b>Hourly Total</b>	<b>0</b>	<b>54</b>	<b>36</b>	<b>0</b>	<b>4</b>	<b>21</b>	<b>3</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>137</b>
1215	1	20	13	0	2	5	0	3	3	1	0	0	0	0	0	48
1230	0	21	8	0	3	7	0	0	0	0	0	0	0	0	1	40
1245	0	14	9	0	2	4	0	1	2	0	0	0	0	0	1	33
1300	0	19	8	1	1	3	0	0	3	0	0	0	0	0	1	36
<b>Hourly Total</b>	<b>1</b>	<b>74</b>	<b>38</b>	<b>1</b>	<b>8</b>	<b>19</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>157</b>
1315	1	13	8	0	1	6	0	0	0	0	0	0	0	0	0	29
1330	2	19	16	0	1	10	0	0	1	0	0	0	0	0	0	49
1345	0	14	7	0	3	6	0	0	0	0	0	0	0	0	0	30
1400	1	25	6	0	0	5	0	1	1	0	0	0	0	0	0	39
<b>Hourly Total</b>	<b>4</b>	<b>71</b>	<b>37</b>	<b>0</b>	<b>5</b>	<b>27</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>147</b>
1415	1	20	12	0	4	3	0	0	4	0	0	0	0	0	0	44
1430	0	15	15	0	2	4	0	0	2	0	0	0	0	0	0	38
1445	0	22	18	0	1	4	1	0	3	0	0	0	0	0	0	49
1500	0	21	12	0	5	3	0	0	3	0	0	0	0	0	0	44
<b>Hourly Total</b>	<b>1</b>	<b>78</b>	<b>57</b>	<b>0</b>	<b>12</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>175</b>
1515	2	26	15	0	4	5	0	2	8	0	0	0	0	0	0	62
1530	0	24	16	1	2	3	0	0	5	0	0	0	0	0	1	52
1545	3	27	23	0	1	2	0	2	3	0	0	0	0	0	0	61
1600	2	24	17	0	4	4	0	0	4	0	0	0	0	0	0	55
<b>Hourly Total</b>	<b>7</b>	<b>101</b>	<b>71</b>	<b>1</b>	<b>11</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>230</b>
1615	0	24	11	0	1	1	0	3	2	0	0	0	0	0	0	42
1630	1	25	15	0	3	2	0	1	1	0	0	0	0	0	1	49
1645	1	21	22	0	4	0	0	0	4	0	1	0	0	0	0	53
1700	2	26	14	0	2	2	0	0	4	0	0	0	0	0	0	50
<b>Hourly Total</b>	<b>4</b>	<b>96</b>	<b>62</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>194</b>
1715	1	22	19	0	3	0	0	0	5	0	0	0	0	0	0	50
1730	1	30	19	0	2	1	0	0	2	0	0	0	0	0	0	55
1745	0	33	14	0	3	1	0	1	4	0	0	0	0	0	0	56
1800	1	27	7	0	2	1	0	2	4	0	0	0	0	0	0	44
<b>Hourly Total</b>	<b>3</b>	<b>112</b>	<b>59</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>205</b>
1815	0	35	11	0	0	0	0	1	1	0	0	0	0	0	0	48
1830	0	14	15	2	1	0	0	1	4	0	0	0	0	0	0	37
1845	0	15	12	1	3	0	0	0	2	0	0	0	0	0	0	33
1900	1	23	8	0	1	1	0	0	2	0	0	0	0	0	0	36
<b>Hourly Total</b>	<b>1</b>	<b>87</b>	<b>46</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>154</b>
1915	1	19														

## CLASS COUNT REPORT

Location: US 98 east of Old Lakeland Hwy City/County: Dade City/Pasco  
 Direction: Westbound  
 Start Date: 5/7/2019 Start Time: 00:00  
 Stop Date: 5/7/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
30	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
45	0	1	1	0	1	0	0	0	1	0	0	0	0	0	0	4
100	1	5	2	0	1	0	0	0	2	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>1</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
115	0	5	0	0	0	1	0	0	3	0	0	0	0	0	0	9
130	1	3	0	0	0	0	0	0	1	0	0	0	0	0	0	5
145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
200	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
215	0	2	1	0	0	0	0	0	2	0	0	0	0	0	0	5
230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
245	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
300	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
330	1	3	1	0	1	1	0	0	0	0	0	0	0	0	0	7
345	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
400	0	2	0	0	0	1	0	1	2	1	0	0	0	0	0	7
<b>Hourly Total</b>	<b>1</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
415	0	3	1	0	1	0	0	0	1	0	0	0	0	0	0	6
430	0	3	4	0	0	0	0	0	1	0	0	0	0	0	0	8
445	0	3	0	1	3	0	0	0	1	0	0	0	0	0	0	8
500	0	6	2	0	1	1	0	0	2	1	0	0	0	0	0	13
<b>Hourly Total</b>	<b>0</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
515	1	3	3	0	0	0	0	1	2	0	0	0	0	0	0	10
530	1	5	5	1	1	2	1	0	1	2	0	0	0	0	0	19
545	0	11	5	0	1	0	0	1	4	1	0	0	0	0	0	23
600	0	10	3	0	3	0	0	0	4	1	0	0	0	0	0	21
<b>Hourly Total</b>	<b>2</b>	<b>29</b>	<b>16</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73</b>
615	1	12	9	0	4	1	0	0	2	0	0	0	0	0	0	29
630	0	25	16	0	1	1	0	2	2	0	0	0	0	0	0	47
645	2	14	20	0	0	2	0	0	2	0	0	0	0	0	0	40
700	2	29	14	1	1	0	0	0	4	0	0	0	0	0	0	51
<b>Hourly Total</b>	<b>5</b>	<b>80</b>	<b>59</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>167</b>
715	1	23	13	0	1	0	3	0	0	1	0	0	0	0	0	42
730	0	18	13	0	6	0	5	0	2	0	0	0	0	0	1	45
745	2	25	8	0	1	2	3	2	7	0	0	0	0	0	0	50
800	1	31	18	0	5	0	5	0	4	1	0	0	0	0	0	65
<b>Hourly Total</b>	<b>4</b>	<b>97</b>	<b>52</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>16</b>	<b>2</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>202</b>
815	2	36	15	1	7	0	4	1	9	0	0	0	0	0	0	75
830	0	24	12	0	1	1	5	2	4	0	0	0	0	0	0	49
845	0	27	11	1	3	1	6	1	4	0	0	0	0	0	0	54
900	0	19	14	0	1	3	2	2	0	2	0	0	0	0	0	43
<b>Hourly Total</b>	<b>2</b>	<b>106</b>	<b>52</b>	<b>2</b>	<b>12</b>	<b>5</b>	<b>17</b>	<b>6</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>221</b>
915	1	24	9	0	2	1	3	2	6	0	0	0	0	0	0	48
930	0	16	10	1	2	1	3	1	3	0	0	0	0	0	0	37
945	0	10	9	0	1	0	5	0	6	1	0	0	0	0	0	32
1000	1	20	13	1	1	2	4	0	1	1	0	0	0	0	0	44
<b>Hourly Total</b>	<b>2</b>	<b>70</b>	<b>41</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>15</b>	<b>3</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>161</b>
1015	3	17	7	0	3	6	3	1	8	1	0	0	0	0	0	49
1030	0	21	13	1	6	0	3	0	5	0	0	0	0	0	1	50
1045	0	20	9	1	2	1	2	1	2	0	0	0	0	0	0	38
1100	0	23	9	0	3	0	4	0	4	1	0	0	0	0	0	44
<b>Hourly Total</b>	<b>3</b>	<b>81</b>	<b>38</b>	<b>2</b>	<b>14</b>	<b>7</b>	<b>12</b>	<b>2</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>181</b>
1115	0	12	9	0	1	1	4	1	4	0	0	0	0	0	1	33
1130	0	16	10	0	0	2	4	0	3	0	0	0	0	0	0	35
1145	3	17	11	0	1	1	6	1	2	0	0	0	0	0	0	42
1200	4	19	12	0	2	5	1	2	6	1	0	0	0	0	0	52
<b>Hourly Total</b>	<b>7</b>	<b>64</b>	<b>42</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>15</b>	<b>4</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>162</b>
1215	0	18	7	0	5	0	4	0	4	0	0	0	0	0	0	38
1230	1	18	14	0	1	1	5	1	3	0	0	0	0	0	1	45
1245	1	13	12	0	2	4	4	1	7	0	0	0	0	0	2	46
1300	2	22	19	0	1	5	4	1	9	4	0	0	0	0	1	68
<b>Hourly Total</b>	<b>4</b>	<b>71</b>	<b>52</b>	<b>0</b>	<b>9</b>	<b>10</b>	<b>17</b>	<b>3</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>197</b>
1315	2	19	11	0	2	3	2	0	4	2	0	0	0	0	0	45
1330	0	18	6	0	0	0	3	1	6	2	0	0	0	0	0	36
1345	0	22	12	0	2	1	5	1	4	2	0	0	0	0	0	49
1400	0	25	13	0	6	2	4	0	8	1	0	0	0	0	0	59
<b>Hourly Total</b>	<b>2</b>	<b>84</b>	<b>42</b>	<b>0</b>	<b>10</b>	<b>6</b>	<b>14</b>	<b>2</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>189</b>
1415	3	19	10	0	3	4	4	0	3	1	0	0	0	0	0	47
1430	0	18	12	0	6	1	2	2	4	1	0	0	0	0	1	47
1445	0	27	9	0	2	0	2	0	4	0	0	0	0	0	0	44
1500	1	13	14	0	2	5	4	0	5	1	0	0	0	0	1	46
<b>Hourly Total</b>	<b>4</b>	<b>77</b>	<b>45</b>	<b>0</b>	<b>13</b>	<b>10</b>	<b>12</b>	<b>2</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>184</b>
1515	1	17	6	0	1	2	2	0	2	1	0	0	0	0	0	32
1530	0	20	8	0	3	2	2	2	1	0	0	0	0	0	0	38
1545	2	24	10	1	2	3	0	0	7	0	0	0	0	0	0	49
1600	2	27	14	0	3	2	2	0	4	1	0	0	0	0	0	55
<b>Hourly Total</b>	<b>5</b>	<b>88</b>	<b>38</b>	<b>1</b>	<b>9</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>174</b>
1615	0	20	24	0	3	4	0	0	4	0	0	0	0	0	0	55
1630	0	27	15	0	3	0	0	0	1	0	0	0	0	0	0	46
1645	1	33	13	0	4	2	0	1	4	0	0	0	0	0	0	58
1700	0	22	20	0	2	0	0	5	1	0	0	0	0	0	0	50
<b>Hourly Total</b>	<b>1</b>	<b>102</b>	<b>72</b>	<b>0</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>209</b>
1715	0	34	12	0	0	1	0	1	2	0	0	0	0	0	0	50
1730	1	31	18	0	1	1	0	0	2	0	0	0	0	0	0	54
1745	0	49	21	0	0	0	0	1	3	0	0	0	0	0	0	74
1800	1	35	12	0	0	2	0	1	3	0	0	0	0	0	0	54
<b>Hourly Total</b>	<b>2</b>	<b>149</b>	<b>63</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>232</b>
1815	1	38	12	0	1	1	0	0	1	0	0	0	0	0	0	54
1830	0	18	11	0	3	0	0	0	3	0	0	0	0	0	0	35
1845	0	26	14	0	2	0	0	1	3	0	0	0	0	0	0	46
1900	0	18	13	0	1	1	0	1	1	0	0	0	0	0	0	35
<b>Hourly Total</b>	<b>1</b>	<b>100</b>	<b>50</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>170</b>
1915	0	21	6	0	1	0	0	0	3							

## CLASS COUNT REPORT

Location: US 98 east of Old Lakeland Hwy      City/County: Dade City/Pasco  
 Direction: Combined  
 Start Date: 5/7/2019      Start Time: 00:00  
 Stop Date: 5/7/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	8	3	0	0	0	0	0	3	0	0	0	0	0	0	14
30	0	5	0	1	0	0	0	0	1	0	0	0	0	0	0	7
45	0	3	2	0	1	0	0	0	3	0	0	0	0	0	0	9
100	1	7	3	0	1	0	0	0	2	0	0	0	0	0	0	14
<b>Hourly Total</b>	<b>1</b>	<b>23</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>
115	0	6	0	0	0	1	0	0	5	0	0	0	0	0	0	12
130	1	4	0	0	0	0	0	0	3	0	0	0	0	0	0	8
145	0	1	1	0	0	1	0	0	3	0	0	0	0	0	0	6
200	0	4	1	0	0	0	0	0	3	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>1</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>
215	0	3	2	0	0	2	0	0	3	0	0	0	0	0	0	10
230	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	4
245	0	3	2	0	3	0	0	0	2	0	0	0	0	0	0	10
300	0	3	2	0	1	0	0	0	2	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>
315	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
330	1	6	3	0	1	1	0	0	2	0	0	0	0	0	0	14
345	2	4	1	0	1	2	0	0	1	0	0	0	0	0	0	11
400	0	2	2	0	0	1	0	1	3	1	0	0	0	0	0	10
<b>Hourly Total</b>	<b>3</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>
415	0	5	2	0	1	3	0	0	0	1	0	0	0	0	0	12
430	0	8	4	0	0	0	0	0	3	0	0	0	0	0	0	15
445	0	5	6	1	3	0	0	0	3	2	0	0	0	0	0	20
500	1	13	11	0	4	1	0	0	4	1	0	0	0	0	0	35
<b>Hourly Total</b>	<b>1</b>	<b>31</b>	<b>23</b>	<b>1</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82</b>
515	1	12	11	0	4	0	0	1	8	0	0	0	0	0	0	37
530	2	25	14	1	4	5	2	0	5	7	0	0	0	0	0	65
545	2	21	17	0	3	2	0	2	6	1	0	0	0	0	0	54
600	1	31	20	0	3	4	1	2	5	1	0	0	0	0	0	68
<b>Hourly Total</b>	<b>6</b>	<b>89</b>	<b>62</b>	<b>1</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>5</b>	<b>24</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>224</b>
615	2	30	22	0	7	5	1	0	5	0	0	0	0	0	0	72
630	1	51	35	0	3	6	0	2	5	0	0	0	0	0	0	103
645	3	40	36	0	9	9	0	0	5	1	0	0	0	0	0	103
700	2	56	32	1	3	0	0	0	4	0	0	0	0	0	0	98
<b>Hourly Total</b>	<b>8</b>	<b>177</b>	<b>125</b>	<b>1</b>	<b>22</b>	<b>20</b>	<b>1</b>	<b>2</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>376</b>
715	1	54	33	0	3	2	3	0	5	1	0	0	0	0	0	102
730	2	60	27	0	7	2	5	3	3	1	0	0	0	0	1	111
745	2	54	21	0	2	5	3	2	9	2	0	0	0	0	0	100
800	2	54	36	0	9	2	5	1	9	2	0	0	0	0	0	120
<b>Hourly Total</b>	<b>7</b>	<b>222</b>	<b>117</b>	<b>0</b>	<b>21</b>	<b>11</b>	<b>16</b>	<b>6</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>433</b>
815	3	56	27	1	9	8	4	2	11	0	0	0	0	0	0	121
830	0	46	27	0	3	8	5	2	10	2	0	0	0	0	0	103
845	2	59	19	1	4	6	6	2	7	1	0	0	0	0	0	107
900	3	36	22	0	2	9	2	5	4	2	0	0	0	0	0	85
<b>Hourly Total</b>	<b>8</b>	<b>197</b>	<b>95</b>	<b>2</b>	<b>18</b>	<b>31</b>	<b>17</b>	<b>11</b>	<b>32</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>416</b>
915	1	41	26	0	3	8	3	4	9	1	0	0	0	0	0	96
930	0	34	15	1	3	6	3	3	5	0	0	0	0	0	1	71
945	0	34	26	0	3	5	5	1	11	1	0	0	0	0	0	86
1000	3	36	16	1	3	10	4	1	7	2	0	0	0	0	0	83
<b>Hourly Total</b>	<b>4</b>	<b>145</b>	<b>83</b>	<b>2</b>	<b>12</b>	<b>29</b>	<b>15</b>	<b>9</b>	<b>32</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>336</b>
1015	4	34	11	0	3	11	3	1	9	1	0	0	0	0	1	78
1030	0	51	26	1	7	6	3	3	8	0	0	0	0	0	1	106
1045	1	37	24	1	3	6	2	2	7	0	0	0	0	0	0	83
1100	0	42	16	0	4	5	5	3	6	1	0	0	0	0	1	83
<b>Hourly Total</b>	<b>5</b>	<b>164</b>	<b>77</b>	<b>2</b>	<b>17</b>	<b>28</b>	<b>13</b>	<b>9</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>350</b>
1115	0	25	19	0	1	6	4	1	8	0	0	0	0	0	3	67
1130	0	33	19	0	1	8	4	0	5	0	0	0	0	0	0	70
1145	3	30	18	0	3	4	6	2	6	0	0	0	0	0	0	72
1200	4	30	22	0	3	12	4	4	10	1	0	0	0	0	0	90
<b>Hourly Total</b>	<b>7</b>	<b>118</b>	<b>78</b>	<b>0</b>	<b>8</b>	<b>30</b>	<b>18</b>	<b>7</b>	<b>29</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>299</b>
1215	1	38	20	0	7	5	4	3	7	1	0	0	0	0	0	86
1230	1	39	22	0	4	8	5	1	3	0	0	0	0	0	2	85
1245	1	27	21	0	4	8	4	2	9	0	0	0	0	0	3	79
1300	2	41	27	1	2	8	4	1	12	4	0	0	0	0	2	104
<b>Hourly Total</b>	<b>5</b>	<b>145</b>	<b>90</b>	<b>1</b>	<b>17</b>	<b>29</b>	<b>17</b>	<b>7</b>	<b>31</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>354</b>
1315	3	32	19	0	3	9	2	0	4	2	0	0	0	0	0	74
1330	2	37	22	0	1	10	3	1	7	2	0	0	0	0	1	85
1345	0	36	19	0	5	7	5	1	4	2	0	0	0	0	0	79
1400	1	50	19	0	6	7	4	1	9	1	0	0	0	0	0	98
<b>Hourly Total</b>	<b>6</b>	<b>155</b>	<b>79</b>	<b>0</b>	<b>15</b>	<b>33</b>	<b>14</b>	<b>3</b>	<b>24</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>336</b>
1415	4	39	22	0	7	7	4	0	7	1	0	0	0	0	0	91
1430	0	33	27	0	8	5	2	2	6	1	0	0	0	0	1	85
1445	0	49	27	0	3	4	3	0	7	0	0	0	0	0	0	93
1500	1	34	26	0	7	8	4	0	8	1	0	0	0	0	1	90
<b>Hourly Total</b>	<b>5</b>	<b>155</b>	<b>102</b>	<b>0</b>	<b>25</b>	<b>24</b>	<b>13</b>	<b>2</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>359</b>
1515	3	43	21	0	5	7	2	2	10	1	0	0	0	0	0	94
1530	0	44	24	1	5	5	2	2	6	0	0	0	0	0	1	90
1545	5	51	33	1	3	5	0	2	10	0	0	0	0	0	0	110
1600	4	51	31	0	7	6	2	0	8	1	0	0	0	0	0	110
<b>Hourly Total</b>	<b>12</b>	<b>189</b>	<b>109</b>	<b>2</b>	<b>20</b>	<b>23</b>	<b>6</b>	<b>6</b>	<b>34</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>404</b>
1615	0	44	35	0	4	5	0	3	6	0	0	0	0	0	0	97
1630	1	52	30	0	6	2	0	1	2	0	0	0	0	0	1	95
1645	2	54	35	0	8	2	0	1	8	0	1	0	0	0	0	111
1700	2	48	34	0	4	2	0	5	5	0	0	0	0	0	0	100
<b>Hourly Total</b>	<b>5</b>	<b>198</b>	<b>134</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>10</b>	<b>21</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>403</b>
1715	1	56	31	0	3	1	0	1	7	0	0	0	0	0	0	100
1730	2	61	37	0	3	2	0	0	4	0	0	0	0	0	0	109
1745	0	82	35	0	3	1	0	2	7	0	0	0	0	0	0	130
1800	2	62	19	0	2	3	0	3	7	0	0	0	0	0	0	98
<b>Hourly Total</b>	<b>5</b>	<b>261</b>	<b>122</b>	<b>0</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>6</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>437</b>
1815	1	73	23	0	1	1	0	1	2	0	0	0	0	0	0	102
1830	0	32	26	2	4	0	0	1	7	0	0	0	0	0	0	72
1845	0	41	26	1	5	0	0	1	5	0	0	0	0	0	0	79
1900	1	41	21	0	2	2	0	1	3	0	0	0	0	0	0	71
<b>Hourly Total</b>	<b>2</b>	<b>187</b>	<b>96</b>	<b>3</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<			





## CLASS COUNT REPORT

Location: US 98 east of Old Lakeland Hwy      City/County: Dade City/Pasco  
 Direction: Westbound  
 Start Date: 5/8/2019      Start Time: 00:00  
 Stop Date: 5/8/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	4	2	0	0	0	0	0	1	0	0	0	0	0	0	7
30	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	5
45	1	5	1	0	1	0	0	0	1	0	0	0	0	0	0	9
100	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>1</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
115	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
130	0	3	1	0	0	0	0	0	2	0	0	0	0	0	0	6
145	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
200	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
215	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
245	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	3
300	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>
315	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
330	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	4
345	0	2	2	0	2	0	0	0	1	0	0	0	0	0	0	7
400	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
415	0	6	1	0	1	1	0	0	1	0	0	0	0	0	0	10
430	0	3	0	0	0	1	0	0	2	0	0	0	0	0	0	6
445	0	3	2	0	0	1	0	0	1	1	0	0	0	0	0	8
500	0	2	3	0	2	0	0	1	1	1	0	0	0	0	0	10
<b>Hourly Total</b>	<b>0</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>
515	0	7	6	1	1	0	1	1	6	2	0	0	0	0	0	25
530	0	5	5	0	0	0	0	0	1	0	0	0	0	0	0	11
545	0	3	7	0	0	0	0	1	5	2	0	0	0	0	0	18
600	0	9	6	0	2	0	0	0	3	0	0	0	0	0	0	20
<b>Hourly Total</b>	<b>0</b>	<b>24</b>	<b>24</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>
615	0	14	6	0	2	0	0	2	5	1	0	0	0	0	0	30
630	0	23	13	0	3	0	0	0	2	2	0	0	0	0	0	43
645	0	22	14	1	2	0	0	0	3	2	0	0	0	0	0	44
700	2	30	13	1	1	0	1	1	0	0	0	0	0	0	0	49
<b>Hourly Total</b>	<b>2</b>	<b>89</b>	<b>46</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>166</b>
715	1	12	14	1	5	3	4	2	7	0	0	0	0	0	0	49
730	1	17	12	1	1	1	5	1	8	0	0	0	0	0	0	47
745	2	26	9	0	1	3	3	2	4	4	0	0	0	0	0	54
800	1	25	22	0	2	1	4	3	4	1	0	0	0	0	0	63
<b>Hourly Total</b>	<b>5</b>	<b>80</b>	<b>57</b>	<b>2</b>	<b>9</b>	<b>8</b>	<b>16</b>	<b>8</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>213</b>
815	5	46	10	1	2	6	0	0	5	0	0	0	0	0	0	75
830	1	17	10	0	4	4	5	0	3	0	0	0	0	0	0	44
845	0	32	7	0	3	0	6	4	7	0	0	0	0	0	0	59
900	3	18	9	0	3	3	1	1	8	2	0	0	0	0	0	48
<b>Hourly Total</b>	<b>9</b>	<b>113</b>	<b>36</b>	<b>1</b>	<b>12</b>	<b>13</b>	<b>12</b>	<b>5</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>226</b>
915	0	16	10	2	0	3	3	2	7	0	0	0	0	0	0	43
930	1	17	10	0	1	2	6	0	2	2	0	0	0	0	0	41
945	0	19	10	0	2	1	5	1	1	0	0	1	0	0	0	40
1000	1	15	6	0	2	5	3	3	8	1	0	0	0	0	0	41
<b>Hourly Total</b>	<b>2</b>	<b>67</b>	<b>36</b>	<b>2</b>	<b>3</b>	<b>8</b>	<b>19</b>	<b>6</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>165</b>
1015	0	15	8	0	3	3	1	2	3	1	0	0	0	0	0	36
1030	1	19	9	0	2	3	4	2	6	3	0	0	0	0	0	49
1045	0	9	8	0	2	3	5	1	4	1	0	0	0	0	0	33
1100	1	18	7	0	0	3	5	1	8	1	0	0	0	0	1	45
<b>Hourly Total</b>	<b>2</b>	<b>61</b>	<b>32</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>15</b>	<b>6</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>163</b>
1115	1	18	12	0	2	3	4	1	2	0	0	0	0	0	0	43
1130	0	16	11	0	1	2	2	0	5	1	0	0	0	0	0	38
1145	0	12	12	0	1	1	2	0	7	2	0	0	0	0	0	37
1200	1	14	8	1	1	3	3	0	6	5	0	0	0	0	0	42
<b>Hourly Total</b>	<b>2</b>	<b>60</b>	<b>43</b>	<b>1</b>	<b>5</b>	<b>9</b>	<b>11</b>	<b>1</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>160</b>
1215	0	18	3	0	0	0	6	1	4	0	0	0	0	0	0	32
1230	0	17	11	0	2	2	5	1	9	0	0	0	0	0	0	47
1245	2	15	6	0	2	2	2	2	7	2	0	0	0	0	0	38
1300	0	12	9	0	1	0	1	2	6	2	0	0	0	0	0	33
<b>Hourly Total</b>	<b>2</b>	<b>62</b>	<b>29</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>14</b>	<b>6</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150</b>
1315	0	21	3	0	2	0	6	1	9	1	0	0	0	0	0	43
1330	1	15	4	0	2	4	4	1	6	3	0	0	0	0	0	40
1345	1	18	12	0	3	2	3	0	4	2	0	0	0	0	0	45
1400	0	16	10	0	2	3	3	1	6	1	0	0	0	0	1	43
<b>Hourly Total</b>	<b>2</b>	<b>70</b>	<b>29</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>16</b>	<b>3</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>171</b>
1415	0	17	14	0	3	0	3	2	5	2	0	0	0	0	0	46
1430	0	16	13	0	1	0	5	2	3	0	0	0	0	0	0	40
1445	0	18	14	0	4	1	2	3	6	2	0	0	0	0	2	52
1500	0	14	13	0	3	1	5	0	3	1	0	0	0	0	2	42
<b>Hourly Total</b>	<b>0</b>	<b>65</b>	<b>54</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>15</b>	<b>7</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>180</b>
1515	0	15	12	0	1	3	2	0	5	0	0	0	0	0	0	38
1530	0	18	7	0	4	1	4	2	2	2	0	0	0	0	1	41
1545	1	16	14	1	2	1	5	1	5	0	0	0	0	0	0	46
1600	2	28	21	0	4	1	1	2	3	0	0	0	0	0	0	62
<b>Hourly Total</b>	<b>3</b>	<b>77</b>	<b>54</b>	<b>1</b>	<b>11</b>	<b>6</b>	<b>12</b>	<b>5</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>187</b>
1615	1	35	19	0	2	1	1	2	5	0	0	0	0	0	0	66
1630	1	21	16	0	4	0	1	0	3	0	0	0	0	0	0	46
1645	1	26	19	0	1	0	1	0	2	0	0	0	0	0	1	51
1700	0	25	24	0	3	1	0	1	3	0	0	0	0	0	0	57
<b>Hourly Total</b>	<b>3</b>	<b>107</b>	<b>78</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>220</b>
1715	0	28	11	1	1	0	0	0	2	0	0	0	0	0	0	43
1730	0	40	22	0	1	1	0	4	1	0	0	0	0	0	0	69
1745	1	34	16	0	2	1	0	1	4	0	0	0	0	0	0	59
1800	2	47	17	0	2	2	0	0	2	0	0	0	0	0	0	72
<b>Hourly Total</b>	<b>3</b>	<b>149</b>	<b>66</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>243</b>
1815	0	20	7	0	2	1	0	1	3	0	0	0	0	0	0	34
1830	0	24	13	0	2	0	0	0	2	0	0	0	0	0	0	41
1845	1	30	7	0	2	1	0	0	2	0	0	0	0	0	0	43
1900	0	15	7	0	0	1	0	0	2	0	0	0	0	0	0	25
<b>Hourly Total</b>	<b>1</b>	<b>89</b>	<b>34</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>143</b>
1915	1	21	6	0	0	0	0	0	3	0						





## CLASS COUNT REPORT

Location: US 98 east of Old Lakeland Hwy      City/County: Dade City/Pasco  
 Direction: Eastbound  
 Start Date: 5/9/2019      Start Time: 00:00  
 Stop Date: 5/9/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
30	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
45	1	3	2	0	1	1	0	0	1	0	0	0	0	0	9	
100	0	3	2	0	0	0	0	0	1	0	0	0	0	0	6	
<b>Hourly Total</b>	<b>1</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	
115	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3	
130	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5	
145	0	1	0	0	0	1	0	0	1	0	0	0	0	0	3	
200	0	1	0	0	0	0	0	0	3	0	0	0	0	0	4	
<b>Hourly Total</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	
215	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
230	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3	
245	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	
300	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	
315	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	
330	0	3	1	0	0	0	0	0	3	0	0	0	0	0	7	
345	0	3	0	0	0	0	0	0	3	0	0	0	0	0	6	
400	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	
<b>Hourly Total</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	
415	1	6	0	0	1	0	0	1	0	2	0	0	0	0	11	
430	0	2	4	0	0	0	0	1	3	0	0	0	0	0	10	
445	0	2	1	0	0	0	0	0	3	1	0	0	0	0	7	
500	1	9	9	0	1	0	0	1	3	2	0	0	0	0	26	
<b>Hourly Total</b>	<b>2</b>	<b>19</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>	
515	0	9	9	0	1	1	0	2	6	1	0	0	0	0	29	
530	1	15	9	0	3	0	0	0	2	0	0	0	1	0	31	
545	0	10	15	0	3	1	0	2	3	0	0	0	0	0	34	
600	0	14	16	0	3	2	0	1	4	0	0	0	0	0	40	
<b>Hourly Total</b>	<b>1</b>	<b>48</b>	<b>49</b>	<b>0</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>134</b>	
615	2	18	15	0	4	0	0	2	1	1	0	0	0	0	43	
630	2	23	25	0	1	4	0	2	8	0	0	0	0	0	65	
645	0	27	17	0	2	4	0	1	5	1	0	0	0	0	57	
700	0	19	15	0	5	1	0	0	4	0	0	0	0	0	44	
<b>Hourly Total</b>	<b>4</b>	<b>87</b>	<b>72</b>	<b>0</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>5</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>209</b>	
715	0	29	14	0	6	3	0	0	0	0	0	0	0	0	52	
730	2	36	17	0	0	5	0	3	4	1	0	0	0	0	68	
745	0	35	19	0	3	0	0	3	7	1	0	0	0	0	68	
800	2	21	17	0	6	3	0	3	8	1	0	0	0	1	62	
<b>Hourly Total</b>	<b>4</b>	<b>121</b>	<b>67</b>	<b>0</b>	<b>15</b>	<b>11</b>	<b>0</b>	<b>9</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250</b>	
815	0	32	18	0	0	2	0	0	6	2	0	0	0	0	60	
830	2	24	14	0	2	7	0	0	2	4	0	0	0	0	55	
845	1	14	17	0	2	4	0	1	1	2	0	0	0	0	42	
900	2	16	3	0	3	7	0	1	6	0	0	0	0	0	38	
<b>Hourly Total</b>	<b>5</b>	<b>86</b>	<b>52</b>	<b>0</b>	<b>7</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>195</b>	
915	0	23	16	0	1	7	0	1	8	0	0	0	0	0	56	
930	0	13	13	0	2	6	0	0	5	0	0	0	0	0	39	
945	0	23	13	0	0	6	0	3	7	0	0	0	0	0	54	
1000	0	21	7	0	3	3	0	1	3	0	0	0	0	0	38	
<b>Hourly Total</b>	<b>0</b>	<b>80</b>	<b>49</b>	<b>0</b>	<b>6</b>	<b>22</b>	<b>0</b>	<b>5</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>187</b>	
1015	0	24	12	0	1	4	0	2	2	0	0	0	0	0	45	
1030	1	14	14	0	0	6	0	0	7	1	0	0	0	0	43	
1045	5	23	6	0	1	4	0	0	1	0	0	0	0	0	40	
1100	1	19	16	0	3	6	0	0	3	0	0	0	0	0	48	
<b>Hourly Total</b>	<b>7</b>	<b>80</b>	<b>48</b>	<b>0</b>	<b>5</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>176</b>	
1115	2	16	14	0	2	2	0	0	5	0	0	0	0	0	42	
1130	0	17	9	0	1	8	0	1	6	2	0	0	0	0	44	
1145	0	13	16	0	2	4	0	0	4	1	0	0	0	0	40	
1200	0	18	9	0	1	4	0	1	2	0	0	0	0	0	35	
<b>Hourly Total</b>	<b>2</b>	<b>64</b>	<b>48</b>	<b>0</b>	<b>6</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>161</b>	
1215	0	12	18	0	3	5	0	0	4	0	0	0	0	0	42	
1230	0	20	11	0	0	2	1	0	5	0	0	0	0	0	39	
1245	0	16	11	0	2	6	0	0	0	0	0	0	0	0	35	
1300	0	22	16	0	2	6	0	0	4	0	0	0	0	0	50	
<b>Hourly Total</b>	<b>0</b>	<b>70</b>	<b>56</b>	<b>0</b>	<b>7</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>166</b>	
1315	1	16	12	0	1	4	0	2	4	0	0	0	0	0	40	
1330	1	13	14	0	1	6	1	1	4	1	0	0	0	0	42	
1345	1	14	8	0	5	3	0	2	5	0	0	0	0	0	38	
1400	0	17	8	1	1	4	0	0	4	0	0	0	0	0	35	
<b>Hourly Total</b>	<b>3</b>	<b>60</b>	<b>42</b>	<b>1</b>	<b>8</b>	<b>17</b>	<b>1</b>	<b>5</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>155</b>	
1415	1	15	12	0	5	7	0	0	2	0	0	0	0	0	43	
1430	0	25	18	0	4	3	0	2	2	0	0	0	0	0	54	
1445	0	22	6	0	4	3	2	1	1	0	0	0	0	0	39	
1500	0	24	16	0	1	3	0	0	1	0	0	0	0	0	45	
<b>Hourly Total</b>	<b>1</b>	<b>86</b>	<b>52</b>	<b>0</b>	<b>14</b>	<b>16</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>181</b>	
1515	1	18	17	0	3	5	0	0	3	0	0	0	0	0	47	
1530	1	25	19	0	2	2	0	1	3	1	0	0	0	0	54	
1545	0	22	15	0	5	0	0	0	4	0	0	0	0	0	46	
1600	1	23	22	1	3	2	0	1	5	0	0	0	0	1	59	
<b>Hourly Total</b>	<b>3</b>	<b>88</b>	<b>73</b>	<b>1</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>206</b>	
1615	0	25	19	0	7	0	0	1	2	0	0	0	0	0	54	
1630	2	25	9	1	3	3	0	1	4	0	0	0	0	0	48	
1645	0	27	15	0	3	1	0	1	5	0	0	0	0	1	53	
1700	2	28	14	0	2	1	0	0	5	0	0	0	0	0	52	
<b>Hourly Total</b>	<b>4</b>	<b>105</b>	<b>57</b>	<b>1</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>207</b>	
1715	1	29	20	0	2	2	0	1	5	0	0	0	0	0	60	
1730	2	30	19	0	1	1	0	1	1	0	0	0	0	0	55	
1745	2	29	14	0	5	0	0	0	0	0	0	0	0	0	50	
1800	0	34	21	3	1	0	0	0	3	0	0	0	0	0	62	
<b>Hourly Total</b>	<b>5</b>	<b>122</b>	<b>74</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>227</b>	
1815	1	30	11	1	1	2	0	0	6	0	0	0	0	0	52	
1830	0	25	7	0	4	1	0	0	3	0	0	0	0	0	40	
1845	0	26	12	0	1	0	0	1	2	0	0	0	0	0	42	
1900	0	22	13	1	1	0	0	0	0	0	0	0	0	0	37	
<b>Hourly Total</b>	<b>1</b>	<b>103</b>	<b>43</b>	<b>2</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>171</b>	
1915	0	20	9	0	3	0	0	0	3	0	0	0	0	0	35	
1930	0	13	9	0	2	0	0	0	1	0	0	0	0	0	25	
1945	1	12	7	0	2	2	0	0	1	0	0	0	0	0	25	
2000	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11	
<b>Hourly Total</b>	<b>1</b>	<b>52</b>	<b>29</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>96</b>	
2015	0	11	6	0	0	0	0	0	1	0	0	0	0	0		





## Volume Count Report

Start Date: May 7, 2019	Start Time: 0:00	
Stop Date: May 8, 2019	Stop Time: 0:00	
City: Dade City	County: Pasco	
Location: US 301 between US 98 & Clinton Ave		

### Northbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	16	12	3	24	33	76	177	236	178	183	239
30	14	20	7	13	17	45	95	175	232	180	214	204
45	7	9	6	7	21	70	137	196	196	238	206	228
00	10	8	5	22	29	51	163	216	178	241	252	217
<b>Hr Total</b>	<b>46</b>	<b>53</b>	<b>30</b>	<b>45</b>	<b>91</b>	<b>199</b>	<b>471</b>	<b>764</b>	<b>842</b>	<b>837</b>	<b>855</b>	<b>888</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	241	258	248	325	298	298	233	152	132	94	74	43
30	226	204	226	247	283	252	185	164	119	76	49	31
45	235	237	255	268	288	260	169	114	104	77	40	27
00	251	244	215	276	273	259	176	110	106	52	36	23
<b>Hr Total</b>	<b>953</b>	<b>943</b>	<b>944</b>	<b>1,116</b>	<b>1,142</b>	<b>1,069</b>	<b>763</b>	<b>540</b>	<b>461</b>	<b>299</b>	<b>199</b>	<b>124</b>

24 Hour Total:	13,674		
AM Peak Hour begins:	10:45	AM Peak Volume: 923	AM Peak Hour Factor: 0.92
PM Peak Hour begins:	15:45	PM Peak Volume: 1,145	PM Peak Hour Factor: 0.96

### Southbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	12	4	6	13	48	121	181	227	218	201	246
30	15	6	8	13	31	69	139	219	276	222	202	216
45	12	6	8	13	33	74	162	242	225	218	226	200
00	8	10	6	10	40	94	205	277	242	220	192	227
<b>Hr Total</b>	<b>55</b>	<b>34</b>	<b>26</b>	<b>42</b>	<b>117</b>	<b>285</b>	<b>627</b>	<b>919</b>	<b>970</b>	<b>878</b>	<b>821</b>	<b>889</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	230	192	232	244	211	254	230	130	111	61	77	29
30	210	218	250	237	230	215	190	106	101	78	39	27
45	209	236	261	291	236	221	151	106	103	75	49	34
00	221	223	253	255	194	224	143	121	96	53	28	19
<b>Hr Total</b>	<b>870</b>	<b>869</b>	<b>996</b>	<b>1,027</b>	<b>871</b>	<b>914</b>	<b>714</b>	<b>463</b>	<b>411</b>	<b>267</b>	<b>193</b>	<b>109</b>

24 Hour Total:	13,367		
AM Peak Hour begins:	7:30	AM Peak Volume: 1,022	AM Peak Hour Factor: 0.92
PM Peak Hour begins:	15:00	PM Peak Volume: 1,027	PM Peak Hour Factor: 0.88

### Total Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	28	16	9	37	81	197	358	463	396	384	485
30	29	26	15	26	48	114	234	394	508	402	416	420
45	19	15	14	20	54	144	299	438	421	456	432	428
00	18	18	11	32	69	145	368	493	420	461	444	444
<b>Hr Total</b>	<b>101</b>	<b>87</b>	<b>56</b>	<b>87</b>	<b>208</b>	<b>484</b>	<b>1,098</b>	<b>1,683</b>	<b>1,812</b>	<b>1,715</b>	<b>1,676</b>	<b>1,777</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	471	450	480	569	509	552	463	282	243	155	151	72
30	436	422	476	484	513	467	375	270	220	154	88	58
45	444	473	516	559	524	481	320	220	207	152	89	61
00	472	467	468	531	467	483	319	231	202	105	64	42
<b>Hr Total</b>	<b>1,823</b>	<b>1,812</b>	<b>1,940</b>	<b>2,143</b>	<b>2,013</b>	<b>1,983</b>	<b>1,477</b>	<b>1,003</b>	<b>872</b>	<b>566</b>	<b>392</b>	<b>233</b>

24 Hour Total:	27,041		
AM Peak Hour begins:	7:30	AM Peak Volume: 1,902	AM Peak Hour Factor: 0.94
PM Peak Hour begins:	15:00	PM Peak Volume: 2,143	PM Peak Hour Factor: 0.94

## Volume Count Report

Start Date: May 8, 2019	Start Time: 0:00	
Stop Date: May 9, 2019	Stop Time: 0:00	
City: Dade City	County: Pasco	
Location: US 301 between US 98 & Clinton Ave		

### Northbound Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	17	9	4	19	44	63	178	210	174	182	209
30	15	9	14	9	19	40	93	198	210	228	238	208
45	17	11	7	7	29	62	119	191	210	224	226	238
00	20	13	11	16	25	61	175	240	212	182	218	208
<b>Hr Total</b>	<b>80</b>	<b>50</b>	<b>41</b>	<b>36</b>	<b>92</b>	<b>207</b>	<b>450</b>	<b>807</b>	<b>842</b>	<b>808</b>	<b>864</b>	<b>863</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	237	242	225	276	322	266	188	149	125	97	51	48
30	231	246	242	239	296	286	188	156	127	76	53	31
45	220	224	234	236	214	267	206	111	114	55	41	27
00	204	232	227	277	243	271	173	143	114	59	26	23
<b>Hr Total</b>	<b>892</b>	<b>944</b>	<b>928</b>	<b>1,028</b>	<b>1,075</b>	<b>1,090</b>	<b>755</b>	<b>559</b>	<b>480</b>	<b>287</b>	<b>171</b>	<b>129</b>

24 Hour Total:	13,478		
AM Peak Hour begins:	11:30	AM Peak Volume: 914	AM Peak Hour Factor: 0.96
PM Peak Hour begins:	15:30	PM Peak Volume: 1,131	PM Peak Hour Factor: 0.88

### Southbound Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	12	6	20	25	45	105	203	249	196	179	214
30	16	11	12	17	10	61	121	233	247	223	189	216
45	17	10	13	16	30	72	158	287	244	247	203	240
00	11	5	7	17	34	101	206	252	237	250	209	192
<b>Hr Total</b>	<b>52</b>	<b>38</b>	<b>38</b>	<b>70</b>	<b>99</b>	<b>279</b>	<b>590</b>	<b>975</b>	<b>977</b>	<b>916</b>	<b>780</b>	<b>862</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	194	180	219	219	195	249	176	123	93	97	49	26
30	238	197	206	261	223	255	196	134	131	81	65	21
45	191	219	238	231	224	212	161	116	101	84	35	25
00	210	230	260	235	226	222	154	110	105	61	38	19
<b>Hr Total</b>	<b>833</b>	<b>826</b>	<b>923</b>	<b>946</b>	<b>868</b>	<b>938</b>	<b>687</b>	<b>483</b>	<b>430</b>	<b>323</b>	<b>187</b>	<b>91</b>

24 Hour Total:	13,211		
AM Peak Hour begins:	7:30	AM Peak Volume: 1,035	AM Peak Hour Factor: 0.90
PM Peak Hour begins:	14:30	PM Peak Volume: 978	PM Peak Hour Factor: 0.94

### Total Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	29	15	24	44	89	168	381	459	370	361	423
30	31	20	26	26	29	101	214	431	457	451	427	424
45	34	21	20	23	59	134	277	478	454	471	429	478
00	31	18	18	33	59	162	381	492	449	432	427	400
<b>Hr Total</b>	<b>132</b>	<b>88</b>	<b>79</b>	<b>106</b>	<b>191</b>	<b>486</b>	<b>1,040</b>	<b>1,782</b>	<b>1,819</b>	<b>1,724</b>	<b>1,644</b>	<b>1,725</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	431	422	444	495	517	515	364	272	218	194	100	74
30	469	443	448	500	519	541	384	290	258	157	118	52
45	411	443	472	467	438	479	367	227	215	139	76	52
00	414	462	487	512	469	493	327	253	219	120	64	42
<b>Hr Total</b>	<b>1,725</b>	<b>1,770</b>	<b>1,851</b>	<b>1,974</b>	<b>1,943</b>	<b>2,028</b>	<b>1,442</b>	<b>1,042</b>	<b>910</b>	<b>610</b>	<b>358</b>	<b>220</b>

24 Hour Total:	26,689		
AM Peak Hour begins:	7:30	AM Peak Volume: 1,886	AM Peak Hour Factor: 0.96
PM Peak Hour begins:	17:00	PM Peak Volume: 2,028	PM Peak Hour Factor: 0.94

## CLASS COUNT REPORT

Location: Clinton Ave west of US 301  
 Direction: Eastbound  
 Start Date: 5/7/2019  
 Stop Date: 5/7/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
30	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	6
45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
100	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>0</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
115	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
130	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
145	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	3
200	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
215	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
230	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
245	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
300	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
315	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
330	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
345	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0	6
400	0	3	3	0	0	2	0	0	0	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>
415	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
430	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
445	0	7	4	0	1	0	0	0	1	0	0	0	0	0	0	13
500	2	12	10	0	1	0	0	0	0	0	0	0	0	0	0	25
<b>Hourly Total</b>	<b>2</b>	<b>30</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>
515	0	14	10	0	0	0	0	0	0	0	0	0	0	0	0	24
530	0	15	18	0	2	2	0	1	1	0	0	0	0	0	0	39
545	0	18	14	0	0	0	0	0	2	0	0	0	0	0	0	34
600	0	35	19	0	3	2	0	0	0	0	0	0	0	0	0	59
<b>Hourly Total</b>	<b>0</b>	<b>82</b>	<b>61</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>156</b>
615	2	34	25	2	4	2	0	0	4	0	0	0	0	0	0	73
630	2	48	23	0	6	5	0	0	0	0	0	0	0	0	1	85
645	1	49	24	0	5	1	0	0	1	0	0	0	0	0	0	81
700	1	90	39	1	7	2	0	1	1	0	0	0	0	0	0	142
<b>Hourly Total</b>	<b>6</b>	<b>221</b>	<b>111</b>	<b>3</b>	<b>22</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>381</b>
715	3	76	39	0	8	6	0	1	0	0	0	0	0	0	1	134
730	1	110	47	0	14	4	0	0	3	0	0	0	0	0	0	179
745	0	105	51	1	6	0	0	0	1	0	0	0	0	0	0	164
800	0	106	48	0	6	0	0	0	2	0	0	0	0	0	0	162
<b>Hourly Total</b>	<b>4</b>	<b>397</b>	<b>185</b>	<b>1</b>	<b>34</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>639</b>
815	0	85	38	0	5	3	0	5	0	0	0	0	0	0	1	137
830	1	121	45	1	11	2	0	5	0	0	0	0	0	0	0	186
845	1	64	34	0	8	1	0	2	3	0	0	0	0	0	0	113
900	1	91	39	0	4	3	0	2	1	0	0	0	0	0	0	141
<b>Hourly Total</b>	<b>3</b>	<b>361</b>	<b>156</b>	<b>1</b>	<b>28</b>	<b>9</b>	<b>0</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>577</b>
915	0	64	32	0	9	3	0	4	2	0	0	0	0	0	0	114
930	1	70	22	0	6	2	0	8	2	0	0	0	0	0	0	111
945	1	69	30	0	4	3	0	3	5	0	0	0	0	0	0	115
1000	1	79	28	0	6	3	0	0	0	0	0	0	0	0	1	118
<b>Hourly Total</b>	<b>3</b>	<b>282</b>	<b>112</b>	<b>0</b>	<b>25</b>	<b>11</b>	<b>0</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>458</b>
1015	1	59	29	0	6	5	0	3	0	0	0	0	0	0	0	103
1030	3	83	36	0	2	2	0	3	3	0	0	0	0	0	1	133
1045	1	67	32	0	4	4	0	2	2	0	0	0	0	0	0	112
1100	0	64	34	0	2	2	0	1	0	0	0	0	0	0	0	103
<b>Hourly Total</b>	<b>5</b>	<b>273</b>	<b>131</b>	<b>0</b>	<b>14</b>	<b>13</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>451</b>
1115	0	57	24	0	2	4	0	4	1	0	0	0	0	0	1	93
1130	2	74	35	0	3	3	0	2	3	0	0	0	0	0	0	122
1145	1	61	24	1	4	1	0	3	3	0	0	0	0	0	0	98
1200	1	70	34	0	4	2	0	2	0	0	0	0	0	0	0	113
<b>Hourly Total</b>	<b>4</b>	<b>262</b>	<b>117</b>	<b>1</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>426</b>
1215	2	75	33	0	9	4	0	2	2	0	0	0	0	0	7	134
1230	2	87	40	0	7	3	0	4	0	0	0	0	0	0	0	143
1245	1	65	29	1	1	4	0	3	0	0	0	0	0	0	2	106
1300	1	84	35	0	10	1	0	2	1	0	0	0	0	0	0	134
<b>Hourly Total</b>	<b>6</b>	<b>311</b>	<b>137</b>	<b>1</b>	<b>27</b>	<b>12</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>517</b>
1315	1	66	39	0	3	5	0	1	0	0	0	0	0	0	0	115
1330	0	79	25	0	3	3	0	1	2	0	0	0	0	0	0	113
1345	0	82	35	0	9	4	0	2	1	0	0	0	0	0	1	134
1400	2	92	41	0	2	4	0	1	2	0	0	0	0	0	0	144
<b>Hourly Total</b>	<b>3</b>	<b>319</b>	<b>140</b>	<b>0</b>	<b>17</b>	<b>16</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>506</b>
1415	1	102	33	0	8	2	0	5	0	0	0	0	0	0	1	152
1430	3	85	49	0	6	3	0	5	0	0	0	0	0	0	1	152
1445	0	99	36	0	9	4	0	1	0	0	0	0	0	0	0	149
1500	1	81	32	0	10	0	0	5	1	0	0	0	0	0	0	130
<b>Hourly Total</b>	<b>5</b>	<b>367</b>	<b>150</b>	<b>0</b>	<b>33</b>	<b>9</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>583</b>
1515	2	93	35	2	5	2	0	0	5	0	0	0	0	0	0	144
1530	1	100	38	0	5	1	0	2	2	0	0	0	0	0	0	149
1545	1	99	47	0	11	0	0	1	0	0	0	0	0	0	0	159
1600	2	72	42	0	7	1	0	5	1	0	0	0	0	0	0	130
<b>Hourly Total</b>	<b>6</b>	<b>364</b>	<b>162</b>	<b>2</b>	<b>28</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>582</b>
1615	0	93	31	0	10	1	0	2	0	0	0	0	0	0	0	137
1630	1	95	45	0	10	2	0	2	1	0	0	0	0	0	0	156
1645	1	97	38	0	7	1	0	3	2	0	1	0	0	0	0	150
1700	1	85	35	0	2	0	0	1	2	0	0	0	0	0	0	126
<b>Hourly Total</b>	<b>3</b>	<b>370</b>	<b>149</b>	<b>0</b>	<b>29</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>569</b>
1715	0	98	42	0	3	1	0	3	1	0	0	0	0	0	0	148
1730	0	90	46	0	7	0	0	1	1	0	0	0	0	0	1	146
1745	1	108	31	0	8	1	0	2	1	0	0	0	0	0	0	152
1800	1	100	39	0	4	0	0	2	0	0	0	0	0	0	1	147
<b>Hourly Total</b>	<b>2</b>	<b>396</b>	<b>158</b>	<b>0</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>593</b>
1815	1	104	46	0	4	1	0	1	1	0	0	0	0	0	2	160
1830	0	88	37	1	3	0	0	1	1	0	0	0	0	0	0	131
1845	0	70	24	1	3	1	0	0	0	0	0	0	0	0	0	99
1900	2	56	20	0	0	2	0	1	1	0	0	0	0	0	0	82
<b>Hourly Total</b>	<b>3</b>	<b>318</b>	<b>127</b>	<b>2</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>3</b>	<							



## CLASS COUNT REPORT

Location: Clinton Ave west of US 301  
 Direction: Westbound  
 Start Date: 5/7/2019  
 Stop Date: 5/7/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	9
30	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
45	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
100	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
115	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5
130	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
145	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
200	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
215	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
230	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
300	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>1</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
330	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
345	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
400	0	5	1	0	1	0	0	0	0	0	0	0	1	0	0	8
<b>Hourly Total</b>	<b>1</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>19</b>
415	0	3	2	0	0	0	0	0	1	0	0	0	0	0	0	6
430	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
445	0	6	5	0	1	0	0	0	0	0	0	0	0	0	0	12
500	0	3	2	2	1	1	0	1	0	0	0	0	0	0	0	10
<b>Hourly Total</b>	<b>0</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>
515	0	12	6	0	0	0	0	0	0	0	0	0	0	0	2	20
530	0	19	3	0	1	0	1	1	0	0	0	0	0	0	1	26
545	0	23	11	2	1	1	1	0	1	0	0	0	0	0	0	40
600	0	27	9	0	0	0	0	1	0	0	0	0	0	0	2	39
<b>Hourly Total</b>	<b>0</b>	<b>81</b>	<b>29</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>125</b>
615	0	25	14	0	0	0	0	0	1	2	0	0	0	0	0	42
630	2	37	20	0	1	0	0	2	0	0	0	0	0	0	0	62
645	1	46	30	2	1	1	0	1	1	0	0	0	0	0	1	84
700	1	59	33	1	5	1	0	2	0	0	0	0	0	0	4	106
<b>Hourly Total</b>	<b>4</b>	<b>167</b>	<b>97</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>294</b>
715	0	91	17	1	7	0	0	1	0	1	0	0	0	0	2	120
730	0	82	34	1	5	2	0	2	0	0	0	0	0	0	1	127
745	2	52	22	1	3	4	0	2	3	0	0	0	0	0	0	89
800	0	60	22	2	6	3	0	3	0	1	0	0	0	0	1	98
<b>Hourly Total</b>	<b>2</b>	<b>285</b>	<b>95</b>	<b>5</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>434</b>
815	1	80	27	4	7	0	0	5	1	1	0	0	0	0	3	129
830	1	65	21	1	9	2	1	3	2	0	0	0	2	0	0	107
845	1	77	19	1	5	2	0	0	0	0	0	0	0	0	1	106
900	0	60	19	1	7	0	1	2	1	1	0	0	0	0	2	94
<b>Hourly Total</b>	<b>3</b>	<b>282</b>	<b>86</b>	<b>7</b>	<b>28</b>	<b>4</b>	<b>2</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>436</b>
915	1	61	12	0	3	3	1	1	2	0	0	0	0	0	3	87
930	2	59	9	0	6	3	0	2	2	0	0	0	0	0	0	83
945	2	61	19	1	12	2	0	1	3	0	0	0	0	0	2	103
1000	3	63	16	1	4	4	0	2	1	0	0	0	0	0	2	96
<b>Hourly Total</b>	<b>8</b>	<b>244</b>	<b>56</b>	<b>2</b>	<b>25</b>	<b>12</b>	<b>1</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>369</b>
1015	2	74	20	0	1	2	0	3	1	0	0	0	0	0	2	105
1030	0	55	11	2	4	0	0	1	1	0	0	0	0	0	0	74
1045	1	63	29	0	2	4	0	3	1	0	0	0	0	0	0	103
1100	3	67	28	1	3	4	0	2	1	0	0	0	0	0	2	111
<b>Hourly Total</b>	<b>6</b>	<b>259</b>	<b>88</b>	<b>3</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>393</b>
1115	1	78	25	0	5	2	0	1	0	0	0	0	2	0	0	114
1130	2	70	23	0	3	2	1	3	0	0	0	0	0	0	0	104
1145	2	66	28	0	2	5	0	4	1	1	0	0	0	0	2	111
1200	3	53	27	3	2	2	1	2	0	3	0	0	0	0	1	97
<b>Hourly Total</b>	<b>8</b>	<b>267</b>	<b>103</b>	<b>3</b>	<b>12</b>	<b>11</b>	<b>2</b>	<b>10</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>426</b>
1215	2	74	33	0	6	2	0	1	2	0	0	0	0	0	4	124
1230	1	87	32	0	3	2	0	0	1	0	0	0	0	0	2	128
1245	2	68	37	1	9	1	0	2	0	0	0	0	0	0	1	121
1300	4	94	33	0	4	3	0	3	5	2	0	0	0	0	2	150
<b>Hourly Total</b>	<b>9</b>	<b>323</b>	<b>135</b>	<b>1</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>523</b>
1315	2	83	36	3	8	1	1	1	3	1	0	0	0	0	4	143
1330	0	74	31	0	5	1	0	0	0	1	0	0	0	0	2	114
1345	1	84	27	0	6	3	0	3	0	2	0	0	0	0	1	127
1400	0	74	22	0	7	2	0	1	1	2	0	0	0	0	1	110
<b>Hourly Total</b>	<b>3</b>	<b>315</b>	<b>116</b>	<b>3</b>	<b>26</b>	<b>7</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>494</b>
1415	1	86	35	1	8	3	0	2	2	0	0	0	0	0	0	138
1430	0	102	32	3	3	4	0	1	0	1	0	0	0	0	0	146
1445	1	93	29	0	2	2	0	0	0	0	0	0	0	0	0	127
1500	0	84	41	0	1	1	0	2	1	0	0	0	0	0	0	130
<b>Hourly Total</b>	<b>2</b>	<b>365</b>	<b>137</b>	<b>4</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>541</b>
1515	4	99	27	0	10	2	0	1	2	0	0	0	0	0	0	145
1530	0	83	38	0	4	2	0	1	1	0	0	0	0	0	1	130
1545	2	104	36	2	6	2	0	2	0	0	0	0	0	0	1	155
1600	1	105	40	1	5	0	0	2	1	1	0	0	0	0	1	157
<b>Hourly Total</b>	<b>7</b>	<b>391</b>	<b>141</b>	<b>3</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>587</b>
1615	1	109	36	4	9	3	0	4	0	0	0	0	0	0	0	166
1630	1	93	43	0	2	4	0	1	0	0	0	0	0	0	0	144
1645	2	109	39	1	4	1	0	3	1	0	0	0	0	0	1	161
1700	0	83	36	1	13	1	0	1	0	0	0	0	0	0	0	135
<b>Hourly Total</b>	<b>4</b>	<b>394</b>	<b>154</b>	<b>6</b>	<b>28</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>606</b>
1715	1	141	48	1	6	0	0	1	0	0	0	0	0	0	2	200
1730	1	125	45	0	2	0	0	1	0	0	0	0	0	0	0	174
1745	3	127	49	0	6	0	0	1	0	0	0	0	0	0	0	186
1800	0	93	31	0	6	0	0	0	0	0	0	0	0	0	0	130
<b>Hourly Total</b>	<b>5</b>	<b>486</b>	<b>173</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>690</b>
1815	1	101	39	0	4	0	0	1	0	0	0	0	0	0	0	146
1830	0	98	33	0	3	1	0	0	0	0	0	0	0	0	0	135
1845	1	90	34	0	2	0	0	1	0	0	0	0	0	0	2	130
1900	0	87	26	0	4	1	0	0	0	0	0	0	0	0	0	118
<b>Hourly Total</b>	<b>2</b>	<b>376</b>	<b>132</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>					





## CLASS COUNT REPORT

Location: Clinton Ave west of US 301  
 Direction: Eastbound  
 Start Date: 5/8/2019  
 Stop Date: 5/8/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
45	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	6
100	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>
115	0	2	1	0	2	0	0	0	0	0	0	0	0	0	0	5
130	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
145	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
215	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
230	0	5	2	0	0	0	0	0	1	0	0	0	0	0	0	8
245	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	3
300	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>1</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
315	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
330	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	4
345	0	5	0	0	1	1	0	0	0	0	0	0	0	0	0	7
400	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
415	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
430	0	5	3	0	1	0	0	0	0	0	0	0	0	0	0	9
445	0	7	6	0	1	0	0	0	0	0	0	0	0	0	0	14
500	1	8	11	0	0	0	0	0	0	0	0	0	0	0	1	21
<b>Hourly Total</b>	<b>1</b>	<b>29</b>	<b>22</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>55</b>
515	0	8	4	0	2	0	0	1	1	0	0	0	0	0	0	16
530	0	9	21	0	1	1	0	0	1	0	0	0	0	0	0	33
545	0	19	16	0	0	2	0	2	1	0	0	0	0	0	0	40
600	0	34	27	0	3	0	0	1	2	0	0	0	0	0	0	67
<b>Hourly Total</b>	<b>0</b>	<b>70</b>	<b>68</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>156</b>
615	0	30	22	1	8	1	1	1	4	0	0	0	0	0	0	68
630	1	41	17	1	1	1	0	0	1	0	0	0	0	0	0	63
645	2	52	34	0	7	4	0	0	3	0	0	0	0	0	0	102
700	1	76	48	0	6	1	0	2	3	0	0	0	0	0	0	137
<b>Hourly Total</b>	<b>4</b>	<b>199</b>	<b>121</b>	<b>2</b>	<b>22</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>370</b>
715	3	83	37	0	7	4	1	1	1	0	0	0	0	0	1	137
730	0	113	38	2	10	3	0	5	1	0	0	0	0	0	1	173
745	0	116	45	0	7	1	0	2	2	0	0	0	0	0	1	174
800	1	104	40	1	6	3	1	3	2	0	0	0	0	0	0	161
<b>Hourly Total</b>	<b>4</b>	<b>416</b>	<b>160</b>	<b>3</b>	<b>30</b>	<b>11</b>	<b>2</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>645</b>
815	1	106	53	0	9	2	0	6	0	0	0	0	0	0	0	177
830	1	107	36	0	12	0	0	2	3	0	0	0	0	0	0	161
845	1	68	40	0	10	1	0	5	2	0	0	0	0	0	0	127
900	2	84	38	0	2	2	0	3	2	0	0	0	0	0	0	133
<b>Hourly Total</b>	<b>5</b>	<b>365</b>	<b>167</b>	<b>0</b>	<b>33</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>598</b>
915	0	62	28	1	9	2	0	1	0	0	0	0	0	0	0	103
930	0	87	37	0	7	3	0	1	7	0	0	0	0	0	1	143
945	0	88	45	1	3	3	0	3	3	0	0	0	0	0	0	146
1000	2	86	31	0	0	3	0	4	1	0	0	0	0	0	0	127
<b>Hourly Total</b>	<b>2</b>	<b>323</b>	<b>141</b>	<b>2</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>519</b>
1015	0	59	26	0	3	1	0	1	1	0	0	0	0	0	0	91
1030	2	76	29	0	4	1	0	3	1	0	0	0	0	0	1	117
1045	0	68	34	0	6	1	0	3	0	0	0	0	0	0	1	113
1100	1	69	31	0	5	5	0	0	1	0	0	0	0	0	0	112
<b>Hourly Total</b>	<b>3</b>	<b>272</b>	<b>120</b>	<b>0</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>433</b>
1115	0	64	31	0	3	2	0	1	1	0	0	0	0	0	0	102
1130	3	70	36	0	1	2	0	3	3	0	0	0	0	0	0	118
1145	0	64	24	0	5	6	0	2	1	0	0	0	0	0	1	103
1200	2	61	34	0	4	3	0	3	5	0	0	0	0	0	0	112
<b>Hourly Total</b>	<b>5</b>	<b>259</b>	<b>125</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>435</b>
1215	3	68	25	1	6	3	0	4	1	0	0	0	0	0	0	111
1230	2	78	40	0	6	1	0	5	1	0	0	0	0	0	0	133
1245	0	67	27	0	1	1	0	1	2	0	0	0	0	0	0	99
1300	1	68	29	0	1	2	0	3	0	0	0	0	0	0	0	104
<b>Hourly Total</b>	<b>6</b>	<b>281</b>	<b>121</b>	<b>1</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>447</b>
1315	0	72	32	0	2	1	0	2	0	0	0	0	0	0	0	109
1330	1	68	22	0	4	5	0	2	2	0	0	0	0	0	0	104
1345	0	78	35	0	6	2	1	0	2	0	0	0	0	0	0	124
1400	2	72	30	0	6	2	0	0	4	1	0	0	0	0	4	121
<b>Hourly Total</b>	<b>3</b>	<b>290</b>	<b>119</b>	<b>0</b>	<b>18</b>	<b>10</b>	<b>1</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>458</b>
1415	0	85	40	0	5	1	0	2	1	0	0	0	0	0	2	136
1430	1	91	36	0	9	4	0	2	0	0	0	0	0	0	0	143
1445	1	87	31	0	8	3	0	4	1	0	0	0	0	0	0	135
1500	0	91	31	0	6	2	0	4	3	0	0	0	0	0	3	140
<b>Hourly Total</b>	<b>2</b>	<b>354</b>	<b>138</b>	<b>0</b>	<b>28</b>	<b>10</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>554</b>
1515	0	78	41	0	6	3	0	2	0	0	0	0	0	0	0	130
1530	1	91	42	0	4	0	0	5	1	0	0	0	0	0	0	144
1545	1	68	44	0	9	0	0	0	2	0	0	0	0	0	0	124
1600	4	77	46	0	7	2	0	3	0	0	0	0	0	0	0	139
<b>Hourly Total</b>	<b>6</b>	<b>314</b>	<b>173</b>	<b>0</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>537</b>
1615	1	99	32	0	3	0	0	1	0	0	0	0	0	0	0	136
1630	3	113	36	0	8	2	0	1	1	0	0	0	0	0	0	164
1645	3	97	38	0	7	0	0	1	1	0	0	0	0	0	2	149
1700	0	91	43	0	6	0	0	6	0	0	0	0	0	0	0	146
<b>Hourly Total</b>	<b>7</b>	<b>400</b>	<b>149</b>	<b>0</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>595</b>
1715	0	100	38	0	4	0	0	2	0	0	0	0	0	0	0	144
1730	1	96	48	0	4	0	0	3	0	0	0	0	0	0	0	152
1745	0	87	46	0	8	0	0	4	0	0	0	0	0	0	0	145
1800	2	101	39	0	4	1	0	1	2	0	0	0	0	0	0	150
<b>Hourly Total</b>	<b>3</b>	<b>384</b>	<b>171</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>591</b>
1815	3	80	31	1	4	1	0	1	2	0	0	0	0	0	1	124
1830	0	76	34	0	2	0	0	1	0	0	0	0	0	0	0	113
1845	0	75	27	0	3	0	0	0	0	0	0	0	0	0	1	106
1900	1	68	28	0	4	0	0	1	1	0	0	0	0	0	0	103
<b>Hourly Total</b>	<b>4</b>	<b>299</b>	<b>120</b>	<b>1</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>3</b>							



### CLASS COUNT REPORT

Location: Clinton Ave west of US 301  
 Direction: Combined  
 Start Date: 5/8/2019  
 Stop Date: 5/8/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclss	
15	1	14	2	0	1	1	0	0	0	0	0	0	0	0	0	19
30	0	18	2	0	1	0	0	0	0	0	0	0	0	0	0	22
45	0	13	2	0	1	0	0	0	0	0	0	0	0	0	0	16
100	0	10	2	0	1	0	0	1	0	0	0	0	0	0	0	14
Hourly Total	1	55	8	0	4	1	0	1	0	0	0	0	0	0	1	71
115	0	4	2	0	3	0	0	0	0	0	0	0	0	0	0	9
130	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
145	0	5	2	0	2	0	0	0	0	0	0	0	0	0	0	9
200	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	20	6	0	5	0	0	0	0	0	0	0	0	0	0	31
215	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
230	0	8	4	0	0	0	0	0	1	0	0	0	0	0	0	13
245	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	4
300	0	3	3	0	2	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	1	14	9	0	2	1	0	0	1	0	0	0	0	0	0	28
315	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
330	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	4
345	0	10	1	0	1	0	0	0	0	0	0	0	0	0	0	13
400	1	5	1	0	1	0	0	1	0	0	0	0	0	0	0	10
Hourly Total	1	22	6	0	2	2	0	1	0	0	0	0	0	0	1	35
415	0	18	3	0	1	0	0	0	0	0	0	0	0	0	0	22
430	0	13	3	0	1	2	0	0	0	0	0	0	0	0	0	19
445	0	14	7	0	1	0	0	1	0	0	0	0	1	0	0	24
500	1	17	12	1	1	1	0	0	0	0	0	0	0	0	1	34
Hourly Total	1	62	25	1	4	3	0	1	0	0	0	0	1	0	1	99
515	0	21	9	4	4	0	2	1	1	0	0	0	0	0	0	42
530	0	29	24	1	3	1	0	0	4	1	0	0	0	0	0	63
545	0	46	28	0	2	2	1	2	2	0	0	0	0	0	0	83
600	0	61	42	0	6	0	0	1	2	1	0	0	0	0	1	114
Hourly Total	0	157	103	5	15	3	3	4	9	2	0	0	0	0	1	302
615	0	57	35	2	13	1	1	1	4	2	0	0	1	0	1	118
630	2	80	46	1	4	1	0	0	1	4	0	0	0	0	0	135
645	3	98	59	0	10	4	0	1	3	0	0	0	1	0	0	179
700	1	132	69	1	10	1	0	5	3	0	0	0	0	0	5	227
Hourly Total	6	367	209	4	37	7	1	7	11	2	0	0	2	0	6	659
715	4	166	60	1	11	4	1	1	2	0	0	0	0	0	1	251
730	2	200	64	2	10	4	0	6	1	0	0	0	0	0	3	292
745	1	169	67	3	14	2	0	4	2	1	0	0	1	0	5	269
800	2	166	67	1	12	5	1	10	2	0	0	0	0	0	3	269
Hourly Total	9	701	258	7	47	15	2	21	7	1	0	0	1	0	12	1081
815	5	183	77	5	15	6	0	9	1	0	0	0	1	0	0	302
830	3	188	51	0	23	2	0	5	6	0	0	0	0	0	0	278
845	1	140	62	1	16	2	0	10	3	0	0	0	0	0	0	235
900	2	155	63	1	6	3	0	6	4	1	0	0	0	0	1	242
Hourly Total	11	666	253	7	60	13	0	30	14	1	0	0	1	0	1	1057
915	1	141	53	3	14	3	0	3	1	0	0	0	0	0	4	223
930	0	155	56	0	13	3	0	7	10	0	0	0	0	0	2	246
945	2	156	61	1	11	6	0	4	4	0	0	0	0	0	0	245
1000	2	137	50	0	2	6	0	5	1	0	0	0	0	0	1	204
Hourly Total	5	589	220	4	40	18	0	19	16	0	0	0	0	0	7	918
1015	0	134	39	3	6	2	0	3	2	4	0	0	0	0	0	193
1030	4	138	49	2	7	3	0	4	2	2	0	0	0	0	2	213
1045	0	153	54	0	9	4	0	8	2	0	0	0	0	0	1	231
1100	4	156	53	0	5	6	0	1	2	1	0	0	0	0	1	229
Hourly Total	8	581	195	5	27	15	0	16	8	7	0	0	0	0	4	866
1115	1	140	59	0	4	6	0	7	2	0	0	0	0	0	1	220
1130	6	131	65	0	6	3	0	4	3	0	0	0	0	0	1	219
1145	1	130	53	1	7	9	1	5	2	2	0	0	0	0	1	212
1200	4	123	54	0	5	7	0	6	7	3	0	0	0	0	0	209
Hourly Total	12	524	231	1	22	25	1	22	14	5	0	0	0	0	3	860
1215	3	167	50	2	9	6	0	4	3	2	0	0	0	0	1	247
1230	3	154	71	0	8	2	0	7	6	0	0	0	0	0	2	253
1245	3	154	49	0	4	4	0	1	6	2	0	0	0	0	0	223
1300	2	150	56	0	6	5	0	4	1	2	0	0	0	0	3	229
Hourly Total	11	625	226	2	27	17	0	16	16	6	0	0	0	0	6	952
1315	0	172	55	0	8	2	0	4	1	1	0	0	1	0	1	245
1330	2	137	43	2	11	7	0	3	2	2	0	0	0	0	0	209
1345	1	164	53	4	10	5	1	1	2	1	0	0	0	0	1	243
1400	3	149	56	0	9	4	0	4	6	1	0	0	0	0	7	239
Hourly Total	6	622	207	6	38	18	1	12	11	5	0	0	1	0	9	936
1415	1	181	66	2	9	5	0	5	1	0	0	0	0	0	7	277
1430	1	182	71	0	11	6	0	5	0	2	0	0	0	0	3	281
1445	2	183	62	0	10	4	0	5	3	0	0	0	0	0	1	270
1500	1	182	64	0	8	3	0	5	5	2	0	0	0	0	3	273
Hourly Total	5	728	263	2	38	18	0	20	9	4	0	0	0	0	14	1101
1515	0	164	65	2	13	6	0	5	3	0	0	0	0	0	0	258
1530	2	196	73	0	9	2	0	7	1	1	0	0	0	0	2	293
1545	3	157	91	1	16	2	1	1	2	1	0	0	0	0	1	276
1600	5	176	72	2	13	2	0	7	1	0	0	0	0	0	0	278
Hourly Total	10	693	301	5	51	12	1	20	7	2	0	0	0	0	3	1105
1615	1	204	69	2	8	0	0	3	2	0	0	0	0	0	1	290
1630	5	235	70	0	10	2	0	4	2	0	0	0	0	0	0	328
1645	6	197	68	0	12	0	0	3	2	0	0	0	0	0	3	291
1700	0	194	83	1	11	0	0	8	1	0	0	0	0	0	2	300
Hourly Total	12	830	290	3	41	2	0	18	7	0	0	0	0	0	6	1209
1715	0	231	87	3	14	0	0	2	0	0	0	0	0	0	1	338
1730	2	230	81	0	9	0	0	5	1	0	0	0	0	0	0	328
1745	2	203	79	0	13	0	0	4	0	0	0	0	0	0	0	301
1800	5	217	89	0	5	1	0	4	2	0	0	0	0	0	3	326
Hourly Total	9	881	336	3	41	1	0	15	3	0	0	0	0	0	4	1293
1815	4	187	57	2	7	1	0	1	2	0	0	0	0	0	1	262
1830	1	161	72	0	4	0	0	1	1	0	0	0	0	0	0	240
1845	2	162	53	0	7	0	0	1	1	0	0	0	0	0	1	227
1900	1	159	57	0	10	0	0	4	1	0	0	0	0	0	0	232
Hourly Total	8	669	239	2	28	1	0	7	5	0	0	0	0	0	2	961
1915	0	127	46	0	3	0	0	2	0	0	0	0	0	0	0	178
1930	2	139	40	0	4	0	0	1	3	0	0	0	0	0	1	190
1945	5	110	36	0	5	0	0	2	0	0	0	0	0	0	0	158
2000	0	103	41	0	3	0	0	1	0	0	0	0	0	0	0	148
Hourly Total	7	479	163	0	15	0	0	6	3	0	0	0	0	0	1	674
2015	5	108	40	0	6	0	0	0	0	0	0	0	0	0	3	162
2030	1	112	29	0	1	1	0	1	0	0	0	0	0	0	1	146
2045	0	105	38	0	0	0	0	3	0	0	0	0	0	0	1	147
2100	0	124	47	0	3	1	0	0	0	0	0	0	0	0	1	176
Hourly Total	6	449	154	0	10	2	0									

### CLASS COUNT REPORT

Location: Clinton Ave west of US 301  
 Direction: Eastbound  
 Start Date: 5/9/2019  
 Stop Date: 5/9/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
100	1	6	0	0	1	1	0	0	0	0	0	0	0	0	0	9
<b>Hourly Total</b>	<b>1</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
115	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
130	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
215	0	0	0	0	2	0	0	1	0	0	0	0	0	0	1	4
230	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
245	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
300	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>12</b>
315	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
330	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
345	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
400	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>0</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
415	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
430	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	7
445	0	12	7	0	0	0	0	1	0	0	0	0	0	0	0	20
500	1	16	11	0	0	0	0	0	1	0	0	0	0	0	3	32
<b>Hourly Total</b>	<b>2</b>	<b>36</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>67</b>
515	1	13	8	0	3	1	0	1	1	0	0	0	0	0	0	28
530	1	9	10	0	3	1	0	1	0	0	0	0	0	0	0	25
545	0	12	20	0	3	1	0	0	0	0	0	0	0	0	0	36
600	1	27	18	0	4	2	0	0	1	0	0	0	0	0	0	53
<b>Hourly Total</b>	<b>3</b>	<b>61</b>	<b>56</b>	<b>0</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>142</b>
615	1	25	19	0	11	1	0	3	2	0	0	0	0	0	0	62
630	2	37	33	1	8	6	0	0	2	0	0	0	0	0	0	89
645	1	63	29	0	7	1	1	1	1	0	0	0	0	0	0	104
700	0	69	34	0	6	0	0	2	0	0	0	0	0	0	0	111
<b>Hourly Total</b>	<b>4</b>	<b>194</b>	<b>115</b>	<b>1</b>	<b>32</b>	<b>8</b>	<b>1</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>366</b>
715	1	89	39	1	7	7	0	1	1	0	0	0	0	0	1	147
730	2	104	44	1	7	2	0	5	0	0	0	0	0	0	1	166
745	0	99	49	1	10	3	0	1	2	0	0	0	0	0	1	166
800	2	103	52	0	5	1	0	2	1	0	0	0	0	0	0	166
<b>Hourly Total</b>	<b>5</b>	<b>395</b>	<b>184</b>	<b>3</b>	<b>29</b>	<b>13</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>645</b>
815	1	111	55	0	15	1	0	2	1	0	0	0	0	0	0	186
830	0	107	44	0	12	3	0	2	4	1	0	0	0	0	1	174
845	0	64	33	0	5	0	0	6	3	0	0	0	0	0	1	112
900	0	80	38	0	4	3	0	2	5	0	0	0	0	0	1	133
<b>Hourly Total</b>	<b>1</b>	<b>362</b>	<b>170</b>	<b>0</b>	<b>36</b>	<b>7</b>	<b>0</b>	<b>12</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>605</b>
915	1	70	37	1	9	1	0	0	1	0	0	0	0	0	0	120
930	1	78	39	0	5	3	0	2	1	0	0	0	0	0	0	129
945	0	72	37	0	4	0	0	5	1	0	0	0	0	0	0	119
1000	0	96	28	0	6	3	0	1	2	0	0	0	0	0	0	136
<b>Hourly Total</b>	<b>2</b>	<b>316</b>	<b>141</b>	<b>1</b>	<b>24</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>504</b>
1015	1	63	29	0	6	2	0	0	1	0	0	0	0	0	0	102
1030	0	72	44	0	1	2	0	3	2	0	0	0	0	0	0	124
1045	7	52	18	0	5	0	0	2	1	0	0	0	0	0	0	85
1100	0	72	38	0	5	3	1	4	5	0	0	0	0	0	1	129
<b>Hourly Total</b>	<b>8</b>	<b>259</b>	<b>129</b>	<b>0</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>440</b>
1115	1	58	33	0	5	4	1	1	2	0	0	0	0	0	0	105
1130	2	69	37	0	2	0	0	4	3	0	0	0	0	0	0	117
1145	2	59	41	0	5	6	0	0	1	0	0	0	0	0	0	114
1200	1	56	24	0	8	2	0	4	2	0	0	0	0	0	0	97
<b>Hourly Total</b>	<b>6</b>	<b>242</b>	<b>135</b>	<b>0</b>	<b>20</b>	<b>12</b>	<b>1</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>433</b>
1215	1	65	34	0	3	3	0	0	3	0	0	0	0	0	0	109
1230	1	84	41	0	5	6	0	3	3	0	0	0	0	0	1	144
1245	0	79	41	0	6	0	0	4	1	0	0	0	0	0	0	131
1300	1	71	47	0	5	2	0	3	0	0	0	0	0	0	2	131
<b>Hourly Total</b>	<b>3</b>	<b>299</b>	<b>163</b>	<b>0</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>515</b>
1315	2	64	27	0	5	4	1	1	1	0	0	0	0	0	0	105
1330	2	88	33	0	4	2	1	1	3	0	0	0	0	0	0	134
1345	2	80	34	0	4	6	0	3	2	0	0	0	0	0	2	133
1400	0	87	25	0	1	1	0	2	0	0	0	0	0	0	2	118
<b>Hourly Total</b>	<b>6</b>	<b>319</b>	<b>119</b>	<b>0</b>	<b>14</b>	<b>13</b>	<b>2</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>490</b>
1415	1	73	48	0	4	1	0	1	3	0	0	0	0	0	1	132
1430	3	84	43	0	9	1	0	4	2	0	0	0	0	0	0	146
1445	0	95	29	0	9	2	1	3	0	0	0	0	0	0	0	139
1500	1	81	41	0	7	1	0	2	1	0	0	0	0	0	0	134
<b>Hourly Total</b>	<b>5</b>	<b>333</b>	<b>161</b>	<b>0</b>	<b>29</b>	<b>5</b>	<b>1</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>551</b>
1515	1	96	37	0	4	1	0	2	1	0	0	0	0	0	0	142
1530	2	74	53	0	5	0	0	2	3	0	0	0	0	0	2	141
1545	3	86	38	0	10	1	0	1	3	0	0	0	0	0	1	143
1600	0	83	40	0	6	0	0	1	2	0	0	0	0	0	0	132
<b>Hourly Total</b>	<b>6</b>	<b>339</b>	<b>168</b>	<b>0</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>558</b>
1615	0	90	47	0	2	1	0	1	1	0	0	0	0	0	0	142
1630	1	93	46	0	11	1	0	1	2	0	0	0	0	0	2	157
1645	0	100	43	0	5	1	0	2	0	0	0	0	0	0	0	151
1700	2	117	45	0	8	2	0	0	0	0	0	0	0	0	0	174
<b>Hourly Total</b>	<b>3</b>	<b>400</b>	<b>181</b>	<b>0</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>624</b>
1715	0	96	36	0	5	0	0	3	1	0	0	0	0	0	0	141
1730	1	99	38	0	3	0	0	3	1	0	0	0	0	0	0	145
1745	2	116	55	0	7	0	0	1	0	0	0	0	0	0	0	181
1800	1	85	33	0	3	2	0	0	3	0	0	0	0	0	1	128
<b>Hourly Total</b>	<b>4</b>	<b>396</b>	<b>162</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>595</b>
1815	0	102	40	0	3	0	0	1	0	0	0	0	0	0	0	146
1830	1	71	35	1	4	1	0	1	0	0	0	0	0	0	0	114
1845	1	70	36	0	3	0	0	1	0	0	0	0	0	0	0	111
1900	0	54	22	0	2	0	0	0	0	0	0	0	0	0	0	78
<b>Hourly Total</b>	<b>2</b>	<b>297</b>	<b>133</b>	<b>1</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>							



### CLASS COUNT REPORT

Location: Clinton Ave west of US 301  
 Direction: Westbound  
 Start Date: 5/9/2019  
 Stop Date: 5/9/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	12
30	0	5	5	0	1	0	0	0	0	0	0	0	0	0	0	12
45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
100	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>33</b>
115	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
145	1	4	0	0	1	0	0	0	0	0	0	0	0	0	0	6
200	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
215	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
230	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	4
245	0	4	2	0	0	0	0	0	0	0	0	0	0	0	1	7
300	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>25</b>
315	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	6
330	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
345	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	5
400	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
415	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
430	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
445	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	8
500	0	10	6	0	0	0	0	1	0	0	0	0	0	0	1	18
<b>Hourly Total</b>	<b>0</b>	<b>30</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>39</b>
515	0	12	4	0	1	0	1	1	0	0	0	0	0	0	0	19
530	0	19	4	2	1	0	0	2	0	0	0	0	0	0	2	30
545	0	16	11	0	1	0	0	0	0	1	0	0	0	0	1	30
600	0	29	10	0	1	1	0	0	1	1	0	0	0	0	0	43
<b>Hourly Total</b>	<b>0</b>	<b>76</b>	<b>29</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>122</b>
615	0	24	11	0	5	0	0	0	1	1	0	0	1	0	1	44
630	2	31	14	0	5	0	0	1	0	0	0	0	0	0	2	55
645	1	48	29	1	1	0	0	1	0	0	0	0	0	0	0	81
700	1	69	32	1	5	0	0	1	2	0	0	0	1	0	3	115
<b>Hourly Total</b>	<b>4</b>	<b>172</b>	<b>86</b>	<b>2</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>295</b>
715	2	88	30	1	3	1	0	1	1	3	0	0	0	0	3	133
730	1	76	16	0	3	2	0	2	2	0	0	0	1	0	1	104
745	0	58	25	0	7	1	1	2	1	0	0	0	0	0	2	97
800	5	62	33	0	1	5	0	1	0	0	0	0	0	0	4	111
<b>Hourly Total</b>	<b>8</b>	<b>284</b>	<b>104</b>	<b>1</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>445</b>
815	3	68	34	0	3	2	0	6	2	0	0	0	1	0	3	122
830	0	63	23	3	9	2	0	3	0	0	0	0	0	0	2	105
845	3	81	21	3	8	3	0	4	1	0	0	0	0	0	1	125
900	1	55	23	1	8	1	0	2	2	0	0	0	0	0	1	94
<b>Hourly Total</b>	<b>7</b>	<b>267</b>	<b>101</b>	<b>7</b>	<b>28</b>	<b>8</b>	<b>0</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>446</b>
915	4	55	17	2	3	2	1	4	0	0	0	0	0	0	3	91
930	1	57	21	0	7	3	0	2	3	1	0	0	0	0	0	95
945	0	61	20	0	8	1	0	3	2	0	0	0	0	0	0	97
1000	1	73	19	0	8	1	0	5	2	1	0	0	0	0	0	110
<b>Hourly Total</b>	<b>6</b>	<b>246</b>	<b>77</b>	<b>2</b>	<b>26</b>	<b>7</b>	<b>1</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>393</b>
1015	1	58	17	0	3	2	0	1	0	0	0	0	0	0	2	84
1030	1	54	22	2	3	3	0	1	2	0	0	0	0	0	1	89
1045	2	57	35	1	6	2	0	1	2	0	0	0	0	0	0	106
1100	1	74	14	1	3	2	0	1	0	0	0	0	1	0	0	97
<b>Hourly Total</b>	<b>5</b>	<b>243</b>	<b>88</b>	<b>4</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>376</b>
1115	2	74	34	2	4	1	0	2	3	0	0	0	0	0	0	122
1130	2	56	28	2	2	2	0	0	0	0	0	0	0	0	1	93
1145	1	76	22	0	3	2	0	2	0	0	0	0	0	0	1	107
1200	2	75	31	4	3	3	0	2	3	1	0	0	1	0	0	125
<b>Hourly Total</b>	<b>7</b>	<b>281</b>	<b>115</b>	<b>8</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>447</b>
1215	1	82	31	0	4	2	0	3	2	0	0	0	0	0	0	125
1230	2	94	27	4	4	3	0	2	2	1	0	0	0	0	1	140
1245	1	82	25	2	3	2	1	1	3	0	0	0	0	0	2	122
1300	2	81	30	2	3	3	0	0	3	0	0	0	0	0	0	124
<b>Hourly Total</b>	<b>6</b>	<b>339</b>	<b>113</b>	<b>8</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>511</b>
1315	3	66	32	1	3	1	0	3	2	0	0	0	0	0	0	111
1330	0	74	18	1	5	0	0	4	1	2	0	0	0	0	1	106
1345	3	87	34	1	3	3	0	2	1	1	0	0	1	0	1	137
1400	1	90	33	2	2	0	0	2	2	0	0	0	0	0	1	133
<b>Hourly Total</b>	<b>7</b>	<b>317</b>	<b>117</b>	<b>5</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>487</b>
1415	2	97	23	2	3	8	0	1	2	1	0	0	0	0	0	139
1430	2	95	32	0	5	5	0	1	0	4	0	0	0	0	0	144
1445	1	80	34	0	3	1	1	2	1	1	0	0	0	0	0	124
1500	0	82	44	0	5	2	1	0	0	0	0	0	0	0	2	136
<b>Hourly Total</b>	<b>5</b>	<b>354</b>	<b>133</b>	<b>2</b>	<b>16</b>	<b>16</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>543</b>
1515	1	95	28	2	7	1	0	4	1	1	0	0	0	0	0	140
1530	0	95	37	2	2	1	0	1	2	0	0	0	0	0	0	140
1545	0	104	40	0	6	2	0	2	0	1	0	0	0	0	3	158
1600	4	98	41	1	1	2	0	1	1	0	0	0	0	0	0	149
<b>Hourly Total</b>	<b>5</b>	<b>392</b>	<b>146</b>	<b>5</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>587</b>
1615	0	112	36	4	3	3	0	0	0	0	0	0	0	0	1	159
1630	5	136	41	0	3	1	0	1	2	0	0	0	0	0	0	189
1645	0	112	42	1	9	1	0	3	0	0	0	0	0	0	0	168
1700	1	107	32	1	8	0	0	4	1	0	0	0	0	0	0	154
<b>Hourly Total</b>	<b>6</b>	<b>467</b>	<b>151</b>	<b>6</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>670</b>
1715	0	127	50	0	7	0	0	0	1	0	0	0	0	0	3	188
1730	0	120	32	1	7	1	0	1	0	0	0	0	0	0	0	162
1745	3	133	39	0	6	1	0	1	1	0	0	0	0	0	0	184
1800	0	96	53	0	2	0	0	0	0	0	0	0	0	0	2	153
<b>Hourly Total</b>	<b>3</b>	<b>476</b>	<b>174</b>	<b>1</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>687</b>
1815	1	102	23	0	5	0	0	1	0	0	0	0	0	0	1	133
1830	0	93	33	0	2	0	0	0	0	0	0	0	0	0	1	129
1845	0	71	24	1	1	0	0	0	1	0	0	0	0	0	2	100
1900	1	72	25	0	2	0	0	1	1	0	0	0	0	0	0	102
<b>Hourly Total</b>	<b>2</b>	<b>338</b>	<b>105</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>						

### CLASS COUNT REPORT

Location: Clinton Ave west of US 301  
 Direction: Combined  
 Start Date: 5/9/2019  
 Stop Date: 5/9/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclss	
15	0	11	8	0	0	0	0	0	0	0	0	0	0	0	0	19
30	0	8	6	0	1	0	0	0	0	0	0	0	0	0	0	16
45	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
100	1	7	1	0	1	1	0	0	0	0	0	0	0	0	0	11
Hourly Total	1	38	18	0	2	1	0	0	0	0	0	0	0	0	1	61
115	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
130	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
145	1	4	0	0	1	0	0	0	0	0	0	0	0	0	0	6
200	0	3	0	0	1	0	0	1	1	0	0	0	0	0	0	6
Hourly Total	1	21	2	0	2	0	0	1	1	0	0	0	0	0	0	28
215	0	9	1	0	2	0	0	1	0	0	0	0	0	0	1	14
230	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	8
245	0	4	3	0	1	0	0	0	0	0	0	0	0	0	1	9
300	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	23	7	0	3	0	0	1	0	0	0	0	0	0	3	37
315	0	4	5	1	2	0	0	0	0	0	0	0	0	0	0	12
330	0	5	3	0	0	0	0	0	1	0	0	0	0	0	0	9
345	0	7	0	0	0	0	0	0	2	0	0	0	0	0	0	9
400	0	15	1	0	1	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	0	31	9	1	3	0	0	0	3	0	0	0	0	0	0	47
415	0	9	1	0	0	0	0	0	1	0	0	0	0	0	0	11
430	1	12	4	0	0	0	0	0	0	0	0	0	0	0	0	17
445	0	19	7	0	0	0	0	1	1	0	0	0	0	0	0	28
500	1	26	17	0	0	0	0	1	1	0	0	0	0	0	4	50
Hourly Total	2	66	29	0	0	0	0	2	3	0	0	0	0	0	4	106
515	1	25	12	0	4	1	1	2	1	0	0	0	0	0	0	47
530	1	28	14	2	4	1	0	3	0	0	0	0	0	0	2	55
545	0	28	31	0	4	1	0	0	0	1	0	0	0	0	1	66
600	1	56	28	0	5	3	0	0	2	1	0	0	0	0	0	96
Hourly Total	3	137	85	2	17	6	1	5	3	2	0	0	0	0	3	264
615	1	49	30	0	16	1	0	3	3	1	0	0	1	0	1	106
630	4	68	47	1	13	6	0	1	2	0	0	0	0	0	2	144
645	2	111	58	1	8	1	1	2	1	0	0	0	0	0	0	185
700	1	138	66	1	11	0	0	3	2	0	0	0	1	0	3	226
Hourly Total	8	366	201	3	48	8	1	9	8	1	0	0	2	0	6	661
715	3	177	69	2	10	8	0	2	2	3	0	0	0	0	4	280
730	3	180	60	1	10	4	0	7	2	0	0	0	1	0	2	270
745	0	157	74	1	17	4	1	3	3	0	0	0	0	0	3	263
800	7	165	85	0	6	6	0	3	1	0	0	0	0	0	4	277
Hourly Total	13	679	288	4	43	22	1	15	8	3	0	0	1	0	13	1090
815	4	179	89	0	18	3	0	8	3	0	0	0	1	0	3	308
830	0	170	67	3	21	5	0	5	4	1	0	0	0	0	3	279
845	3	145	54	3	13	3	0	10	4	0	0	0	0	0	2	237
900	1	135	61	1	12	4	0	4	7	0	0	0	0	0	2	227
Hourly Total	8	629	271	7	64	15	0	27	18	1	0	0	1	0	10	1051
915	5	125	54	3	12	3	1	4	1	0	0	0	0	0	3	211
930	2	135	60	0	12	6	0	4	4	1	0	0	0	0	0	224
945	0	133	57	0	12	1	0	8	3	2	0	0	0	0	0	216
1000	1	169	47	0	14	4	0	6	4	1	0	0	0	0	0	246
Hourly Total	8	562	218	3	50	14	1	22	12	4	0	0	0	0	3	897
1015	2	121	46	0	9	4	0	1	1	0	0	0	0	0	2	186
1030	1	126	66	2	4	5	0	4	4	0	0	0	0	0	1	213
1045	9	109	53	1	11	2	0	3	3	0	0	0	0	0	0	191
1100	1	146	52	1	8	5	1	5	5	0	0	0	1	0	1	226
Hourly Total	13	502	217	4	32	16	1	13	13	0	0	0	1	0	4	816
1115	3	132	67	2	9	5	1	3	5	0	0	0	0	0	0	227
1130	4	125	65	2	4	2	0	4	3	0	0	0	0	0	1	210
1145	3	135	63	0	8	8	0	2	1	0	0	0	0	0	1	221
1200	3	131	55	4	11	5	0	6	5	1	0	0	1	0	0	222
Hourly Total	13	523	250	8	32	20	1	15	14	1	0	0	1	0	2	880
1215	2	147	65	0	7	5	0	3	5	0	0	0	0	0	0	234
1230	3	178	68	4	9	9	0	5	5	1	0	0	0	0	2	284
1245	1	161	66	2	9	2	1	5	4	0	0	0	0	0	2	253
1300	3	152	77	2	8	5	0	3	3	0	0	0	0	0	2	255
Hourly Total	9	638	276	8	33	21	1	16	17	1	0	0	0	0	6	1026
1315	5	130	59	1	8	5	1	4	3	0	0	0	0	0	0	216
1330	2	162	51	1	9	2	1	5	4	2	0	0	0	0	1	240
1345	5	167	68	1	7	9	0	5	3	1	0	0	1	0	3	270
1400	1	177	58	2	3	1	0	4	2	0	0	0	0	0	3	251
Hourly Total	13	636	236	5	27	17	2	18	12	3	0	0	1	0	7	977
1415	3	170	71	2	7	9	0	2	5	1	0	0	0	0	1	271
1430	5	179	75	0	14	6	0	5	2	4	0	0	0	0	0	290
1445	1	175	63	0	12	3	2	5	1	1	0	0	0	0	0	263
1500	1	163	85	0	12	3	1	2	1	0	0	0	0	0	2	270
Hourly Total	10	687	294	2	45	21	3	14	9	6	0	0	0	0	3	1094
1515	2	191	65	2	11	2	0	6	2	1	0	0	0	0	0	282
1530	2	169	90	2	7	1	0	3	5	0	0	0	0	0	2	281
1545	3	190	78	0	16	3	0	3	3	1	0	0	0	0	4	301
1600	4	181	81	1	7	2	0	2	3	0	0	0	0	0	0	281
Hourly Total	11	731	314	5	41	8	0	14	13	2	0	0	0	0	6	1145
1615	0	202	83	4	5	4	0	1	1	0	0	0	0	0	1	301
1630	6	229	87	0	14	2	0	2	4	0	0	0	0	0	2	346
1645	0	212	85	1	14	2	0	5	0	0	0	0	0	0	0	319
1700	3	224	77	1	16	2	0	4	1	0	0	0	0	0	0	328
Hourly Total	9	867	332	6	49	10	0	12	6	0	0	0	0	0	3	1294
1715	0	223	86	0	12	0	0	3	2	0	0	0	0	0	3	329
1730	1	219	70	1	10	1	0	4	1	0	0	0	0	0	0	307
1745	5	249	94	0	13	1	0	2	1	0	0	0	0	0	0	365
1800	1	181	86	0	5	2	0	0	3	0	0	0	0	0	3	281
Hourly Total	7	872	336	1	40	4	0	9	7	0	0	0	0	0	6	1282
1815	1	204	63	0	8	0	0	2	0	0	0	0	0	0	1	279
1830	1	164	68	1	6	1	0	1	0	0	0	0	0	0	1	243
1845	1	141	60	1	4	0	0	1	1	0	0	0	0	0	2	211
1900	1	126	47	0	4	0	0	1	1	0	0	0	0	0	0	180
Hourly Total	4	635	238	2	22	1	0	5	2	0	0	0	0	0	4	913
1915	0	132	52	0	3	0	0	1	3	0	0	0	0	0	0	191
1930	0	146	42	0	2	1	0	4	1	0	0	0	0	0	0	196
1945	0	118	43	0	5	1	0	1	0	0	0	0	0	0	0	168
2000	0	104	43	1	2	0	0	2	1	0	0	0	0	0	2	155
Hourly Total	0	500	180	1	12	2	0	8	5	0	0	0	0	0	2	710
2015	0	101	33	0	3	0	0	5	1	0	0	0	0	0	1	144
2030	0	102	38	1	4	0	0	1	0	0	0	0	0	0	2	148
2045	0	109	39	0	4	2	0	0	1	0	0	0	0	0	2	157
2100	0	79	38	0	3	0	0	1	0	0	0	0	0	0	0	121
Hourly Total	0	391	148	1	14	2	0	7								

## Volume Count Report

Start Date: May 7, 2019  
 Stop Date: May 8, 2019  
 City: Dade City  
 Location: Clinton Ave east of US 301

Start Time: 0:00  
 Stop Time: 0:00  
 County: Pasco

### Eastbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	3	2	4	3	8	16	8	21	19	14
30	1	0	0	0	1	3	6	20	16	13	21	30
45	0	0	1	0	1	8	16	10	22	14	15	15
00	2	0	1	1	5	5	12	15	18	12	8	17
<b>Hr Total</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>11</b>	<b>19</b>	<b>42</b>	<b>61</b>	<b>64</b>	<b>60</b>	<b>63</b>	<b>76</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	23	22	20	13	17	22	10	13	7	4	1
30	24	22	25	24	23	24	11	15	8	6	5	2
45	15	11	17	18	14	17	13	10	5	10	1	1
00	18	7	20	16	18	15	11	10	12	7	1	2
<b>Hr Total</b>	<b>74</b>	<b>63</b>	<b>84</b>	<b>78</b>	<b>68</b>	<b>73</b>	<b>57</b>	<b>45</b>	<b>38</b>	<b>30</b>	<b>11</b>	<b>6</b>

24 Hour Total: 1,034  
 AM Peak Hour begins: 11:15 AM Peak Volume: 79 AM Peak Hour Factor: 0.66  
 PM Peak Hour begins: 14:00 PM Peak Volume: 84 PM Peak Hour Factor: 0.84

### Westbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	3	4	16	21	19	28	22	25
30	4	0	3	1	3	5	12	23	18	35	17	22
45	1	2	0	5	5	9	30	30	22	31	18	24
00	1	0	0	1	3	9	22	40	19	19	21	40
<b>Hr Total</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>14</b>	<b>27</b>	<b>80</b>	<b>114</b>	<b>78</b>	<b>113</b>	<b>78</b>	<b>111</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	22	22	27	30	37	17	21	17	7	7	3
30	27	22	40	12	19	32	18	15	10	6	4	2
45	20	24	23	27	16	25	20	11	12	3	3	0
00	28	21	22	30	29	22	14	15	4	6	2	0
<b>Hr Total</b>	<b>101</b>	<b>89</b>	<b>107</b>	<b>96</b>	<b>94</b>	<b>116</b>	<b>69</b>	<b>62</b>	<b>43</b>	<b>22</b>	<b>16</b>	<b>5</b>

24 Hour Total: 1,454  
 AM Peak Hour begins: 11:30 AM Peak Volume: 117 AM Peak Hour Factor: 0.73  
 PM Peak Hour begins: 16:45 PM Peak Volume: 123 PM Peak Hour Factor: 0.83

### Total Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	3	2	7	7	24	37	27	49	41	39
30	5	0	3	1	4	8	18	43	34	48	38	52
45	1	2	1	5	6	17	46	40	44	45	33	39
00	3	0	1	2	8	14	34	55	37	31	29	57
<b>Hr Total</b>	<b>9</b>	<b>3</b>	<b>8</b>	<b>10</b>	<b>25</b>	<b>46</b>	<b>122</b>	<b>175</b>	<b>142</b>	<b>173</b>	<b>141</b>	<b>187</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	45	44	47	43	54	39	31	30	14	11	4
30	51	44	65	36	42	56	29	30	18	12	9	4
45	35	35	40	45	30	42	33	21	17	13	4	1
00	46	28	42	46	47	37	25	25	16	13	3	2
<b>Hr Total</b>	<b>175</b>	<b>152</b>	<b>191</b>	<b>174</b>	<b>162</b>	<b>189</b>	<b>126</b>	<b>107</b>	<b>81</b>	<b>52</b>	<b>27</b>	<b>11</b>

24 Hour Total: 2,488  
 AM Peak Hour begins: 11:15 AM Peak Volume: 191 AM Peak Hour Factor: 0.84  
 PM Peak Hour begins: 16:45 PM Peak Volume: 199 PM Peak Hour Factor: 0.89



# Volume Count Report

Start Date: May 8, 2019  
 Stop Date: May 9, 2019  
 City: Dade City  
 Location: Clinton Ave east of US 301

Start Time: 0:00  
 Stop Time: 0:00  
 County: Pasco

## Eastbound Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	2	3	24	19	9	14	5
30	4	2	3	0	2	1	8	13	9	17	12	15
45	0	1	0	0	0	4	12	14	16	13	13	17
00	1	1	0	3	1	9	14	14	14	15	19	21
<b>Hr Total</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>16</b>	<b>37</b>	<b>65</b>	<b>58</b>	<b>54</b>	<b>58</b>	<b>58</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	23	21	16	16	14	17	11	9	11	4	6
30	19	19	21	17	21	27	8	14	8	4	3	1
45	15	8	19	24	11	19	11	7	10	5	3	3
00	14	11	20	20	31	18	12	8	6	4	5	2
<b>Hr Total</b>	<b>62</b>	<b>61</b>	<b>81</b>	<b>77</b>	<b>79</b>	<b>78</b>	<b>48</b>	<b>40</b>	<b>33</b>	<b>24</b>	<b>15</b>	<b>12</b>

24 Hour Total: 976  
 AM Peak Hour begins: 11:30 AM Peak Volume: 71 AM Peak Hour Factor: 0.85  
 PM Peak Hour begins: 16:45 PM Peak Volume: 91 PM Peak Hour Factor: 0.73

## Westbound Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	1	4	11	29	29	17	23	37
30	2	0	1	0	1	5	21	27	26	26	14	13
45	1	1	0	6	2	5	21	38	18	20	22	27
00	0	0	0	0	5	8	26	38	31	21	19	16
<b>Hr Total</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>9</b>	<b>22</b>	<b>79</b>	<b>132</b>	<b>104</b>	<b>84</b>	<b>78</b>	<b>93</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	24	28	26	17	31	21	10	10	13	2	4
30	39	24	17	19	28	38	24	11	10	5	5	1
45	24	31	15	34	15	20	21	12	12	1	2	2
00	25	20	22	18	28	25	22	10	13	5	3	1
<b>Hr Total</b>	<b>112</b>	<b>99</b>	<b>82</b>	<b>97</b>	<b>88</b>	<b>114</b>	<b>88</b>	<b>43</b>	<b>45</b>	<b>24</b>	<b>12</b>	<b>8</b>

24 Hour Total: 1,425  
 AM Peak Hour begins: 7:00 AM Peak Volume: 132 AM Peak Hour Factor: 0.87  
 PM Peak Hour begins: 16:45 PM Peak Volume: 117 PM Peak Hour Factor: 0.77

## Total Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	1	1	6	14	53	48	26	37	42
30	6	2	4	0	3	6	29	40	35	43	26	28
45	1	2	0	6	2	9	33	52	34	33	35	44
00	1	1	0	3	6	17	40	52	45	36	38	37
<b>Hr Total</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>12</b>	<b>38</b>	<b>116</b>	<b>197</b>	<b>162</b>	<b>138</b>	<b>136</b>	<b>151</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	47	49	42	33	45	38	21	19	24	6	10
30	58	43	38	36	49	65	32	25	18	9	8	2
45	39	39	34	58	26	39	32	19	22	6	5	5
00	39	31	42	38	59	43	34	18	19	9	8	3
<b>Hr Total</b>	<b>174</b>	<b>160</b>	<b>163</b>	<b>174</b>	<b>167</b>	<b>192</b>	<b>136</b>	<b>83</b>	<b>78</b>	<b>48</b>	<b>27</b>	<b>20</b>

24 Hour Total: 2,401  
 AM Peak Hour begins: 7:00 AM Peak Volume: 197 AM Peak Hour Factor: 0.93  
 PM Peak Hour begins: 16:45 PM Peak Volume: 208 PM Peak Hour Factor: 0.80

## CLASS COUNT REPORT

Location: US 301 south US 98  
 Direction: Northbound  
 Start Date: 5/7/2019  
 Stop Date: 5/7/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	10
30	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
45	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
100	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>25</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
115	0	5	4	0	0	0	0	0	1	0	0	0	0	0	0	10
130	0	9	2	0	1	0	0	1	0	0	0	0	0	0	0	13
145	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
200	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>23</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
215	1	6	1	0	0	1	0	0	0	0	0	0	0	0	0	9
230	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
245	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
300	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>1</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>
315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
330	0	5	0	0	0	0	0	0	2	0	0	0	0	0	0	7
345	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
400	0	7	3	0	0	0	0	0	1	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>0</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
415	0	11	2	0	0	0	0	1	3	0	0	0	0	0	0	17
430	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
445	0	9	8	0	0	0	0	0	0	0	0	0	0	0	0	17
500	0	14	5	0	1	0	0	1	0	0	0	0	0	0	0	21
<b>Hourly Total</b>	<b>0</b>	<b>42</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65</b>
515	0	13	6	0	1	0	0	2	0	0	0	0	0	0	0	22
530	0	16	6	0	0	2	0	1	3	0	0	0	0	0	0	28
545	0	26	7	0	6	0	0	1	2	0	0	0	0	0	0	42
600	2	25	10	0	1	0	0	0	0	0	0	0	0	0	0	38
<b>Hourly Total</b>	<b>2</b>	<b>80</b>	<b>29</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>130</b>
615	0	28	22	0	0	0	0	0	2	0	0	0	0	0	0	52
630	1	35	17	0	1	0	0	4	1	0	0	0	0	0	0	59
645	1	55	25	0	6	1	0	1	1	0	0	0	0	0	0	90
700	2	79	34	0	3	1	0	3	0	0	0	0	0	0	0	122
<b>Hourly Total</b>	<b>4</b>	<b>197</b>	<b>98</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>323</b>
715	0	93	34	1	5	1	0	0	0	0	0	0	0	0	0	134
730	1	71	43	0	6	0	0	2	1	0	0	0	0	0	0	124
745	2	100	46	0	12	0	0	3	1	0	0	0	0	0	0	164
800	0	98	46	0	5	3	0	1	2	0	0	0	0	0	0	155
<b>Hourly Total</b>	<b>3</b>	<b>362</b>	<b>169</b>	<b>1</b>	<b>28</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>577</b>
815	1	119	45	0	10	2	0	3	0	0	0	0	0	0	0	180
830	0	113	55	1	10	1	0	5	0	0	0	0	0	0	0	185
845	0	96	47	2	6	1	0	1	3	0	0	0	0	0	0	156
900	2	86	40	0	9	2	0	5	0	0	0	0	0	0	1	145
<b>Hourly Total</b>	<b>3</b>	<b>414</b>	<b>187</b>	<b>3</b>	<b>35</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>666</b>
915	0	85	30	0	8	1	0	1	4	0	0	0	0	0	0	129
930	1	108	39	0	14	1	0	0	3	0	0	0	0	0	0	166
945	2	115	54	1	15	2	0	4	3	0	0	0	0	0	0	196
1000	2	117	51	1	12	2	0	2	1	0	0	0	0	0	0	188
<b>Hourly Total</b>	<b>5</b>	<b>425</b>	<b>174</b>	<b>2</b>	<b>49</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>679</b>
1015	1	100	42	0	8	1	0	5	1	0	0	0	0	0	0	158
1030	0	105	42	0	10	0	0	1	0	0	0	0	0	0	0	158
1045	1	126	47	0	4	1	0	1	3	0	0	0	0	0	0	183
1100	1	126	59	0	9	2	0	7	5	0	0	0	0	0	0	209
<b>Hourly Total</b>	<b>3</b>	<b>457</b>	<b>190</b>	<b>0</b>	<b>31</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>708</b>
1115	1	130	56	0	12	1	0	4	1	0	0	0	0	0	0	205
1130	0	109	63	0	11	1	0	4	0	0	0	0	0	0	2	190
1145	1	120	53	0	5	4	0	3	0	0	0	0	0	0	0	186
1200	1	115	61	0	6	0	0	2	0	0	0	0	0	0	0	185
<b>Hourly Total</b>	<b>3</b>	<b>474</b>	<b>233</b>	<b>0</b>	<b>34</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>766</b>
1215	1	120	51	1	13	2	0	0	3	0	0	0	0	0	0	191
1230	1	142	47	0	3	0	0	5	2	0	0	0	0	0	0	200
1245	2	113	46	0	9	1	0	4	2	0	0	0	0	0	1	178
1300	0	134	58	0	11	1	0	2	1	0	0	0	0	0	0	207
<b>Hourly Total</b>	<b>4</b>	<b>509</b>	<b>202</b>	<b>1</b>	<b>36</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>776</b>
1315	0	118	56	2	8	1	0	3	2	0	0	0	0	0	1	191
1330	0	130	53	0	5	0	0	3	0	1	0	0	0	0	0	192
1345	0	124	44	0	8	0	0	5	2	0	0	0	0	0	0	183
1400	1	127	47	0	3	1	0	3	2	0	0	0	0	0	0	184
<b>Hourly Total</b>	<b>1</b>	<b>499</b>	<b>200</b>	<b>2</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>750</b>
1415	2	127	58	0	8	2	0	2	1	0	0	0	0	0	0	200
1430	0	144	62	0	4	1	0	4	1	0	0	0	0	0	0	216
1445	0	138	57	0	5	0	0	0	1	0	0	0	0	0	1	202
1500	1	164	42	3	10	0	0	1	1	0	0	0	0	0	0	222
<b>Hourly Total</b>	<b>3</b>	<b>573</b>	<b>219</b>	<b>3</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>840</b>
1515	3	200	70	0	12	2	0	2	1	0	0	0	0	0	0	290
1530	0	143	61	0	3	0	0	1	0	0	0	0	0	0	2	210
1545	3	165	54	0	6	3	0	0	0	0	0	0	0	0	0	231
1600	1	156	57	1	12	0	0	3	0	0	0	0	0	0	1	231
<b>Hourly Total</b>	<b>7</b>	<b>664</b>	<b>242</b>	<b>1</b>	<b>33</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>962</b>
1615	1	179	79	0	8	2	0	0	2	0	0	0	0	0	0	271
1630	3	175	57	0	8	3	0	3	2	0	0	0	0	0	0	251
1645	1	160	72	0	4	1	0	3	3	0	0	0	0	0	0	244
1700	1	158	66	0	13	1	0	2	2	0	0	0	0	0	0	243
<b>Hourly Total</b>	<b>6</b>	<b>672</b>	<b>274</b>	<b>0</b>	<b>33</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1009</b>
1715	0	189	51	0	8	0	0	2	3	0	0	0	0	0	0	253
1730	0	161	64	0	7	0	0	3	1	0	0	0	0	0	0	236
1745	2	134	50	0	8	0	0	3	1	0	0	0	0	0	0	198
1800	5	154	54	0	6	2	0	1	0	0	0	0	0	0	0	222
<b>Hourly Total</b>	<b>7</b>	<b>638</b>	<b>219</b>	<b>0</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>909</b>
1815	2	127	49	0	4	2	0	0	1	0	0	0	0	0	0	185
1830	2	115	37	0	3	1	0	1	0	0	0	0	0	0	0	159
1845	0	93	42	0	1	0	0	2	1	0	0	0	0	0	0	139
1900	1	94	35	0	3	1	0	4	1	0	0	0	0	0	1	140
<b>Hourly Total</b>	<b>5</b>	<b>429</b>	<b>163</b>	<b>0</b>												

## CLASS COUNT REPORT

Location: US 301 south US 98  
 Direction: Southbound  
 Start Date: 5/7/2019  
 Stop Date: 5/7/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
30	1	6	7	0	0	0	0	0	0	0	0	0	0	0	0	14
45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
100	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>1</b>	<b>21</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
115	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	9
130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
145	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
200	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
215	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4
230	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
245	0	3	0	0	0	0	0	0	1	0	0	0	0	0	1	5
300	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>17</b>
315	1	3	1	0	0	1	0	0	0	0	0	0	0	0	0	6
330	0	3	2	0	0	1	0	0	0	0	0	0	0	0	0	6
345	1	5	2	0	0	0	0	1	0	0	0	0	0	0	0	9
400	0	2	3	0	0	2	0	0	0	0	0	0	0	0	0	7
<b>Hourly Total</b>	<b>2</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
415	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	11
430	0	8	11	0	0	1	0	0	0	1	0	0	0	0	0	21
445	0	7	10	0	0	0	0	0	2	0	0	0	0	0	0	19
500	1	13	9	0	0	1	0	1	0	0	0	0	0	0	0	25
<b>Hourly Total</b>	<b>1</b>	<b>33</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>76</b>
515	0	18	12	0	3	0	0	0	1	0	0	0	0	0	0	34
530	0	26	19	1	2	0	0	0	0	0	0	0	0	0	0	48
545	0	36	16	0	2	0	0	1	0	0	0	0	0	0	0	55
600	0	31	29	0	7	0	0	1	0	0	0	0	0	0	0	68
<b>Hourly Total</b>	<b>0</b>	<b>111</b>	<b>76</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>205</b>
615	0	40	16	0	9	1	0	2	3	0	0	0	0	0	0	71
630	2	55	35	0	4	1	0	1	2	0	0	0	0	0	0	100
645	1	71	47	0	7	0	0	2	3	0	0	0	0	0	0	131
700	0	109	52	0	7	2	0	1	1	0	0	0	0	0	0	172
<b>Hourly Total</b>	<b>3</b>	<b>275</b>	<b>150</b>	<b>0</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>474</b>
715	0	81	36	0	8	0	0	0	2	0	0	0	0	0	0	127
730	1	113	51	0	4	2	0	0	1	0	0	0	0	0	0	172
745	1	124	66	0	15	3	1	1	1	0	0	0	0	0	0	212
800	1	142	67	0	11	1	0	3	3	0	0	0	0	0	0	228
<b>Hourly Total</b>	<b>3</b>	<b>460</b>	<b>220</b>	<b>0</b>	<b>38</b>	<b>6</b>	<b>1</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>739</b>
815	0	120	47	0	11	0	0	4	1	0	0	0	0	0	0	185
830	0	155	62	1	11	2	0	6	1	0	0	0	0	0	0	238
845	1	114	58	1	11	1	0	5	1	0	0	0	0	0	0	192
900	1	137	66	0	8	1	0	6	2	0	0	0	0	0	0	221
<b>Hourly Total</b>	<b>2</b>	<b>526</b>	<b>233</b>	<b>2</b>	<b>41</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>836</b>
915	1	111	50	0	21	3	1	4	2	0	0	0	0	0	0	193
930	0	115	67	1	16	0	0	4	0	0	0	0	0	0	1	204
945	2	116	59	0	6	1	0	0	0	0	0	0	0	0	0	184
1000	1	107	52	0	11	5	0	1	3	0	0	0	0	0	0	180
<b>Hourly Total</b>	<b>4</b>	<b>449</b>	<b>228</b>	<b>1</b>	<b>54</b>	<b>9</b>	<b>1</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>761</b>
1015	4	99	52	0	8	3	0	3	1	0	0	0	0	0	0	170
1030	1	101	45	0	6	3	0	7	1	0	0	0	0	0	0	164
1045	0	120	53	0	7	7	0	9	0	0	0	0	0	0	1	197
1100	0	121	37	0	7	6	0	7	1	0	0	0	0	0	0	179
<b>Hourly Total</b>	<b>5</b>	<b>441</b>	<b>187</b>	<b>0</b>	<b>28</b>	<b>19</b>	<b>0</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>710</b>
1115	0	130	55	0	11	3	0	7	2	0	0	0	0	0	0	208
1130	2	124	47	0	5	4	1	10	1	0	0	0	0	0	1	195
1145	1	111	41	0	8	4	0	5	0	0	0	0	0	0	5	175
1200	2	111	49	0	16	5	0	7	3	0	0	0	0	0	0	193
<b>Hourly Total</b>	<b>5</b>	<b>476</b>	<b>192</b>	<b>0</b>	<b>40</b>	<b>16</b>	<b>1</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>771</b>
1215	1	118	57	0	10	3	0	3	2	0	0	0	0	0	1	195
1230	1	107	62	0	8	3	0	4	0	0	0	0	0	0	0	185
1245	1	133	52	0	9	2	0	2	2	0	0	0	0	0	0	201
1300	0	124	58	0	5	2	0	2	0	0	0	0	0	0	0	191
<b>Hourly Total</b>	<b>3</b>	<b>482</b>	<b>229</b>	<b>0</b>	<b>32</b>	<b>10</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>772</b>
1315	1	117	48	0	6	2	0	3	2	0	0	0	0	0	0	179
1330	2	107	44	0	12	6	0	3	2	0	0	0	0	0	0	176
1345	1	134	53	0	7	3	0	8	3	0	0	0	0	0	0	209
1400	1	125	54	0	6	4	0	1	3	0	0	0	0	0	0	194
<b>Hourly Total</b>	<b>5</b>	<b>483</b>	<b>199</b>	<b>0</b>	<b>31</b>	<b>15</b>	<b>0</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>758</b>
1415	0	130	52	0	6	3	0	3	1	0	0	0	0	0	0	195
1430	1	156	51	1	12	1	0	5	1	0	0	0	0	0	0	228
1445	0	148	48	0	10	5	0	2	1	0	0	0	0	0	1	215
1500	2	140	62	1	10	3	0	4	4	0	0	0	0	0	0	226
<b>Hourly Total</b>	<b>3</b>	<b>574</b>	<b>213</b>	<b>2</b>	<b>38</b>	<b>12</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>864</b>
1515	2	125	55	0	4	2	0	1	2	0	0	0	0	0	0	191
1530	2	121	45	0	10	1	0	2	1	0	0	0	0	0	0	182
1545	3	133	74	0	13	4	0	6	2	0	0	0	0	0	0	235
1600	3	127	53	0	11	5	0	7	2	0	0	0	0	0	0	208
<b>Hourly Total</b>	<b>10</b>	<b>506</b>	<b>227</b>	<b>0</b>	<b>38</b>	<b>12</b>	<b>0</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>816</b>
1615	0	117	51	0	9	2	0	2	0	0	0	0	0	0	1	182
1630	0	119	44	0	6	4	0	7	2	0	0	0	0	0	0	182
1645	1	139	33	0	4	5	0	3	0	0	0	0	0	0	1	186
1700	0	98	44	0	6	2	0	2	1	0	0	0	0	0	1	154
<b>Hourly Total</b>	<b>1</b>	<b>473</b>	<b>172</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>704</b>
1715	4	139	41	0	7	4	0	4	2	0	0	0	0	0	0	201
1730	1	126	43	0	5	0	0	4	0	0	0	0	0	0	0	179
1745	1	122	46	0	6	1	0	2	1	0	0	0	0	0	1	180
1800	3	113	53	0	6	4	0	1	1	0	0	0	0	0	0	181
<b>Hourly Total</b>	<b>9</b>	<b>500</b>	<b>183</b>	<b>0</b>	<b>24</b>	<b>9</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>741</b>
1815	3	116	49	0	3	3	0	3	1	0	0	0	0	0	0	178
1830	2	110	34	0	11	2	0	1	0	0	0	0	0	0	0	160
1845	0	95	25	0	5	2	0	4	0	0	0	0	0	0	0	131
1900	2	85	24	0	6	2	0	0	0	0	0	0	0	0	1	120
<b>Hourly Total</b>	<b>7</b>	<b>406</b>														

## CLASS COUNT REPORT

Location: US 301 south US 98  
 Direction: Combined  
 Start Date: 5/7/2019  
 Stop Date: 5/7/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	16	2	1	0	0	0	0	0	0	0	0	0	0	0	19
30	1	13	11	0	0	0	0	0	0	0	0	0	0	0	0	25
45	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
100	0	9	4	0	1	0	0	0	0	0	0	0	0	0	0	14
<b>Hourly Total</b>	<b>1</b>	<b>46</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>
115	0	12	5	0	0	0	0	0	2	0	0	0	0	0	0	19
130	0	11	2	0	1	0	0	1	0	0	0	0	0	0	0	15
145	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
200	0	3	4	0	0	0	0	0	1	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>35</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>
215	1	9	1	0	0	1	0	1	0	0	0	0	0	0	0	13
230	0	4	2	0	0	0	0	0	1	0	0	0	0	0	0	7
245	0	5	1	0	0	0	0	0	2	0	0	0	0	0	1	9
300	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
<b>Hourly Total</b>	<b>1</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>38</b>
315	1	4	1	0	0	1	0	0	0	0	0	0	0	0	0	7
330	0	8	2	0	0	1	0	0	2	0	0	0	0	0	0	13
345	1	8	4	0	0	0	0	1	0	0	0	0	0	0	0	14
400	0	9	6	0	0	2	0	0	1	0	0	0	0	0	0	18
<b>Hourly Total</b>	<b>2</b>	<b>29</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>
415	0	16	8	0	0	0	0	1	3	0	0	0	0	0	0	28
430	0	16	13	0	0	1	0	0	0	1	0	0	0	0	0	31
445	0	16	18	0	0	0	0	0	2	0	0	0	0	0	0	36
500	1	27	14	0	1	1	0	2	0	0	0	0	0	0	0	46
<b>Hourly Total</b>	<b>1</b>	<b>75</b>	<b>53</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>141</b>
515	0	31	18	0	4	0	0	2	1	0	0	0	0	0	2	56
530	0	42	25	1	2	2	0	1	3	0	0	0	0	0	0	76
545	0	62	23	0	8	0	0	2	2	0	0	0	0	0	0	97
600	2	56	39	0	8	0	0	1	0	0	0	0	0	0	0	106
<b>Hourly Total</b>	<b>2</b>	<b>191</b>	<b>105</b>	<b>1</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>335</b>
615	0	68	38	0	9	1	0	2	5	0	0	0	0	0	0	123
630	3	90	52	0	5	1	0	5	3	0	0	0	0	0	0	159
645	2	126	72	0	13	1	0	3	4	0	0	0	0	0	0	221
700	2	188	86	0	10	3	0	4	1	0	0	0	0	0	0	294
<b>Hourly Total</b>	<b>7</b>	<b>472</b>	<b>248</b>	<b>0</b>	<b>37</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>797</b>
715	0	174	70	1	13	1	0	0	2	0	0	0	0	0	0	261
730	2	184	94	0	10	2	0	2	2	0	0	0	0	0	0	296
745	3	224	112	0	27	3	1	4	2	0	0	0	0	0	0	376
800	1	240	113	0	16	4	0	4	5	0	0	0	0	0	0	383
<b>Hourly Total</b>	<b>6</b>	<b>822</b>	<b>389</b>	<b>1</b>	<b>66</b>	<b>10</b>	<b>1</b>	<b>10</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1316</b>
815	1	239	92	0	21	2	0	7	1	0	0	0	0	0	2	365
830	0	268	117	2	21	3	0	11	1	0	0	0	0	0	0	423
845	1	210	105	3	17	2	0	6	4	0	0	0	0	0	0	348
900	3	223	106	0	17	3	0	11	2	0	0	0	0	0	1	366
<b>Hourly Total</b>	<b>5</b>	<b>940</b>	<b>420</b>	<b>5</b>	<b>76</b>	<b>10</b>	<b>0</b>	<b>35</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1502</b>
915	1	196	80	0	29	4	1	5	6	0	0	0	0	0	0	322
930	1	223	106	1	30	1	0	4	3	0	0	0	0	0	1	370
945	4	231	113	1	21	3	0	4	3	0	0	0	0	0	0	380
1000	3	224	103	1	23	7	0	3	4	0	0	0	0	0	0	368
<b>Hourly Total</b>	<b>9</b>	<b>874</b>	<b>402</b>	<b>3</b>	<b>103</b>	<b>15</b>	<b>1</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1440</b>
1015	5	199	94	0	16	4	0	8	2	0	0	0	0	0	0	328
1030	1	206	87	0	16	3	0	8	1	0	0	0	0	0	0	322
1045	1	246	100	0	11	8	0	10	3	0	0	0	0	0	1	380
1100	1	247	96	0	16	8	0	14	6	0	0	0	0	0	0	388
<b>Hourly Total</b>	<b>8</b>	<b>898</b>	<b>377</b>	<b>0</b>	<b>59</b>	<b>23</b>	<b>0</b>	<b>40</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1418</b>
1115	1	260	111	0	23	4	0	11	3	0	0	0	0	0	0	413
1130	2	233	110	0	16	5	1	14	1	0	0	0	0	0	3	385
1145	2	231	94	0	13	8	0	8	0	0	0	0	0	0	5	361
1200	3	226	110	0	22	5	0	9	3	0	0	0	0	0	0	378
<b>Hourly Total</b>	<b>8</b>	<b>950</b>	<b>425</b>	<b>0</b>	<b>74</b>	<b>22</b>	<b>1</b>	<b>42</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1537</b>
1215	2	238	108	1	23	5	0	3	5	0	0	0	0	0	1	386
1230	2	249	109	0	11	3	0	9	2	0	0	0	0	0	0	385
1245	3	246	98	0	18	3	0	6	4	0	0	0	0	0	1	379
1300	0	258	116	0	16	3	0	4	1	0	0	0	0	0	0	398
<b>Hourly Total</b>	<b>7</b>	<b>991</b>	<b>431</b>	<b>1</b>	<b>68</b>	<b>14</b>	<b>0</b>	<b>22</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1548</b>
1315	1	235	104	2	14	3	0	6	4	0	0	0	0	0	1	370
1330	2	237	97	0	17	6	0	6	2	1	0	0	0	0	0	368
1345	1	258	97	0	15	3	0	13	5	0	0	0	0	0	0	392
1400	2	252	101	0	9	5	0	4	5	0	0	0	0	0	0	378
<b>Hourly Total</b>	<b>6</b>	<b>982</b>	<b>399</b>	<b>2</b>	<b>55</b>	<b>17</b>	<b>0</b>	<b>29</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1508</b>
1415	2	257	110	0	14	5	0	5	2	0	0	0	0	0	0	395
1430	1	300	113	1	16	2	0	9	2	0	0	0	0	0	0	444
1445	0	286	105	0	15	5	0	2	2	0	0	0	0	0	2	417
1500	3	304	104	4	20	3	0	5	5	0	0	0	0	0	0	448
<b>Hourly Total</b>	<b>6</b>	<b>1147</b>	<b>432</b>	<b>5</b>	<b>65</b>	<b>15</b>	<b>0</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1704</b>
1515	5	325	125	0	16	4	0	3	3	0	0	0	0	0	0	481
1530	2	264	106	0	13	1	0	3	1	0	0	0	0	0	2	392
1545	6	298	128	0	19	7	0	6	2	0	0	0	0	0	0	466
1600	4	283	110	1	23	5	0	10	2	0	0	0	0	0	1	439
<b>Hourly Total</b>	<b>17</b>	<b>1170</b>	<b>469</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>0</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1778</b>
1615	1	296	130	0	17	4	0	2	2	0	0	0	0	0	1	453
1630	3	294	101	0	14	7	0	10	4	0	0	0	0	0	0	433
1645	2	299	105	0	8	6	0	6	3	0	0	0	0	0	1	430
1700	1	256	110	0	19	3	0	4	3	0	0	0	0	0	1	397
<b>Hourly Total</b>	<b>7</b>	<b>1145</b>	<b>446</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>0</b>	<b>22</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1713</b>
1715	4	328	92	0	15	4	0	6	5	0	0	0	0	0	0	454
1730	1	287	107	0	12	0	0	7	1	0	0	0	0	0	0	415
1745	3	256	96	0	14	1	0	5	2	0	0	0	0	0	1	378
1800	8	267	107	0	12	6	0	2	1	0	0	0	0	0	0	403
<b>Hourly Total</b>	<b>16</b>	<b>1138</b>	<b>402</b>	<b>0</b>	<b>53</b>	<b>11</b>	<b>0</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1650</b>
1815	5	243	98	0	7	5	0	3	2	0	0	0	0	0	0	363
1830	4	225	71	0	14	3	0	2	0	0	0	0	0	0	0	319
1845	0	188	67	0	6	2	0	6	1	0	0	0	0	0	0	270
1900	3	179														

## CLASS COUNT REPORT

Location: US 301 south US 98  
 Direction: Northbound  
 Start Date: 5/8/2019  
 Stop Date: 5/8/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	1	22	0	0	1	0	0	0	1	0	0	0	0	0	0	25
30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
45	0	3	4	0	0	0	0	0	0	0	0	0	0	0	1	8
100	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
<b>Hourly Total</b>	<b>1</b>	<b>40</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>52</b>
115	1	5	4	0	2	1	0	0	0	0	0	0	0	0	0	13
130	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
145	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	7
200	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>1</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>
215	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
230	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
245	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
300	1	4	3	0	1	0	0	0	1	0	0	0	0	0	0	10
<b>Hourly Total</b>	<b>1</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
315	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
330	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
345	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
400	1	8	0	0	0	0	0	0	1	0	0	0	0	0	0	10
<b>Hourly Total</b>	<b>1</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
415	0	9	2	0	0	0	0	0	1	0	0	0	0	0	0	12
430	0	8	2	0	0	0	0	0	1	0	0	0	0	0	0	11
445	0	12	3	0	0	0	0	1	0	0	0	0	0	0	0	16
500	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>0</b>	<b>39</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>
515	0	20	5	0	0	0	0	1	0	0	0	0	0	0	0	26
530	0	12	6	0	0	0	0	2	0	0	0	0	0	0	0	20
545	1	24	10	0	3	0	0	0	1	0	0	0	0	0	0	39
600	2	29	9	0	2	0	0	1	0	0	0	0	0	0	0	43
<b>Hourly Total</b>	<b>3</b>	<b>85</b>	<b>30</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>128</b>
615	0	21	14	0	2	0	0	1	0	0	0	0	0	0	0	38
630	2	34	19	0	5	0	0	4	0	0	0	0	0	0	1	65
645	1	60	29	0	3	0	0	2	0	0	0	0	0	0	0	95
700	1	69	36	0	3	2	0	1	1	0	0	0	0	0	0	113
<b>Hourly Total</b>	<b>4</b>	<b>184</b>	<b>98</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>311</b>
715	1	76	34	0	5	0	0	2	2	0	0	0	0	0	0	120
730	1	96	53	0	5	1	0	2	1	0	0	0	0	0	0	159
745	0	85	43	0	4	0	0	2	1	0	0	0	0	0	0	135
800	0	113	48	0	10	1	0	3	2	0	0	0	0	0	0	177
<b>Hourly Total</b>	<b>2</b>	<b>370</b>	<b>178</b>	<b>0</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>591</b>
815	1	111	33	0	4	0	0	3	0	1	0	0	0	0	0	153
830	0	118	51	1	16	0	0	6	1	0	0	0	0	0	0	193
845	0	102	48	0	7	1	0	3	2	0	0	0	0	0	0	163
900	2	100	37	1	8	4	0	2	2	0	0	0	0	0	0	156
<b>Hourly Total</b>	<b>3</b>	<b>431</b>	<b>169</b>	<b>2</b>	<b>35</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>665</b>
915	0	79	30	0	8	0	1	4	1	0	0	0	0	0	0	123
930	1	127	58	3	13	0	1	0	1	0	0	0	0	0	1	205
945	4	119	49	0	10	1	0	4	1	0	0	0	0	0	0	188
1000	2	101	49	0	9	0	0	1	2	0	0	0	0	0	0	164
<b>Hourly Total</b>	<b>7</b>	<b>426</b>	<b>186</b>	<b>3</b>	<b>40</b>	<b>1</b>	<b>2</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>680</b>
1015	0	96	45	0	5	1	0	5	0	0	0	0	0	0	1	153
1030	1	118	51	0	8	0	0	3	1	0	0	0	0	0	0	182
1045	2	107	62	0	11	3	0	6	2	0	0	0	0	0	0	193
1100	1	130	52	0	8	1	0	1	0	0	0	0	0	0	0	193
<b>Hourly Total</b>	<b>4</b>	<b>451</b>	<b>210</b>	<b>0</b>	<b>32</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>721</b>
1115	1	103	44	0	6	2	0	2	1	0	0	0	0	0	1	160
1130	0	121	45	0	5	1	0	2	2	1	0	0	0	0	0	177
1145	2	137	42	0	4	1	0	2	2	0	0	0	0	0	0	190
1200	1	122	53	0	6	2	0	0	2	0	0	0	0	0	1	187
<b>Hourly Total</b>	<b>4</b>	<b>483</b>	<b>184</b>	<b>0</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>714</b>
1215	1	133	46	0	4	1	0	0	1	0	0	0	0	0	0	186
1230	1	133	41	0	3	1	0	0	1	0	0	0	0	0	0	180
1245	0	111	47	0	5	0	0	2	1	0	0	0	0	0	0	166
1300	3	116	44	0	9	2	0	2	1	0	0	0	0	0	0	177
<b>Hourly Total</b>	<b>5</b>	<b>493</b>	<b>178</b>	<b>0</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>709</b>
1315	2	145	52	0	7	0	0	1	1	0	0	0	0	0	0	208
1330	1	122	58	1	3	1	0	2	1	0	0	0	0	0	1	190
1345	1	134	41	0	5	1	0	2	1	0	0	0	0	0	0	185
1400	1	134	49	0	5	1	0	2	2	0	0	0	0	0	0	194
<b>Hourly Total</b>	<b>5</b>	<b>535</b>	<b>200</b>	<b>1</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>777</b>
1415	2	129	70	0	4	0	0	1	0	0	0	0	0	0	0	206
1430	2	134	50	0	8	3	0	2	1	0	0	0	0	0	4	204
1445	2	143	49	0	8	0	0	1	0	0	0	0	0	0	0	203
1500	2	134	48	1	11	4	0	0	2	0	0	0	0	0	0	202
<b>Hourly Total</b>	<b>8</b>	<b>540</b>	<b>217</b>	<b>1</b>	<b>31</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>815</b>
1515	1	194	60	1	10	1	0	2	0	0	0	0	0	0	0	269
1530	0	125	47	0	8	0	0	3	0	0	0	0	0	0	0	183
1545	0	143	56	0	4	1	0	4	1	0	0	0	0	0	0	209
1600	1	157	57	1	17	1	0	4	2	0	0	0	0	0	0	240
<b>Hourly Total</b>	<b>2</b>	<b>619</b>	<b>220</b>	<b>2</b>	<b>39</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>901</b>
1615	1	194	79	0	13	2	0	1	2	0	0	0	0	0	0	292
1630	0	186	56	0	9	0	0	3	0	1	0	0	0	0	0	255
1645	1	133	50	0	8	0	0	5	1	0	0	0	0	0	0	198
1700	4	139	51	0	6	1	0	1	0	0	0	0	0	0	0	202
<b>Hourly Total</b>	<b>6</b>	<b>652</b>	<b>236</b>	<b>0</b>	<b>36</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>947</b>
1715	2	164	77	0	2	3	0	1	0	0	0	0	0	0	0	249
1730	0	160	64	0	7	0	0	0	1	0	0	0	0	0	0	232
1745	5	168	62	0	4	0	0	2	0	0	0	0	0	0	0	241
1800	2	131	64	0	5	1	0	4	0	0	0	0	0	0	0	207
<b>Hourly Total</b>	<b>9</b>	<b>623</b>	<b>267</b>	<b>0</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>929</b>
1815	3	133	48	0	3	0	0	0	0	0	0	0	0	0	0	187
1830	2	109	44	0	2	0	0	2	3	0	0	0	0	0	0	162
1845	2	114	43	0	11	0	0	3	4	0	0	0	0	0	0	177
1900	2	95	38	0	7	1	0	1	0	0	0	0	0	0	0	144
<b>Hourly Total</b>	<b>9</b>	<b>451</b>	<b>173</b>	<b>0</b>	<b>23&lt;/</b>											

## CLASS COUNT REPORT

Location: US 301 south US 98  
 Direction: Southbound  
 Start Date: 5/8/2019  
 Stop Date: 5/8/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
30	1	7	2	0	1	0	0	1	0	0	0	0	0	0	0	12
45	0	3	2	0	0	0	0	0	2	0	0	0	0	0	0	7
100	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
<b>Hourly Total</b>	<b>1</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
115	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
130	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	7
145	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
200	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
215	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4
230	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
245	1	2	0	0	1	0	0	0	1	0	0	0	0	0	0	5
300	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>1</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
315	1	3	4	0	0	1	0	0	1	0	0	0	0	0	0	10
330	1	7	2	0	0	1	0	0	0	0	0	0	0	0	0	11
345	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
400	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>2</b>	<b>25</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>
415	0	10	6	0	0	2	0	0	0	0	0	0	0	0	0	18
430	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
445	0	7	13	0	2	0	0	0	0	0	0	0	0	0	0	22
500	1	8	13	0	2	0	0	1	0	0	0	0	0	0	0	25
<b>Hourly Total</b>	<b>1</b>	<b>31</b>	<b>35</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>
515	0	19	15	0	3	2	0	0	0	0	0	0	0	0	0	39
530	0	18	15	0	2	0	0	0	2	0	0	0	0	0	0	37
545	0	26	19	0	1	0	0	2	1	0	0	0	0	0	0	49
600	0	34	31	0	4	0	0	0	0	0	0	0	0	0	0	69
<b>Hourly Total</b>	<b>0</b>	<b>97</b>	<b>80</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>194</b>
615	0	36	19	0	8	1	0	2	2	0	0	0	0	0	0	68
630	0	55	28	0	4	0	0	0	2	0	0	0	0	0	0	89
645	2	62	42	0	4	0	0	1	1	0	0	0	0	0	1	113
700	1	99	54	0	9	1	0	2	2	0	0	0	0	0	1	169
<b>Hourly Total</b>	<b>3</b>	<b>252</b>	<b>143</b>	<b>0</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>439</b>
715	0	105	35	1	4	0	0	4	1	0	0	0	0	0	0	150
730	1	108	48	1	3	3	0	5	1	0	0	0	0	0	0	170
745	1	146	76	1	9	0	0	4	2	0	0	0	0	0	0	239
800	1	148	54	0	7	2	0	5	2	0	0	0	0	0	0	219
<b>Hourly Total</b>	<b>3</b>	<b>507</b>	<b>213</b>	<b>3</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>778</b>
815	2	129	56	2	9	1	0	6	1	0	0	0	0	0	0	206
830	1	127	75	0	16	3	1	2	1	0	0	0	0	0	1	227
845	0	121	62	0	7	2	0	7	1	0	0	0	0	0	1	201
900	2	129	60	0	14	1	0	5	2	0	0	0	0	0	0	213
<b>Hourly Total</b>	<b>5</b>	<b>506</b>	<b>253</b>	<b>2</b>	<b>46</b>	<b>7</b>	<b>1</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>847</b>
915	2	98	58	2	8	1	0	0	1	0	0	0	0	0	1	171
930	1	105	56	0	13	2	0	0	1	0	0	0	0	0	0	178
945	1	134	69	1	7	1	0	3	0	0	0	0	0	0	0	216
1000	1	150	55	0	8	0	0	5	0	0	0	0	0	0	0	219
<b>Hourly Total</b>	<b>5</b>	<b>487</b>	<b>238</b>	<b>3</b>	<b>36</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>784</b>
1015	1	108	46	0	4	8	0	3	1	0	0	0	0	0	0	171
1030	0	101	34	1	10	1	0	3	1	0	0	0	0	0	0	151
1045	0	114	45	1	7	6	0	4	0	0	0	0	0	0	0	177
1100	0	136	43	0	7	4	0	4	0	0	1	0	0	0	1	196
<b>Hourly Total</b>	<b>1</b>	<b>459</b>	<b>168</b>	<b>2</b>	<b>28</b>	<b>19</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>695</b>
1115	1	129	34	0	7	3	0	5	1	0	0	0	0	0	0	180
1130	3	128	43	0	6	3	0	3	1	0	0	0	0	0	0	187
1145	1	127	44	0	8	6	0	2	1	0	0	0	0	0	0	189
1200	0	111	40	0	13	3	0	3	0	0	0	0	0	0	0	170
<b>Hourly Total</b>	<b>5</b>	<b>495</b>	<b>161</b>	<b>0</b>	<b>34</b>	<b>15</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>726</b>
1215	0	110	41	0	7	4	0	5	0	0	0	0	0	0	2	169
1230	3	111	47	0	10	5	0	6	1	0	0	0	0	0	0	183
1245	3	123	48	0	5	2	0	1	2	0	0	0	0	0	0	184
1300	0	105	56	0	7	4	0	6	2	0	0	0	0	0	1	181
<b>Hourly Total</b>	<b>6</b>	<b>449</b>	<b>192</b>	<b>0</b>	<b>29</b>	<b>15</b>	<b>0</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>717</b>
1315	1	101	49	0	6	1	0	5	0	0	0	0	0	0	0	163
1330	1	110	34	0	4	4	0	4	2	0	0	0	0	0	0	159
1345	1	117	62	0	6	10	0	3	2	0	0	0	0	0	0	201
1400	0	126	47	0	9	2	0	4	3	0	0	0	0	0	1	192
<b>Hourly Total</b>	<b>3</b>	<b>454</b>	<b>192</b>	<b>0</b>	<b>25</b>	<b>17</b>	<b>0</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>715</b>
1415	1	117	59	1	5	4	0	1	0	1	0	0	0	0	1	190
1430	1	129	40	1	6	2	0	4	1	1	0	0	0	0	5	190
1445	1	144	52	0	10	2	0	4	1	0	0	0	0	0	2	216
1500	1	143	64	1	4	3	0	1	1	0	0	0	0	0	0	218
<b>Hourly Total</b>	<b>4</b>	<b>533</b>	<b>215</b>	<b>3</b>	<b>25</b>	<b>11</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>814</b>
1515	1	111	50	0	13	5	0	4	1	0	0	0	0	0	0	185
1530	2	145	46	0	9	0	0	4	1	0	0	0	0	0	0	207
1545	2	124	67	0	8	3	0	1	0	0	0	0	0	0	1	206
1600	2	128	45	1	8	4	0	8	2	0	0	0	0	0	0	198
<b>Hourly Total</b>	<b>7</b>	<b>508</b>	<b>208</b>	<b>1</b>	<b>38</b>	<b>12</b>	<b>0</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>796</b>
1615	0	102	46	0	6	2	0	3	2	0	0	0	0	0	0	161
1630	2	109	43	0	7	4	0	2	0	0	0	0	0	0	0	167
1645	2	126	40	0	8	2	0	2	1	0	0	0	0	0	1	182
1700	2	101	54	0	7	3	0	4	1	0	0	0	0	0	1	173
<b>Hourly Total</b>	<b>6</b>	<b>438</b>	<b>183</b>	<b>0</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>683</b>
1715	0	139	59	0	3	1	0	2	0	0	0	0	0	0	0	204
1730	4	151	60	0	2	3	0	8	1	0	0	0	0	0	0	229
1745	2	121	41	0	6	0	0	3	1	0	0	0	0	0	0	174
1800	4	116	34	0	6	2	0	1	3	0	0	0	0	0	0	166
<b>Hourly Total</b>	<b>10</b>	<b>527</b>	<b>194</b>	<b>0</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>773</b>
1815	3	95	30	0	3	3	0	2	1	0	0	0	0	0	0	137
1830	3	100	56	0	7	2	0	2	0	0	0	0	0	0	0	170
1845	2	86	38	0	6	3	0	2	0	0	0	0	0	0	0	137
1900	0	72	36	0	10	1	0	5	0	0	0	0	0	0	0	124
<b>Hourly Total</b>	<b>8</b>	<b>353</b>	<b>160</b>													





## CLASS COUNT REPORT

Location: US 301 south US 98  
 Direction: Northbound  
 Start Date: 5/9/2019  
 Stop Date: 5/9/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
30	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
45	0	6	5	0	1	0	0	0	0	0	0	0	0	0	0	12
100	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>40</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>
115	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	4
130	1	7	3	0	1	0	0	0	0	0	0	0	0	0	0	12
145	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
200	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>2</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
215	0	4	2	0	0	0	0	0	1	0	0	0	0	0	0	7
230	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
245	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
300	0	5	2	0	0	0	0	0	1	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
315	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5
330	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
345	0	3	2	0	1	0	0	0	1	0	0	0	0	0	0	7
400	1	6	1	0	0	0	0	0	3	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>1</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
415	0	4	2	0	0	1	0	0	1	0	0	0	0	0	0	8
430	0	10	1	0	0	0	0	0	1	0	0	0	0	0	0	12
445	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
500	0	15	2	0	0	0	0	1	0	0	0	0	0	0	0	18
<b>Hourly Total</b>	<b>0</b>	<b>35</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>
515	0	15	7	0	0	0	0	0	0	0	0	0	1	0	1	24
530	0	21	8	0	4	0	0	1	1	0	0	0	0	0	0	35
545	1	26	6	0	4	0	0	1	1	0	0	0	0	0	0	39
600	1	25	15	0	3	0	0	0	0	0	0	0	0	0	0	44
<b>Hourly Total</b>	<b>2</b>	<b>87</b>	<b>36</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>142</b>
615	0	29	13	0	2	0	0	1	0	0	0	0	0	0	0	45
630	1	40	18	0	5	0	0	1	2	0	0	0	0	0	0	67
645	2	57	36	0	2	2	0	2	2	0	0	0	0	0	0	103
700	1	91	34	1	3	0	0	0	0	0	0	0	0	0	0	130
<b>Hourly Total</b>	<b>4</b>	<b>217</b>	<b>101</b>	<b>1</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>345</b>
715	0	93	41	0	4	1	0	3	4	0	0	0	0	0	0	146
730	2	91	37	0	6	0	0	0	2	1	0	0	0	0	0	139
745	0	104	44	0	10	2	0	3	1	0	0	0	0	0	0	164
800	2	96	36	0	3	0	0	6	0	0	0	0	0	0	0	143
<b>Hourly Total</b>	<b>4</b>	<b>384</b>	<b>158</b>	<b>0</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>592</b>
815	1	104	60	0	11	1	0	6	0	0	0	0	0	0	0	185
830	1	91	35	0	16	2	0	2	2	0	0	0	0	0	3	152
845	0	95	48	0	12	0	0	2	1	0	0	0	0	0	0	158
900	0	72	36	1	8	0	0	3	1	0	0	0	0	0	0	121
<b>Hourly Total</b>	<b>2</b>	<b>362</b>	<b>179</b>	<b>1</b>	<b>47</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>616</b>
915	0	97	37	0	6	0	0	2	0	0	0	0	0	0	0	142
930	0	106	42	1	12	1	0	0	1	0	0	0	0	0	0	163
945	3	127	53	0	11	0	0	2	1	0	0	0	0	0	0	197
1000	2	116	36	0	7	2	0	2	2	0	0	0	0	0	0	167
<b>Hourly Total</b>	<b>5</b>	<b>446</b>	<b>168</b>	<b>1</b>	<b>36</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>669</b>
1015	3	125	43	0	6	2	0	2	2	0	0	0	0	0	0	183
1030	1	111	50	0	7	2	0	1	3	0	0	0	0	0	0	175
1045	0	112	53	0	9	1	0	6	4	0	0	0	0	0	0	185
1100	0	113	51	0	5	1	0	1	1	0	0	0	0	0	0	172
<b>Hourly Total</b>	<b>4</b>	<b>461</b>	<b>197</b>	<b>0</b>	<b>27</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>715</b>
1115	2	110	57	0	5	0	0	4	0	0	0	0	0	0	0	178
1130	1	117	60	1	8	2	0	2	1	0	0	0	0	0	0	192
1145	0	118	54	0	8	1	0	1	0	0	0	0	0	0	0	182
1200	0	112	48	0	16	0	0	2	0	0	0	0	0	0	0	178
<b>Hourly Total</b>	<b>3</b>	<b>457</b>	<b>219</b>	<b>1</b>	<b>37</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>730</b>
1215	1	130	56	1	8	0	0	3	2	0	0	0	0	0	0	201
1230	2	124	67	0	8	5	0	5	0	0	0	0	0	0	0	211
1245	2	109	55	1	3	0	0	4	1	0	0	0	0	0	1	176
1300	2	99	47	0	9	2	0	7	3	0	0	0	0	0	0	169
<b>Hourly Total</b>	<b>7</b>	<b>462</b>	<b>225</b>	<b>2</b>	<b>28</b>	<b>7</b>	<b>0</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>757</b>
1315	2	118	65	1	7	2	0	2	0	0	0	0	0	0	0	197
1330	0	120	51	0	5	0	0	4	1	0	0	0	0	0	0	181
1345	2	135	54	0	6	1	0	4	2	0	0	0	0	0	0	204
1400	0	154	48	0	4	1	0	1	0	0	0	0	0	0	0	208
<b>Hourly Total</b>	<b>4</b>	<b>527</b>	<b>218</b>	<b>1</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>790</b>
1415	1	134	44	0	4	0	0	1	1	0	0	0	0	0	0	185
1430	4	152	63	0	8	1	0	2	0	0	0	0	0	0	0	230
1445	0	113	73	1	7	1	0	3	0	2	0	0	0	0	0	200
1500	1	131	56	1	14	1	0	3	1	0	0	0	0	0	0	208
<b>Hourly Total</b>	<b>6</b>	<b>530</b>	<b>236</b>	<b>2</b>	<b>33</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>823</b>
1515	1	160	52	1	14	0	0	2	1	0	0	0	0	0	1	232
1530	0	137	49	0	5	1	0	1	0	0	0	0	0	0	0	193
1545	0	150	53	1	9	1	0	6	0	0	0	0	0	0	1	221
1600	2	159	70	0	9	0	0	2	0	0	0	0	0	0	0	242
<b>Hourly Total</b>	<b>3</b>	<b>606</b>	<b>224</b>	<b>2</b>	<b>37</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>888</b>
1615	1	190	85	0	12	2	0	2	3	0	0	0	0	0	0	295
1630	0	181	56	0	2	0	0	3	2	0	0	0	0	0	0	244
1645	0	146	76	0	15	2	0	6	1	0	0	0	0	0	0	246
1700	2	178	57	0	11	1	0	2	0	0	0	0	0	0	0	251
<b>Hourly Total</b>	<b>3</b>	<b>695</b>	<b>274</b>	<b>0</b>	<b>40</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1036</b>
1715	1	156	66	0	4	0	0	3	0	0	0	0	0	0	0	230
1730	0	173	72	0	7	1	0	1	1	0	0	0	0	0	0	255
1745	1	139	67	0	5	1	0	2	3	0	0	0	0	0	0	218
1800	0	143	51	0	1	0	0	0	1	0	0	0	0	0	0	196
<b>Hourly Total</b>	<b>2</b>	<b>611</b>	<b>256</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>899</b>
1815	1	113	41	1	7	1	0	4	1	0	0	0	0	0	0	169
1830	1	109	47	0	3	0	0	0	1	0	0	0	0	0	0	161
1845	0	96	33	0	5	0	0	1	1	0	0	0	0	0	0	136
1900	0	96	38	0	3	0	0	0	0	0	0	0	0	0	0	137
<b>Hourly Total</b>	<b>2</b>	<b>414</b>	<b>159</b>	<b>1</b>	<b></b>											



### CLASS COUNT REPORT

Location: US 301 south US 98  
 Direction: Southbound  
 Start Date: 5/9/2019  
 Stop Date: 5/9/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
30	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
100	0	7	3	0	1	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	1	26	6	0	1	0	0	0	0	0	0	0	0	0	0	34
115	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
130	0	2	3	0	0	0	0	0	2	0	0	0	0	0	0	7
145	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	12	8	0	0	0	0	0	2	0	0	0	0	0	0	22
215	0	3	1	0	2	0	0	1	0	0	0	0	0	0	0	7
230	1	4	1	0	0	0	0	1	0	0	0	0	0	0	0	7
245	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
300	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	1	17	3	0	2	0	0	2	0	0	0	0	0	0	0	25
315	0	5	1	0	1	0	0	1	0	0	0	0	0	0	0	8
330	1	2	1	0	0	2	0	0	1	0	0	0	0	0	0	7
345	0	5	2	0	0	0	0	0	1	0	0	0	0	0	0	8
400	0	9	1	0	1	0	0	0	1	0	0	0	0	0	0	12
Hourly Total	1	21	5	0	2	2	0	1	3	0	0	0	0	0	0	35
415	0	9	5	0	0	0	0	0	1	0	0	0	0	0	0	15
430	0	7	9	0	0	0	0	1	1	0	0	0	0	0	0	18
445	2	14	6	0	0	2	0	0	0	0	0	0	0	0	0	24
500	0	15	10	0	2	1	0	0	0	0	0	0	0	0	0	28
Hourly Total	2	45	30	0	2	3	0	1	2	0	0	0	0	0	0	85
515	0	21	14	0	3	1	0	1	0	0	0	0	0	0	0	40
530	0	19	16	0	1	1	0	1	0	0	0	0	0	0	0	38
545	1	25	19	0	4	0	0	1	2	0	0	0	0	0	0	52
600	0	30	24	0	4	0	0	3	0	0	0	0	0	0	1	62
Hourly Total	1	95	73	0	12	2	0	6	2	0	0	0	0	0	1	192
615	0	33	15	0	5	0	0	0	1	0	0	0	0	0	0	54
630	0	49	25	0	6	2	0	3	0	0	0	0	0	0	0	85
645	2	66	50	1	2	1	0	2	2	0	0	0	0	0	0	126
700	0	105	50	0	15	0	0	1	1	0	0	0	0	0	1	173
Hourly Total	2	253	140	1	28	3	0	6	4	0	0	0	0	0	1	438
715	1	88	37	1	7	1	0	0	0	0	0	0	0	0	0	135
730	0	122	52	0	11	0	0	1	2	0	0	0	0	0	0	188
745	1	146	76	0	5	2	0	4	3	0	0	0	0	0	0	237
800	1	145	66	0	6	3	0	2	3	0	0	0	0	0	0	226
Hourly Total	3	501	231	1	29	6	0	7	8	0	0	0	0	0	0	786
815	0	110	54	1	10	0	0	3	2	0	0	0	0	0	0	180
830	0	150	78	4	12	1	0	3	0	0	0	0	0	0	1	249
845	1	99	61	0	13	2	0	4	1	0	0	0	0	0	0	181
900	2	106	68	0	14	2	0	6	2	0	0	0	0	0	0	200
Hourly Total	3	465	261	5	49	5	0	16	5	0	0	0	0	0	1	810
915	1	115	46	1	8	2	0	3	4	0	0	0	0	0	0	180
930	0	133	78	1	20	2	0	0	0	0	0	0	0	0	0	234
945	0	121	64	0	11	0	0	3	2	0	0	0	0	0	0	201
1000	1	128	53	0	9	3	0	2	0	0	0	0	0	0	0	196
Hourly Total	2	497	241	2	48	7	0	8	6	0	0	0	0	0	0	811
1015	0	95	38	0	12	0	0	8	1	0	0	0	0	0	0	154
1030	0	116	45	0	7	4	0	7	3	0	0	0	0	0	0	182
1045	1	126	58	0	3	3	1	4	0	0	0	0	0	0	0	196
1100	1	118	41	1	9	6	1	4	1	0	0	0	0	0	0	182
Hourly Total	2	455	182	1	31	13	2	23	5	0	0	0	0	0	0	714
1115	1	113	44	0	6	2	0	3	0	0	0	0	0	0	0	169
1130	1	110	33	0	7	5	0	10	2	0	0	0	0	0	0	168
1145	3	122	47	0	5	3	0	7	3	0	0	0	0	0	0	190
1200	1	103	45	0	12	5	0	7	1	0	0	0	0	0	0	174
Hourly Total	6	448	169	0	30	15	0	27	6	0	0	0	0	0	0	701
1215	0	138	37	0	6	4	0	1	0	0	0	0	0	0	0	186
1230	1	113	49	0	7	1	0	7	0	0	0	0	0	0	0	178
1245	1	121	59	0	8	5	0	1	0	0	0	0	0	0	0	195
1300	1	130	49	0	11	5	0	5	2	0	0	0	0	0	2	205
Hourly Total	3	502	194	0	32	15	0	14	2	0	0	0	0	0	2	764
1315	3	121	41	2	10	2	0	2	1	0	0	0	0	0	0	182
1330	2	151	46	1	10	4	0	5	0	0	0	0	0	0	1	220
1345	0	123	59	0	8	1	0	4	1	0	0	0	0	0	0	196
1400	3	122	65	0	8	2	0	3	0	0	0	0	0	0	0	203
Hourly Total	8	517	211	3	36	9	0	14	2	0	0	0	0	0	1	801
1415	0	118	56	0	4	2	0	2	1	0	0	0	0	0	0	183
1430	1	134	57	0	12	3	0	2	1	0	0	0	0	0	0	210
1445	1	133	43	2	14	1	0	3	1	0	0	0	0	0	1	199
1500	1	139	61	1	10	3	1	2	0	0	0	0	0	0	0	218
Hourly Total	3	524	217	3	40	9	1	9	3	0	0	0	0	0	1	810
1515	1	121	58	1	13	2	0	2	1	0	0	0	0	0	0	199
1530	3	138	63	0	4	5	0	6	0	0	0	0	0	0	0	219
1545	2	116	53	0	15	2	0	5	6	0	0	0	0	0	0	199
1600	2	112	53	0	8	2	0	4	1	0	0	0	0	0	1	183
Hourly Total	8	487	227	1	40	11	0	17	8	0	0	0	0	0	1	800
1615	1	115	57	0	11	4	0	4	3	0	0	0	0	0	0	195
1630	0	108	60	0	10	0	0	1	0	0	0	0	0	0	0	179
1645	0	126	44	0	12	1	0	2	1	0	0	0	0	0	0	186
1700	0	112	51	0	7	2	0	1	0	0	0	0	0	0	2	175
Hourly Total	1	461	212	0	40	7	0	8	4	0	0	0	0	0	2	735
1715	1	146	59	0	7	0	0	0	1	0	0	0	0	0	0	214
1730	0	106	52	0	3	1	0	0	1	0	0	0	0	0	0	163
1745	1	108	50	0	5	2	0	1	1	0	0	0	0	0	1	169
1800	1	107	55	1	8	2	0	0	2	0	0	0	0	0	0	176
Hourly Total	3	467	216	1	23	5	0	1	5	0	0	0	0	0	1	722
1815	1	123	44	1	6	2	0	2	3	0	0	0	0	0	1	183
1830	0	85	46	0	7	0	0	0	0	0	0	0	0	0	0	138
1845	0	92	41	0	2	0	0	2	1	0	0	0	0	0	0	138
1900	2	62	36	0	3	0	0	2	0	0	0	0	0	0	0	105
Hourly Total	3	362	167	1	18	2	0	6	4	0	0	0	0	0	1	564
1915	1	60	32	0	2	0	0	0	0	0	0	0	0	0	0	95
1930	0	44	35	0	2	0	0	1	0	0	0	0	0	0	0	82
1945	0	72	24	0	5	0	0	1	0	0	0	0	0	0	0	102
2000	0	52	21	0	4	0	0	1	0	0	0	0	0	0	0	78
Hourly Total	1	228	112	0	13	0	0	3	0	0	0	0	0	0	0	357
2015	0	47	21	0	1	0	0	2	0	0	0	0	0	0	0	71
2030	0	71	15	0	3	0	0	1	1	0	0	0	0	0	0	91
2045	0	53	22	0	1	0	0	0	2	0	0	0	0	0	0	78
2100	2	47	27	0	3	0	0	0	0	0	0	0	0	0	0	79
Hourly Total	2	218	85	0	8	0	0	3	3	0	0	0	0	0	0	319
2115	0</															



## Volume Count Report

Start Date: May 7, 2019  
 Stop Date: May 8, 2019  
 City: Dade City  
 Location: US 98 east of US 301

Start Time: 0:00  
 Stop Time: 0:00  
 County: Pasco

### Eastbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	2	0	2	19	54	56	41	32	42	40
30	7	3	5	7	7	25	40	54	46	35	42	43
45	7	4	2	4	14	25	33	38	46	48	47	41
00	1	4	1	3	14	30	42	62	53	48	44	58
<b>Hr Total</b>	<b>24</b>	<b>14</b>	<b>10</b>	<b>14</b>	<b>37</b>	<b>99</b>	<b>169</b>	<b>210</b>	<b>186</b>	<b>163</b>	<b>175</b>	<b>182</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	32	52	87	64	65	63	49	29	22	29	10
30	43	56	48	64	60	68	48	27	31	15	9	12
45	41	37	62	69	67	55	37	35	22	27	13	10
00	45	40	49	52	54	67	38	33	26	9	6	12
<b>Hr Total</b>	<b>184</b>	<b>165</b>	<b>211</b>	<b>272</b>	<b>245</b>	<b>255</b>	<b>186</b>	<b>144</b>	<b>108</b>	<b>73</b>	<b>57</b>	<b>44</b>

24 Hour Total: 3,227  
 AM Peak Hour begins: 7:00 AM Peak Volume: 210 AM Peak Hour Factor: 0.85  
 PM Peak Hour begins: 15:00 PM Peak Volume: 272 PM Peak Hour Factor: 0.78

### Westbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	4	1	3	12	31	44	62	47	50	50
30	6	6	1	5	6	20	43	61	57	52	64	32
45	3	4	1	2	8	25	40	56	69	50	52	61
00	1	2	2	10	12	16	65	79	51	62	50	61
<b>Hr Total</b>	<b>15</b>	<b>16</b>	<b>8</b>	<b>18</b>	<b>29</b>	<b>73</b>	<b>179</b>	<b>240</b>	<b>239</b>	<b>211</b>	<b>216</b>	<b>204</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	71	93	81	92	70	79	61	32	33	15	13	12
30	62	68	68	66	49	57	52	39	28	16	11	8
45	91	78	83	56	63	84	42	25	22	16	5	6
00	101	75	78	82	76	60	56	26	30	15	11	7
<b>Hr Total</b>	<b>325</b>	<b>314</b>	<b>310</b>	<b>296</b>	<b>258</b>	<b>280</b>	<b>211</b>	<b>122</b>	<b>113</b>	<b>62</b>	<b>40</b>	<b>33</b>

24 Hour Total: 3,812  
 AM Peak Hour begins: 7:45 AM Peak Volume: 267 AM Peak Hour Factor: 0.84  
 PM Peak Hour begins: 12:30 PM Peak Volume: 353 PM Peak Hour Factor: 0.87

### Total Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	7	6	1	5	31	85	100	103	79	92	90
30	13	9	6	12	13	45	83	115	103	87	106	75
45	10	8	3	6	22	50	73	94	115	98	99	102
00	2	6	3	13	26	46	107	141	104	110	94	119
<b>Hr Total</b>	<b>39</b>	<b>30</b>	<b>18</b>	<b>32</b>	<b>66</b>	<b>172</b>	<b>348</b>	<b>450</b>	<b>425</b>	<b>374</b>	<b>391</b>	<b>386</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	126	125	133	179	134	144	124	81	62	37	42	22
30	105	124	116	130	109	125	100	66	59	31	20	20
45	132	115	145	125	130	139	79	60	44	43	18	16
00	146	115	127	134	130	127	94	59	56	24	17	19
<b>Hr Total</b>	<b>509</b>	<b>479</b>	<b>521</b>	<b>568</b>	<b>503</b>	<b>535</b>	<b>397</b>	<b>266</b>	<b>221</b>	<b>135</b>	<b>97</b>	<b>77</b>

24 Hour Total: 7,039  
 AM Peak Hour begins: 7:45 AM Peak Volume: 462 AM Peak Hour Factor: 0.82  
 PM Peak Hour begins: 14:30 PM Peak Volume: 581 PM Peak Hour Factor: 0.81

## Volume Count Report

Start Date: May 8, 2019  
 Stop Date: May 9, 2019  
 City: Dade City  
 Location: US 98 east of US 301

Start Time: 0:00  
 Stop Time: 0:00  
 County: Pasco

### Eastbound Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	1	8	4	9	47	53	43	32	40	42
30	4	6	5	7	4	18	36	72	44	68	43	40
45	6	2	6	4	10	26	48	56	52	62	53	62
00	2	1	1	9	10	34	47	41	49	43	49	37
<b>Hr Total</b>	<b>15</b>	<b>12</b>	<b>13</b>	<b>28</b>	<b>28</b>	<b>87</b>	<b>178</b>	<b>222</b>	<b>188</b>	<b>205</b>	<b>185</b>	<b>181</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	32	44	49	65	60	55	37	32	25	13	7
30	55	43	48	54	62	56	48	39	43	22	24	6
45	23	53	41	74	75	57	44	32	19	31	8	7
00	38	47	72	56	77	65	44	25	38	17	10	6
<b>Hr Total</b>	<b>161</b>	<b>175</b>	<b>205</b>	<b>233</b>	<b>279</b>	<b>238</b>	<b>191</b>	<b>133</b>	<b>132</b>	<b>95</b>	<b>55</b>	<b>26</b>

24 Hour Total: 3,265  
 AM Peak Hour begins: 6:45 AM Peak Volume: 228 AM Peak Hour Factor: 0.79  
 PM Peak Hour begins: 16:00 PM Peak Volume: 279 PM Peak Hour Factor: 0.91

### Westbound Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	1	5	26	38	60	65	58	65	43
30	11	6	2	5	9	11	38	58	56	52	64	42
45	7	1	2	4	13	26	36	72	66	51	51	71
00	8	12	0	6	16	21	57	67	62	43	66	66
<b>Hr Total</b>	<b>30</b>	<b>21</b>	<b>6</b>	<b>16</b>	<b>43</b>	<b>84</b>	<b>169</b>	<b>257</b>	<b>249</b>	<b>204</b>	<b>246</b>	<b>222</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	67	75	41	73	56	36	43	27	19	13	5
30	87	88	78	84	62	79	47	48	31	9	9	4
45	71	84	64	80	84	47	47	20	33	16	6	6
00	63	43	46	85	56	63	27	37	29	12	6	6
<b>Hr Total</b>	<b>297</b>	<b>282</b>	<b>263</b>	<b>290</b>	<b>275</b>	<b>245</b>	<b>157</b>	<b>148</b>	<b>120</b>	<b>56</b>	<b>34</b>	<b>21</b>

24 Hour Total: 3,735  
 AM Peak Hour begins: 11:30 AM Peak Volume: 300 AM Peak Hour Factor: 0.86  
 PM Peak Hour begins: 15:15 PM Peak Volume: 322 PM Peak Hour Factor: 0.95

### Total Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	3	9	9	35	85	113	108	90	105	85
30	15	12	7	12	13	29	74	130	100	120	107	82
45	13	3	8	8	23	52	84	128	118	113	104	133
00	10	13	1	15	26	55	104	108	111	86	115	103
<b>Hr Total</b>	<b>45</b>	<b>33</b>	<b>19</b>	<b>44</b>	<b>71</b>	<b>171</b>	<b>347</b>	<b>479</b>	<b>437</b>	<b>409</b>	<b>431</b>	<b>403</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	99	119	90	138	116	91	80	59	44	26	12
30	142	131	126	138	124	135	95	87	74	31	33	10
45	94	137	105	154	159	104	91	52	52	47	14	13
00	101	90	118	141	133	128	71	62	67	29	16	12
<b>Hr Total</b>	<b>458</b>	<b>457</b>	<b>468</b>	<b>523</b>	<b>554</b>	<b>483</b>	<b>348</b>	<b>281</b>	<b>252</b>	<b>151</b>	<b>89</b>	<b>47</b>

24 Hour Total: 7,000  
 AM Peak Hour begins: 11:30 AM Peak Volume: 499 AM Peak Hour Factor: 0.88  
 PM Peak Hour begins: 15:15 PM Peak Volume: 571 PM Peak Hour Factor: 0.93

# Appendix E

Signal Timing Data

Draft



## SIGNAL TIMING PLAN FOR PUBLIC RECORDS REQUEST

<b>LOCATION:</b>	US 301 & CLINTON (CR52A)	<b>WO #:</b>	591
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<b>LAST UPDATE:</b>	10/15/2018	<b>TURN ON DATE:</b>	
<b>CONTROLLER:</b>	ASC/2S-2100	<b>SMART MONITOR:</b>	NO
<b>MONITOR:</b>	MMU	<b>UPS:</b>	YES

PH	DIRECTION	MIN	WALK	PC	PSG	MAX 1	MAX 2	MAX 3	YEL	RC	MIN REC	MAX REC	MEM ON	MEM OFF	CNA	DET SWITCH	FLASH
1	SBLT	7			3	15			5.2	2			X				R
2	NB	20	7	35	5	60			5.2	2	X			X			Y
3	WBLT	7			3	15			5.1	2			X				R
4	EB	10	7	45	3	50			5.1	2			X				R
5	NBLT	7			3	30			5.2	2			X				R
6	SB	20	7	41	5	60			5.2	2	X			X			Y
7	EBLT	7			3	15			5.1	2			X				R
8	WB	10	7	48	3	50			5.1	2			X				R
9																	
10																	
11																	
12																	
13																	
14																	
15																	
16																	

<b>OVERLAP</b>	<b>A</b>		+	
	<b>B</b>		+	
	<b>C</b>		+	
	<b>D</b>		+	

**NOTES:**  
L1 PH 8 WB AND L8 PH 4 EBRT HAS 8 SEC DELAY DONE IN CONTROLLER. PHASE 5 LAGS DURING ALL COORD PATTERNS.

Coordination Patterns

-----  
 Pattern 1

Cycle Length . . . 130 COS . . . . . FREE  
 Offset . . . . . 6  
 Vehicle Permissive . . [1] 0 [2] 0  
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO  
 Splits: Phase 1- 18 2- 72 3- 18 4- 22  
           Phase 5- 34 6- 56 7- 18 8- 22  
           Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0  
 Split Extension/Ring [1] 0 [2] 0  
 Split Demand Pattern [1] 0 [2] 0  
 XRT Pattern. . . 0  
     Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12  
 Coord Phases . . . X . . . X . . . . .  
 Veh Recall . . . . . . . . . . . . . . .  
 Veh Max Recall . . X . . . X . . . . .  
 Ped Recall . . . . . . . . . . . . . . .  
 Veh Omit . . . . . . . . . . . . . . .  
 Alt Sequence . . A: . B: . C: X D: . E: . F: .

-----  
 Pattern 2

Cycle Length . . . 140 COS . . . . . FREE  
 Offset . . . . . 106  
 Vehicle Permissive . . [1] 0 [2] 0  
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO  
 Splits: Phase 1- 18 2- 79 3- 19 4- 24  
           Phase 5- 39 6- 58 7- 20 8- 23  
           Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0  
 Split Extension/Ring [1] 0 [2] 0  
 Split Demand Pattern [1] 0 [2] 0  
 XRT Pattern. . . 0  
     Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12  
 Coord Phases . . . X . . . X . . . . .  
 Veh Recall . . . . . . . . . . . . . . .  
 Veh Max Recall . . X . . . X . . . . .  
 Ped Recall . . . . . . . . . . . . . . .  
 Veh Omit . . . . . . . . . . . . . . .  
 Alt Sequence . . A: . B: . C: X D: . E: . F: .

-----  
 Pattern 3

Cycle Length . . . 140 COS . . . . . FREE  
 Offset . . . . . 131  
 Vehicle Permissive . . [1] 0 [2] 0  
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO  
 Splits: Phase 1- 18 2- 79 3- 20 4- 23  
           Phase 5- 41 6- 56 7- 21 8- 22  
           Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0  
 Split Extension/Ring [1] 0 [2] 0  
 Split Demand Pattern [1] 0 [2] 0  
 XRT Pattern. . . 0  
     Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12  
 Coord Phases . . . X . . . X . . . . .  
 Veh Recall . . . . . . . . . . . . . . .  
 Veh Max Recall . . X . . . X . . . . .  
 Ped Recall . . . . . . . . . . . . . . .  
 Veh Omit . . . . . . . . . . . . . . .  
 Alt Sequence . . A: . B: . C: X D: . E: . F: .  
 -----

Coordination Patterns

Pattern 4

Cycle Length . . . 130 COS . . . . . FREE  
 Offset . . . . . 60  
 Vehicle Permissive . . [1] 0 [2] 0  
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO  
 Splits: Phase 1- 18 2- 70 3- 20 4- 22  
           Phase 5- 32 6- 56 7- 20 8- 22  
           Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0  
 Split Extension/Ring [1] 0 [2] 0  
 Split Demand Pattern [1] 0 [2] 0  
 XRT Pattern. . . 0  
     Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12  
 Coord Phases . . . X . . . X . . . . .  
 Veh Recall . . . . . . . . . . . . . . .  
 Veh Max Recall . . X . . . X . . . . .  
 Ped Recall . . . . . . . . . . . . . . .  
 Veh Omit . . . . . . . . . . . . . . .  
 Alt Sequence . . A: . B: . C: X D: . E: . F: .

Pattern 6

Cycle Length . . . 140 COS . . . . . FREE  
 Offset . . . . . 98  
 Vehicle Permissive . . [1] 0 [2] 0  
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO  
 Splits: Phase 1- 18 2- 75 3- 22 4- 25  
           Phase 5- 34 6- 59 7- 23 8- 24  
           Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0  
 Split Extension/Ring [1] 0 [2] 0  
 Split Demand Pattern [1] 0 [2] 0  
 XRT Pattern. . . 0  
     Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12  
 Coord Phases . . . X . . . X . . . . .  
 Veh Recall . . . . . . . . . . . . . . .  
 Veh Max Recall . . X . . . X . . . . .  
 Ped Recall . . . . . . . . . . . . . . .  
 Veh Omit . . . . . . . . . . . . . . .  
 Alt Sequence . . A: . B: . C: X D: . E: . F: .



TOD Weekly/Yearly

	Weekly Program Numbers										
	1	2	3	4	5	6	7	8	9	10	
Sunday . . .	3	1	1	1	1	1	1	1	1	1	Program No.
Monday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Tuesday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Wednesday . .	1	1	1	1	1	1	1	1	1	1	Program No.
Thursday . .	1	1	1	1	1	1	1	1	1	1	Program No.
Friday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Saturday . .	2	1	1	1	1	1	1	1	1	1	Program No.

	Week of Year																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Prog	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
Prog	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	
Prog	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	

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NIC Program Steps

---

Step	Program	Step Begins	Pattern	Override
1	1	0730	1	NO
2	1	0930	2	NO
3	1	1430	3	NO
4	1	1800	4	NO
5	1	1915	0	NO
6	2	0930	6	NO
7	2	1830	0	NO
8	3	1000	6	NO
9	3	1500	0	NO

Draft

**SIGNAL TIMING PLAN  
FOR  
PUBLIC RECORDS REQUEST**

<b>LOCATION:</b>	US 301 & US 98	<b>WO #:</b>	627
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<b>LAST UPDATE:</b>	11/3/2020	<b>TURN ON DATE:</b>	1/6/2014
<b>CONTROLLER:</b>	ASC/3-2100	<b>SMART MONITOR:</b>	YES
<b>MONITOR:</b>	MMU	<b>UPS:</b>	YES

PH	DIRECTION	MIN	WALK	PC	PSG	MAX 1	MAX 2	MAX 3	YEL	RC	MIN REC	MAX REC	MEM ON	MEM OFF	CNA	DET SWITCH	FLASH
1	SBLT FYA	7			3	20	25		5.5	2		X	X			X/ 6	R
2	NB	20	7	29	5	80	200		5.5	2	X			X			Y
3																	
4	EB PED	10	7	33			40		4.8	2							
5																	
6	SB	20			5	80	200		5.5	2	X			X			Y
7																	
8	WB	10	7	26	3	40	23		4.8	2			X				R
9																	
10																	
11																	
12																	
13																	
14																	
15																	
16																	

<b>OVERLAP</b>	<b>A</b>		+	
	<b>B</b>		+	
	<b>C</b>		+	
	<b>D</b>	1	+	8

**NOTES:**  
 \*\* FOR ADVANCE WF SEE WO 0890.00. \*\* L1 PH 8 WBRT HAS 10 SEC DELAY DONE IN CONTROLLER. \*\* PHASE 1 SBLT PLACED ON MAX RECALL, AND MAX 1 TO 20 SEC FROM 40 SEC. TURNED OFF DETECTOR, LOOP BAD IN ROAD.\*\*









Veh Recall																				
Max Recall																				
Max 2																				
Max 3																				
CS Inhibit																				
Omit																				
Special Function																				

**Action Plan - 4**

Pattern	4	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																

**Action Plan - 6**

Pattern	6	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																

**Action Plan - 99**

Pattern	254 - FREE	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Preempt Cond Delay	No		



Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																

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**Schedule Number - 3**

Day Plan Number: 3

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
	X						

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Draft

# Appendix F

Historical Count Data

Draft

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2019 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 0030 - SR 35/SR 700/US 98/US 301, SOUTH OF SR 533/US 98 BYP

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	26500	C	N 13500		S 13000	9.00	56.20	7.60
2018	29500	S	N 15000		S 14500	9.00	57.10	4.90
2017	28500	F	N 14500		S 14000	9.00	57.30	4.90
2016	27500	C	N 14000		S 13500	9.00	57.90	4.90
2015	28500	C	N 14500		S 14000	9.00	57.90	7.20
2014	32000	C	N 16000		S 16000	9.00	56.10	7.70
2013	26500	C	N 13500		S 13000	9.00	60.00	6.80
2012	28000	C	N 14500		S 13500	9.00	59.00	6.50
2011	29000	C	N 15000		S 14000	9.00	58.20	7.70
2010	28500	C	N 14500		S 14000	9.07	58.18	6.90
2009	30000	C	N 15000		S 15000	9.17	58.07	7.50
2008	29500	C	N 14500		S 15000	9.52	56.97	5.70
2007	30500	C	N 15500		S 15000	9.26	52.68	4.10
2006	32000	C	N 16000		S 16000	9.38	56.87	6.60
2005	30500	C	N 15500		S 15000	9.40	55.20	8.60
2004	28500	C	N 14500		S 14000	9.40	57.90	6.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2019 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 0052 - SR 35/SR 700/US 98/US 301, NORTH OF SR 35/SR 700/US 98

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	28000	C	N 14000		S 14000	9.00	56.20	6.40
2018	33000	E	N 13000		S 13000	9.00	57.10	7.50
2017	32500	S	N 17000		S 15500	9.00	57.30	6.60
2016	30500	F	N 16000		S 14500	9.00	57.90	6.60
2015	28500	C	N 15000		S 13500	9.00	57.90	6.60
2014	28500	C	N 14500		S 14000	9.00	56.10	6.40
2013	28000	C	N 14500		S 13500	9.00	60.00	4.90
2012	28000	C	N 14000		S 14000	9.00	59.00	4.60
2011	26500	C	N 13500		S 13000	9.00	58.20	5.40
2010	29500	C	N 15000		S 14500	9.07	58.18	4.80
2009	28500	C	N 14500		S 14000	9.17	58.07	5.60
2008	28000	C	N 14000		S 14000	9.52	56.97	6.10
2007	31000	C	N 15500		S 15500	9.26	52.68	5.90
2006	29000	C	N 14500		S 14500	9.38	56.87	3.40
2005	26000	C	N 12500		S 13500	9.40	55.20	3.40
2004	17800	C	N 8600		S 9200	9.40	57.90	3.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2019 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 0053 - SR 39/US 301, SOUTH OF SR 35/SR 700/US 98

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	23500	C	N 12000		S 11500	9.00	56.20	6.30
2018	22500	C	N 11500		S 11000	9.00	57.10	5.50
2017	24000	F	N 12000		S 12000	9.00	57.30	4.80
2016	23000	C	N 11500		S 11500	9.00	57.90	4.80
2015	23000	C	N 11500		S 11500	9.00	57.90	5.70
2014	25000	C	N 12500		S 12500	9.00	56.10	5.60
2013	22000	C	N 11000		S 11000	9.00	60.00	4.60
2012	23000	C	N 11500		S 11500	9.00	59.00	3.90
2011	22000	C	N 11500		S 10500	9.00	58.20	6.40
2010	22500	C	N 11000		S 11500	9.07	58.18	4.40
2009	21000	C	N 11000		S 10000	9.17	58.07	3.70
2008	23500	C	N 11500		S 12000	9.52	56.97	5.90
2007	26000	C	N 13000		S 13000	9.26	52.68	5.90
2006	25500	C	N 13000		S 12500	9.38	56.87	7.50
2005	24000	C	N 12000		S 12000	9.40	55.20	7.60
2004	19600	C	N 9800		S 9800	9.40	57.90	7.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2020 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 0054 - US 98/SR 35/SR 700, S OF SR 39/US 301

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2020	5700	C	N	2900	S	2800	9.00	55.40	15.20
2019	6100	F	N	3100	S	3000	9.00	56.20	13.90
2018	5900	C	N	3000	S	2900	9.00	57.10	13.90
2017	5400	F	N	2800	S	2600	9.00	57.30	13.70
2016	5200	C	N	2700	S	2500	9.00	57.90	13.70
2015	5500	C	N	2800	S	2700	9.00	57.90	12.60
2014	5100	C	N	2600	S	2500	9.00	56.10	13.40
2013	5100	C	N	2600	S	2500	9.00	60.00	13.00
2012	6100	C	N	3100	S	3000	9.00	59.00	10.20
2011	5900	C	N	3000	S	2900	9.00	58.20	10.80
2010	5800	C	N	2900	S	2900	9.07	58.18	12.70
2009	5600	F	N	2800	S	2800	9.17	58.07	10.90
2008	5600	C	N	2800	S	2800	9.52	56.97	10.90
2007	5400	C	N	2700	S	2700	9.26	52.68	12.70
2006	5600	C	N	2800	S	2800	9.38	56.87	12.70
2005	5400	C	N	2700	S	2700	9.40	55.20	11.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES



FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2019 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 0055 - US 98/SR 35/SR 700, NORTH OF CR 54/POLK COUNTY LINE

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	5500	F	N 2800		S 2700	9.50	56.20	23.50
2018	5300	C	N 2700		S 2600	9.50	57.10	23.50
2017	4700	F	N 2400		S 2300	9.50	57.30	24.30
2016	4500	C	N 2300		S 2200	9.50	57.90	24.30
2015	4500	C	N 2300		S 2200	9.50	57.90	19.60
2014	4200	C	N 2200		S 2000	9.50	56.10	20.70
2013	4100	C	N 2100		S 2000	9.50	60.00	22.70
2012	4200	C	N 2200		S 2000	9.50	59.00	19.70
2011	4000	C	N 2000		S 2000	9.50	58.20	21.90
2010	4200	C	N 2100		S 2100	9.07	58.18	20.30
2009	4000	C	N 1900		S 2100	9.17	58.07	18.90
2008	4300	C	N 2100		S 2200	9.52	56.97	23.10
2007	4000	C	N 2000		S 2000	9.26	52.68	22.50
2006	4100	C	N 2000		S 2100	9.38	56.87	24.10
2005	4100	C	N 2000		S 2100	9.40	55.20	23.80
2004	4200	C	N 2100		S 2100	9.40	57.90	23.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2019 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 6038 - CLINTON AVE, WEST OF US 301 (HPMS)

YEAR	AADT		DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2019	15700	F	E	7900	W	7800	9.00	56.20	7.20
2018	15300	C	E	7700	W	7600	9.00	57.10	7.20
2012	12500	S	E	6300	W	6200	9.00	59.00	5.90
2011	12100	F	E	6100	W	6000	9.00	58.20	5.90
2010	12100	C	E	6100	W	6000	9.07	58.18	5.90
2009	11600	C	E	5800	W	5800	9.17	58.07	6.00
2008	11900	C	E	5600	W	6300	9.52	56.97	7.40

Draft

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2019 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 9080 - CR 54, E OF BERRY RD/CR 35

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2019	4400 X		0		0	9.50	56.20	5.10
2018	4300 X		0		0	9.50	57.10	5.80
2017	4200 6		0		0	9.50	57.30	4.70
2016	4000 V		0		0	9.50	57.90	5.60
2015	3800 R		0		0	9.50	57.90	6.30
2014	3700 T		0		0	9.50	56.10	5.80
2013	3700 S		0		0	9.50	60.00	5.40
2012	3600 F		0		0	9.50	59.00	5.10
2011	3500 C	E	0	W	0	9.50	58.20	6.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION  
 TRANSPORTATION STATISTICS OFFICE  
 2019 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 9103 - CLINTON AVE, E OF US 301

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2019	2200 X		0		0	9.00	56.20	5.10
2018	2100 X		0		0	9.00	57.10	5.80
2017	2000 6		0		0	9.00	57.30	4.70
2016	1900 V		0		0	9.00	57.90	5.60
2015	1800 R		0		0	9.00	57.90	6.30
2014	1800 T		0		0	9.00	56.10	5.80
2013	1800 S		0		0	9.50	60.00	5.40
2012	1800 F		0		0	9.00	59.00	5.10
2011	1700 C	E	0	W	0	9.00	58.20	6.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

# Appendix G

US 98 at US 98 Access Road Volume Development

**Iterative Proportional Function (FRATAR)  
Uncounted Intersection Development  
US 98 at US 98 Access Road**

Time Period AM

AADT			K Factor				D Factor				
	P	A		P	A		P	A		P	A
North Leg	0	0	North Leg	0	0	North Leg	0.0%	0.0%			
South Leg	3,400	3,400	South Leg	9.0%	9.0%	South Leg	57.3%	42.7%			
East Leg	5,900	5,900	East Leg	9.0%	9.0%	East Leg	42.7%	57.3%			
West Leg	4,500	4,500	West Leg	9.0%	9.0%	West Leg	57.3%	42.7%			

DDHV							
	P	A	P ADJ	A ADJ	P Fin	A Fin	
North Leg	0	0	0	0	0	0	
South Leg	175	131	0	6	175	137	
East Leg	227	304	0	10	227	314	
West Leg	232	173	0	10	232	183	
Total	634	608	0		634	634	
Diff	0	26					

Target						
Int	North Leg	South Leg	East Leg	West Leg		Production
North Leg						0
South Leg						175
East Leg						227
West Leg						232
Attraction	0	137	314	183	0	0

Seed Percent						
North Leg	North Leg	South Leg	East Leg	West Leg		Production
North Leg	0%	0%	0%	0%		0
South Leg	0%	0%	60%	40%		1
East Leg	0%	30%	0%	70%		1
West Leg	0%	15%	85%	0%		1
Attraction	0	0.45	1.45	1.1	0	0

Seed						
Int	North Leg	South Leg	East Leg	West Leg		Production
North Leg	0	0	0	0		0
South Leg	0	0	105	70		175
East Leg	0	68	0	159		227
West Leg	0	35	197	0		232
Attraction	0	103	302	229	0	0

Intersection matrix after 50 iterations						
Int	North Leg	South Leg	East Leg	West Leg		Production
N	0	0	0	0	0	0
S	0	0	122	53	0	175
E	0	97	0	130	0	227
W	0	40	192	0	0	232
Attraction	0	137	314	183	0	0

Manual Adjustment						
Int	North Leg	South Leg	East Leg	West Leg		Production
N						0
S						0
E						0
W						0
Attraction	0	0	0	0	0	0

Final Matrix						
0	North Leg	South Leg	East Leg	West Leg		Production
North Leg	0	0	0	0	0	0
South Leg	0	0	122	53	0	175
East Leg	0	97	0	130	0	227
West Leg	0	40	192	0	0	232
Attraction	0	137	314	183	0	0

**Iterative Proportional Function (FRATAR)  
Uncounted Intersection Development  
US 98 at US 98 Access Road**

Time Period **PM**

AADT			K Factor			D Factor		
	P	A		P	A		P	A
North Leg	0	0	North Leg	0	0	North Leg	0.0%	0.0%
South Leg	3,400	3,400	South Leg	9.0%	9.0%	South Leg	42.7%	57.3%
East Leg	5,900	5,900	East Leg	9.0%	9.0%	East Leg	57.3%	42.7%
West Leg	4,500	4,500	West Leg	9.0%	9.0%	West Leg	42.7%	57.3%

DDHV						
	P	A	P ADJ	A ADJ	P Fin	A Fin
North Leg	0	0	0	0	0	0
South Leg	131	175	6	0	137	175
East Leg	304	227	10	0	314	227
West Leg	173	232	10	0	183	232
Total	608	634	26	0	634	634
Diff		26		0		

Target						
Int	North Leg	South Leg	East Leg	West Leg		Production
North Leg						0
South Leg						137
East Leg						314
West Leg						183
Attraction	0	175	227	232	0	0

Seed Percent						
North Leg	North Leg	South Leg	East Leg	West Leg		Production
North Leg	0%	0%	0%	0%		0
South Leg	0%	0%	40%	60%		1
East Leg	0%	70%	0%	30%		1
West Leg	0%	85%	15%	0%		1
Attraction	0	1.55	0.55	0.9	0	0

Seed						
Int	North Leg	South Leg	East Leg	West Leg		Production
North Leg	0	0	0	0		0
South Leg	0	0	70	105		175
East Leg	0	159	0	68		227
West Leg	0	197	35	0		232
Attraction	0	356	105	173	0	0

Intersection matrix after 50 iterations						
Int	North Leg	South Leg	East Leg	West Leg		Production
N	0	0	0	0	0	0
S	0	0	97	40	0	137
E	0	122	0	192	0	314
W	0	53	130	0	0	183
Attraction	0	175	227	232	0	0

Manual Adjustment						
Int	North Leg	South Leg	East Leg	West Leg		Production
N						0
S						0
E						0
W						0
Attraction	0	0	0	0	0	0

Final Matrix						
0	North Leg	South Leg	East Leg	West Leg		Production
North Leg	0	0	0	0	0	0
South Leg	0	0	97	40	0	137
East Leg	0	122	0	192	0	314
West Leg	0	53	130	0	0	183
Attraction	0	175	227	232	0	0

# Appendix H

Existing Year (2019) Operational Analysis

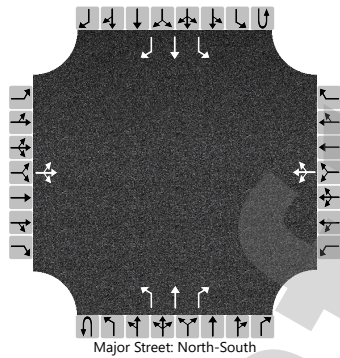
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# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Nashid Sharmin	Intersection	CR 54 at US 98
Agency/Co.	H.W. Lochner Inc.	Jurisdiction	FDOT D7
Date Performed	5/17/2021	East/West Street	CR 54
Analysis Year	2019	North/South Street	US 98
Time Analyzed	7:30-8:30 AM	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	US 98 PD&E Studies		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0		0	1	1		0	1	1	
Configuration			LTR				LTR			L	T	R		L	T	R	
Volume (veh/h)		15	0	225		0	0	0		285	240	0		0	260	25	
Percent Heavy Vehicles (%)		3	3	3		3	3	3		7				12			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized									No				Yes				
Median Type   Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.17				4.22		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.26				2.31		

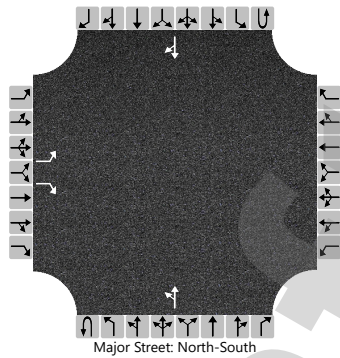
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			253				0			300				0						
Capacity, c (veh/h)			605							1261				1256						
v/c Ratio			0.42							0.24				0.00						
95% Queue Length, Q <sub>95</sub> (veh)			2.1							0.9				0.0						
Control Delay (s/veh)			15.2							8.7				7.9						
Level of Service (LOS)			C							A				A						
Approach Delay (s/veh)		15.2										4.7					0.0			
Approach LOS		C																		

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Nashid Sharmin			Intersection	Old Lakeland Hwy & Access		
Agency/Co.	H.W. Lochner Inc.			Jurisdiction	FDOT D7		
Date Performed	5/18/2021			East/West Street	Access Road		
Analysis Year	2019			North/South Street	Old Lakeland Highway		
Time Analyzed	7:30-8:30 AM			Peak Hour Factor	0.95		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	US 98 PD&E Studies						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	0	1	0	0	0	1	0
Configuration		L		R						LT						TR
Volume (veh/h)		105		45						60	285				305	95
Percent Heavy Vehicles (%)		11		11						11						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized		No														
Median Type   Storage		Undivided														

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.51		6.31						4.21						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.60		3.40						2.30						

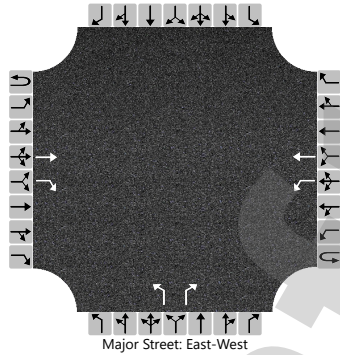
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		111		47						63						
Capacity, c (veh/h)		319		655						1091						
v/c Ratio		0.35		0.07						0.06						
95% Queue Length, Q <sub>95</sub> (veh)		1.6		0.2						0.2						
Control Delay (s/veh)		22.2		10.9						8.5						
Level of Service (LOS)		C		B						A						
Approach Delay (s/veh)		18.8								2.0						
Approach LOS		C														

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Nashid Sharmin			Intersection	US 98 at Access Road		
Agency/Co.	H.W. Lochner Inc.			Jurisdiction	FDOT D7		
Date Performed	5/18/2021			East/West Street	US 98		
Analysis Year	2019			North/South Street	Access Road		
Time Analyzed	7:30-8:30 AM			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	US 98 PD&E Studies						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	1	0	1	1	0	1	0	1		0	0	0	
Configuration			T	R		L	T		L		R					
Volume (veh/h)			275	45		105	230		65		90					
Percent Heavy Vehicles (%)						12			11		11					
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized		Yes							No							
Median Type   Storage	Undivided															

## Critical and Follow-up Headways















Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.22				6.51		6.31				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.31				3.60		3.40				

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						111				68		95				
Capacity, c (veh/h)						1217				332		729				
v/c Ratio						0.09				0.21		0.13				
95% Queue Length, Q <sub>95</sub> (veh)						0.3				0.8		0.4				
Control Delay (s/veh)						8.3				18.7		10.7				
Level of Service (LOS)						A				C		B				
Approach Delay (s/veh)					2.6				14.0							
Approach LOS									B							





























HCM 6th Signalized Intersection Summary  
 4: US 301 & US 98

Existing Year (2019)  
 AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	55	275	1015	55	295	1185
Future Volume (veh/h)	55	275	1015	55	295	1185
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1781	1781	1841	1841	1856	1856
Adj Flow Rate, veh/h	58	289	1068	58	311	1247
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	8	8	4	4	3	3
Cap, veh/h	350	477	2052	915	459	2581
Arrive On Green	0.21	0.21	0.59	0.59	0.23	1.00
Sat Flow, veh/h	1697	1510	3589	1560	1767	3618
Grp Volume(v), veh/h	58	289	1068	58	311	1247
Grp Sat Flow(s),veh/h/ln	1697	1510	1749	1560	1767	1763
Q Serve(g_s), s	3.7	21.1	23.6	2.1	8.7	0.0
Cycle Q Clear(g_c), s	3.7	21.1	23.6	2.1	8.7	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	350	477	2052	915	459	2581
V/C Ratio(X)	0.17	0.61	0.52	0.06	0.68	0.48
Avail Cap(c_a), veh/h	561	664	2052	915	610	2581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.69	0.69
Uniform Delay (d), s/veh	42.4	37.6	16.0	11.5	10.5	0.0
Incr Delay (d2), s/veh	0.2	1.2	0.9	0.1	1.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.7	12.1	13.7	1.3	4.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.6	38.9	16.9	11.7	11.8	0.4
LnGrp LOS	D	D	B	B	B	A
Approach Vol, veh/h	347		1126			1558
Approach Delay, s/veh	39.5		16.7			2.7
Approach LOS	D		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	18.9	80.3			99.2	30.8
Change Period (Y+Rc), s	7.5	7.5			7.5	6.8
Max Green Setting (Gmax), s	22.5	45.5			75.5	40.2
Max Q Clear Time (g_c+I1), s	10.7	25.6			2.0	23.1
Green Ext Time (p_c), s	0.7	11.8			26.6	1.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			12.1			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary  
5: US 301 & Clinton Ave

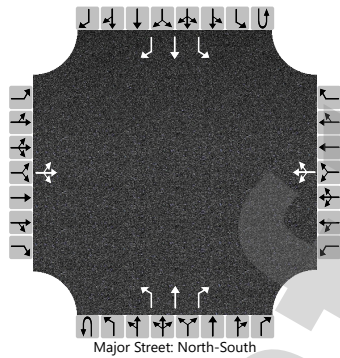
Existing Year (2019)  
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 			 	
Traffic Volume (veh/h)	340	140	465	100	125	35	305	1005	75	45	905	185
Future Volume (veh/h)	340	140	465	100	125	35	305	1005	75	45	905	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	358	147	489	105	132	37	321	1058	79	47	953	195
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	3	3	3	3	3	3	3	3	3
Cap, veh/h	366	484	216	290	326	88	449	2051	915	433	1844	822
Arrive On Green	0.11	0.14	0.14	0.09	0.12	0.10	0.25	1.00	1.00	0.07	0.52	0.52
Sat Flow, veh/h	3401	3497	1560	1767	2741	744	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	358	147	489	105	83	86	321	1058	79	47	953	195
Grp Sat Flow(s),veh/h/ln	1700	1749	1560	1767	1763	1722	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	13.6	4.9	18.0	6.5	5.7	6.0	10.6	0.0	0.0	1.5	23.0	8.8
Cycle Q Clear(g_c), s	13.6	4.9	18.0	6.5	5.7	6.0	10.6	0.0	0.0	1.5	23.0	8.8
Prop In Lane	1.00		1.00	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	366	484	216	290	210	205	449	2051	915	433	1844	822
V/C Ratio(X)	0.98	0.30	2.26	0.36	0.40	0.42	0.72	0.52	0.09	0.11	0.52	0.24
Avail Cap(c_a), veh/h	366	484	216	325	244	238	631	2051	915	502	1844	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.8	50.4	56.0	43.5	53.0	53.7	12.4	0.0	0.0	11.1	20.3	16.9
Incr Delay (d2), s/veh	40.9	0.3	583.3	0.8	1.2	1.4	1.9	0.8	0.2	0.1	1.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.4	3.8	66.1	5.1	4.6	4.8	5.3	0.4	0.1	1.0	14.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.7	50.7	639.3	44.2	54.2	55.1	14.3	0.8	0.2	11.3	21.3	17.6
LnGrp LOS	F	D	F	D	D	E	B	A	A	B	C	B
Approach Vol, veh/h		994			274			1458			1195	
Approach Delay, s/veh		357.6			50.7			3.7			20.3	
Approach LOS		F			D			A			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	79.6	15.5	22.0	20.6	72.0	18.0	19.5				
Change Period (Y+Rc), s	7.2	7.2	7.1	7.1	7.2	7.2	7.1	7.1				
Max Green Setting (Gmax), s	10.8	64.8	10.9	14.9	26.8	48.8	10.9	14.9				
Max Q Clear Time (g_c+I1), s	3.5	2.0	8.5	20.0	12.6	25.0	15.6	8.0				
Green Ext Time (p_c), s	0.0	20.7	0.0	0.0	0.8	12.9	0.0	0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay	101.8											
HCM 6th LOS	F											
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Nashid Sharmin			Intersection	CR 54 at US 98		
Agency/Co.	H.W. Lochner Inc.			Jurisdiction	FDOT D7		
Date Performed	5/17/2021			East/West Street	CR 54		
Analysis Year	2019			North/South Street	US 98		
Time Analyzed	4:45-5:45 PM			Peak Hour Factor	0.95		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	US 98 PD&E Studies						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	1	1	1	0	1	1	1	
Configuration			LTR				LTR			L	T	R		L	T	R	
Volume (veh/h)		25	0	285		0	0	0		250	260	0		0	240	15	
Percent Heavy Vehicles (%)		3	3	3		3	3	3		7				12			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized										No			Yes				
Median Type   Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.17				4.22		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.26				2.31		

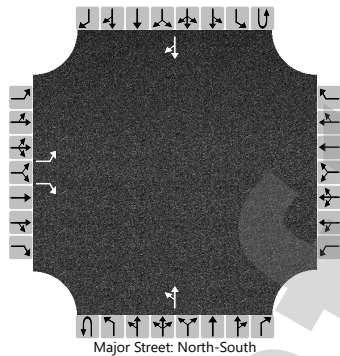
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			326				0			263				0			
Capacity, c (veh/h)			608							1284				1234			
v/c Ratio			0.54							0.20				0.00			
95% Queue Length, Q <sub>95</sub> (veh)			3.4							0.8				0.0			
Control Delay (s/veh)			17.7							8.5				7.9			
Level of Service (LOS)			C							A				A			
Approach Delay (s/veh)		17.7								4.2				0.0			
Approach LOS		C								A				A			

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Nashid Sharmin	Intersection	Old Lakeland Hwy & Access
Agency/Co.	H.W. Lochner Inc.	Jurisdiction	FDOT D7
Date Performed	5/18/2021	East/West Street	Access Road
Analysis Year	2019	North/South Street	Old Lakeland Highway
Time Analyzed	4:45-5:45 PM	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	US 98 PD&E Studies		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		1	0	1		0	0	0	0	0	1	0	0	0	1	0	
Configuration		L		R						LT						TR	
Volume (veh/h)		95		60						45	305				285	105	
Percent Heavy Vehicles (%)		11		11						11							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized		No															
Median Type   Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.51		6.31						4.21						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.60		3.40						2.30						

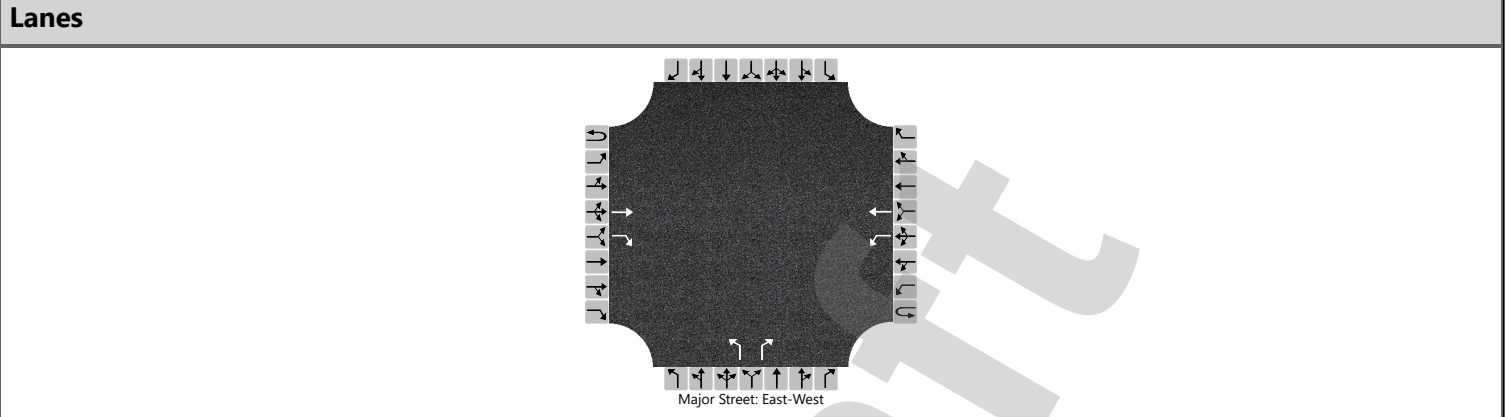
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		100		63						47						
Capacity, c (veh/h)		337		669						1101						
v/c Ratio		0.30		0.09						0.04						
95% Queue Length, Q <sub>95</sub> (veh)		1.3		0.3						0.1						
Control Delay (s/veh)		20.2		10.9						8.4						
Level of Service (LOS)		C		B						A						
Approach Delay (s/veh)		16.6								1.5						
Approach LOS		C														



# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Nashid Sharmin			Intersection	US 98 at Access Road		
Agency/Co.	H.W. Lochner Inc.			Jurisdiction	FDOT D7		
Date Performed	5/18/2021			East/West Street	US 98		
Analysis Year	2019			North/South Street	Access Road		
Time Analyzed	4:45-5:45 PM			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	US 98 PD&E Studies						



**Vehicle Volumes and Adjustments**

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12		
Priority																	
Number of Lanes	0	0	1	1	0	1	1	0	1	0	1		0	0	0		
Configuration			T	R		L	T		L		R						
Volume (veh/h)			230	65		90	275			45		105					
Percent Heavy Vehicles (%)						12				11		11					
Proportion Time Blocked																	
Percent Grade (%)										0							
Right Turn Channelized		Yes								No							
Median Type   Storage		Undivided															

**Critical and Follow-up Headways**

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.22				6.51		6.31				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.31				3.60		3.40				















**Delay, Queue Length, and Level of Service**

Flow Rate, v (veh/h)						95				47		111				
Capacity, c (veh/h)						1268				353		775				
v/c Ratio						0.07				0.13		0.14				
95% Queue Length, Q <sub>95</sub> (veh)						0.2				0.5		0.5				
Control Delay (s/veh)						8.1				16.8		10.4				
Level of Service (LOS)						A				C		B				
Approach Delay (s/veh)						2.0				12.3						
Approach LOS										B						































HCM 6th Signalized Intersection Summary  
4: US 301 & US 98

Existing Year (2019)  
PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	55	295	1185	55	275	1015
Future Volume (veh/h)	55	295	1185	55	275	1015
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1781	1781	1841	1841	1856	1856
Adj Flow Rate, veh/h	58	311	1247	58	289	1068
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	8	8	4	4	3	3
Cap, veh/h	370	481	2066	922	390	2555
Arrive On Green	0.22	0.22	0.59	0.59	0.21	1.00
Sat Flow, veh/h	1697	1510	3589	1560	1767	3618
Grp Volume(v), veh/h	58	311	1247	58	289	1068
Grp Sat Flow(s),veh/h/ln	1697	1510	1749	1560	1767	1763
Q Serve(g_s), s	3.9	24.8	31.7	2.2	8.7	0.0
Cycle Q Clear(g_c), s	3.9	24.8	31.7	2.2	8.7	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	370	481	2066	922	390	2555
V/C Ratio(X)	0.16	0.65	0.60	0.06	0.74	0.42
Avail Cap(c_a), veh/h	521	615	2066	922	507	2555
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.62	0.62
Uniform Delay (d), s/veh	44.3	40.9	18.2	12.2	15.5	0.0
Incr Delay (d2), s/veh	0.2	1.5	1.3	0.1	2.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.9	13.9	17.8	1.4	6.5	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.5	42.5	19.5	12.3	18.1	0.3
LnGrp LOS	D	D	B	B	B	A
Approach Vol, veh/h	369		1305			1357
Approach Delay, s/veh	42.8		19.2			4.1
Approach LOS	D		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	18.8	86.7			105.5	34.5
Change Period (Y+Rc), s	7.5	7.5			7.5	6.8
Max Green Setting (Gmax), s	20.5	57.5			85.5	40.2
Max Q Clear Time (g_c+I1), s	10.7	33.7			2.0	26.8
Green Ext Time (p_c), s	0.6	15.5			20.7	1.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			15.3			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary  
5: US 301 & Clinton Ave

Existing Year (2019)  
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 			 	
Traffic Volume (veh/h)	185	125	305	75	140	45	465	905	100	35	1005	340
Future Volume (veh/h)	185	125	305	75	140	45	465	905	100	35	1005	340
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	195	132	321	79	147	47	489	953	105	37	1058	358
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	3	3	3	3	3	3	3	3	3
Cap, veh/h	317	475	212	274	305	94	524	2174	970	402	1616	721
Arrive On Green	0.09	0.14	0.14	0.07	0.12	0.09	0.44	1.00	1.00	0.06	0.46	0.46
Sat Flow, veh/h	3401	3497	1560	1767	2652	819	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	195	132	321	79	96	98	489	953	105	37	1058	358
Grp Sat Flow(s),veh/h/ln	1700	1749	1560	1767	1763	1708	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	7.7	4.7	19.0	5.3	7.1	7.6	24.5	0.0	0.0	1.4	32.5	22.3
Cycle Q Clear(g_c), s	7.7	4.7	19.0	5.3	7.1	7.6	24.5	0.0	0.0	1.4	32.5	22.3
Prop In Lane	1.00		1.00	1.00		0.48	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	317	475	212	274	203	197	524	2174	970	402	1616	721
V/C Ratio(X)	0.62	0.28	1.52	0.29	0.47	0.50	0.93	0.44	0.11	0.09	0.65	0.50
Avail Cap(c_a), veh/h	413	475	212	348	227	220	604	2174	970	471	1616	721
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.78	0.78	0.78	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.1	54.3	60.5	48.4	58.0	58.9	19.4	0.0	0.0	16.5	29.3	26.6
Incr Delay (d2), s/veh	1.9	0.3	255.1	0.6	1.7	2.0	16.9	0.5	0.2	0.1	2.1	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.1	3.7	35.1	4.2	5.8	6.0	11.6	0.3	0.1	1.0	19.6	13.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.0	54.7	315.6	49.0	59.7	60.8	36.3	0.5	0.2	16.6	31.4	29.0
LnGrp LOS	E	D	F	D	E	E	D	A	A	B	C	C
Approach Vol, veh/h		648			273			1547			1453	
Approach Delay, s/veh		186.4			57.0			11.8			30.4	
Approach LOS		F			E			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.5	90.3	14.1	23.0	34.7	68.2	17.0	20.1				
Change Period (Y+Rc), s	7.2	7.2	7.1	7.1	7.2	7.2	7.1	7.1				
Max Green Setting (Gmax), s	10.8	71.8	12.9	15.9	33.8	48.8	13.9	14.9				
Max Q Clear Time (g_c+I1), s	3.4	2.0	7.3	21.0	26.5	34.5	9.7	9.6				
Green Ext Time (p_c), s	0.0	18.4	0.1	0.0	1.0	10.5	0.2	0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			50.7									
HCM 6th LOS			D									
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												

# Appendix I

FDOT 2020 Generalized Level of Service Tables

Draft

TABLE 7

Generalized **Peak Hour Directional** Volumes for Florida's  
Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
<b>STATE SIGNALIZED ARTERIALS</b>						<b>FREEWAYS</b>					
<b>Class I (40 mph or higher posted speed limit)</b>						<b>Core Urbanized</b>					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	830	880	**	2	2,230	3,100	3,740	4,080	
2	Divided	*	1,910	2,000	**	3	3,280	4,570	5,620	6,130	
3	Divided	*	2,940	3,020	**	4	4,310	6,030	7,490	8,170	
4	Divided	*	3,970	4,040	**	5	5,390	7,430	9,370	10,220	
						6	6,380	8,990	11,510	12,760	
<b>Class II (35 mph or slower posted speed limit)</b>						<b>Urbanized</b>					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	370	750	800	2	2,270	3,100	3,890	4,230	
2	Divided	*	730	1,630	1,700	3	3,410	4,650	5,780	6,340	
3	Divided	*	1,170	2,520	2,560	4	4,550	6,200	7,680	8,460	
4	Divided	*	1,610	3,390	3,420	5	5,690	7,760	9,520	10,570	
<b>Non-State Signalized Roadway Adjustments</b> (Alter corresponding state volumes by the indicated percent.)						<b>Freeway Adjustments</b>					
Non-State Signalized Roadways - 10%						Auxiliary Lane + 1,000 Ramp Metering + 5%					
<b>Median &amp; Turn Lane Adjustments</b>						<b>UNINTERRUPTED FLOW HIGHWAYS</b>					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
1	Divided	Yes	No	+5%		1	Undivided	580	890	1,200	1,610
1	Undivided	No	No	-20%		2	Divided	1,800	2,600	3,280	3,730
Multi	Undivided	Yes	No	-5%		3	Divided	2,700	3,900	4,920	5,600
Multi	Undivided	No	No	-25%		<b>Uninterrupted Flow Highway Adjustments</b>					
-	-	-	Yes	+ 5%		Lanes	Median	Exclusive left lanes	Adjustment factors		
<b>One-Way Facility Adjustment</b> Multiply the corresponding directional volumes in this table by 1.2						1	Divided	Yes	+5%		
<b>BICYCLE MODE<sup>2</sup></b> (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						Multi	Undivided	Yes	-5%		
Paved						Multi	Undivided	No	-25%		
Shoulder/Bicycle						<b>PEDESTRIAN MODE<sup>2</sup></b> (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					
Lane Coverage	B	C	D	E		Sidewalk Coverage	B	C	D	E	
0-49%	*	150	390	1,000		0-49%	*	*	140	480	
50-84%	110	340	1,000	>1,000		50-84%	*	80	440	800	
85-100%	470	1,000	>1,000	**		85-100%	200	540	880	>1,000	
<b>BUS MODE (Scheduled Fixed Route)<sup>3</sup></b> (Buses in peak hour in peak direction)						<b>Footnotes:</b>					
Sidewalk Coverage	B	C	D	E		<sup>1</sup> Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.					
0-84%	> 5	≥ 4	≥ 3	≥ 2		<sup>2</sup> Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.					
85-100%	> 4	≥ 3	≥ 2	≥ 1		<sup>3</sup> Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					

\* Cannot be achieved using table input value defaults.

\*\* Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:  
Florida Department of Transportation  
Systems Implementation Office  
<https://www.fdot.gov/planning/systems/>

**TABLE 7**  
(continued)

**Generalized Peak Hour Directional Volumes for Florida's Urbanized Areas**

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
	Freeways	Core Freeways	Highways		State Arterials			Class I		
					Class I	Class II	Bicycle	Pedestrian		
<b>ROADWAY CHARACTERISTICS</b>										
Area type (urban, rural)	urban	urban								
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (d, twlt, n, nr, r)				d	n	r	n	r	r	r
Terrain (l,r)	1	1	1	1	1	1	1	1	1	1
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	3	3	5	5	2	2	1.9	1.8	2	2
<b>TRAFFIC CHARACTERISTICS</b>										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	0.95	0.95	0.95	0.95	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Speed Adjustment Factor (SAF)	0.975	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968	0.968		0.968						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
<b>CONTROL CHARACTERISTICS</b>										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
<b>MULTIMODAL CHARACTERISTICS</b>										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n
<b>LEVEL OF SERVICE THRESHOLDS</b>										
Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus		
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.		
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6		
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4		
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3		
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2		

% ffs = Percent free flow speed ats = Average travel speed

TABLE 9

Generalized **Peak Hour Directional** Volumes for Florida's  
Rural Undeveloped Areas and  
Developed Areas Less Than 5,000 Population<sup>1</sup>

January 2020

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
<b>STATE SIGNALIZED ARTERIALS</b>						<b>FREEWAYS</b>					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
1	Undivided	*	670	740	**	2	2,010	2,770	3,270	3,650	
2	Divided	*	1,530	1,580	**	3	2,820	3,990	4,770	5,470	
3	Divided	*	2,360	2,400	**	4	3,630	5,220	6,260	7,300	
<b>Non-State Signalized Roadway Adjustments</b> (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%						<b>Freeway Adjustments</b> Auxiliary Lane + 1,000					
<b>Median &amp; Turn Lane Adjustments</b>						<b>UNINTERRUPTED FLOW HIGHWAYS</b>					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		<b>Rural Undeveloped</b>					
1	Divided	Yes	No	+5%		Lanes	Median	B	C	D	E
1	Undivided	No	No	-20%		1	Undivided	240	450	730	1,490
Multi	Undivided	Yes	No	-5%		2	Divided	1,630	2,350	2,910	3,280
Multi	Undivided	No	No	-25%		3	Divided	2,450	3,530	4,360	4,920
-	-	-	Yes	+ 5%		<b>Developed Areas</b>					
<b>One-Way Facility Adjustment</b> Multiply the corresponding directional volumes in this table by 1.2						Lanes	Median	B	C	D	E
						1	Undivided	540	820	1,110	1,490
						2	Divided	1,530	2,210	2,820	3,220
						3	Divided	2,300	3,320	4,240	4,830
<b>BICYCLE MODE<sup>2</sup></b> (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						<b>Passing Lane Adjustments</b> Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length					
<b>Rural Undeveloped</b>						<b>Uninterrupted Flow Highway Adjustments</b>					
Paved Shoulder/Bicycle Lane Coverage	B	C	D	E		Lanes	Median	Exclusive left lanes	Adjustment factors		
0-49%	*	70	110	170		1	Divided	Yes	+5%		
50-84%	60	120	180	580		Multi	Undivided	Yes	-5%		
85-100%	140	210	1,000	>1,000		Multi	Undivided	No	-25%		
<b>Developed Areas</b>						<b>Uninterrupted Flow Highway Adjustments</b>					
Paved Shoulder/Bicycle Lane Coverage	B	C	D	E							
0-49%	*	120	260	840							
50-84%	100	240	720	1,000							
85-100%	320	1,000	>1,000	**							
<b>PEDESTRIAN MODE<sup>2</sup></b> (Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage	B	C	D	E							
0-49%	*	*	120	460							
50-84%	*	80	430	770							
85-100%	180	520	860	>1,000							

<sup>1</sup>Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

<sup>2</sup>Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

\* Cannot be achieved using table input value defaults.

\*\* Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:  
Florida Department of Transportation  
Systems Implementation Office  
<https://www.fdot.gov/planning/systems/>

TABLE 9  
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's  
Rural Undeveloped Areas **and**  
Developed Areas Less Than 5,000 Population

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials	Bicycle	Pedestrian		
		Undeveloped	Developed							
<b>ROADWAY CHARACTERISTICS</b>										
Area type (urban, rural)	rural									
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	55	50	50	45	45	55	45	45
Free flow speed (mph)	75	60	60	55	55	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (d, n, nr, r)			d		d	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	18	10	10	5	5	1.9	2.2	4	2	2
<b>TRAFFIC CHARACTERISTICS</b>										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	0.88	0.88	0.88	0.88	0.88	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	5.0	8.0	3.0	3.0	6.0	3.5	3.0
Speed Adjustment Factor (SAF)	0.975		0.975		0.975					
Capacity Adjustment Factor (CAF)	0.968		0.968		0.968					
% left turns						12	12		12	12
% right turns						12	12		12	12
<b>CONTROL CHARACTERISTICS</b>										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
<b>MULTIMODAL CHARACTERISTICS</b>										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n
<b>LEVEL OF SERVICE THRESHOLDS</b>										
Level of Service	Freeways	Highways								
		Two-Lane ru		Two-Lane rd	Multilane ru	Multilane rd				
		Density	%tsf	ats	%ffs	Density	Density			
B	≤ 14	≤ 50	≤ 55	> 83.3	≤ 14	≤ 14				
C	≤ 22	≤ 65	≤ 50	> 75.0	≤ 22	≤ 22				
D	≤ 29	≤ 80	≤ 45	> 66.7	≤ 29	≤ 29				
E	≤ 36	> 80	≤ 40	> 58.3	≤ 34	≤ 34				
Level of Service	Arterials		Bicycle		Pedestrian					
	Major City/Co.(ats)		Score		Score					
	B	> 31 mph	≤ 2.75		≤ 2.75					
C	> 23 mph	≤ 3.50		≤ 3.50						
D	> 18 mph	≤ 4.25		≤ 4.25						
E	> 15 mph	≤ 5.00		≤ 5.00						

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

# Appendix J

Base Year Model Refinement Technical Memorandum

Draft



# **Base Year Model Refinement Technical Memorandum *(Draft)***

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

## **Pasco County, Florida**

US 98/SR 35/SR 700 from Polk County Line/CR 54 to US 301/US 98/SR 35/SR 700

Financial Project ID: 443368-2-22-01

### **Prepared For:**

Florida Department of Transportation, District 7  
2820 Leslie Rd, Tampa, FL 33619



**August, 2021**

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Draft

# 1.0 Introduction

The Florida Department of Transportation (FDOT) District Seven is conducting a Project Development and Environment (PD&E) Study to evaluate the need of widening US 98 from two to four lanes from the Polk County Line/CR 54 to US 301. Additionally, this PD&E Study is evaluating the realignment of US 98 to Clinton Avenue to eliminate the existing, closely spaced, intersections of US 301 at US 98 and US 301 at Clinton Avenue in Pasco County, Florida. To best assess the impacts of these improvements, a thorough understanding of both existing and forecasted traffic through the study area is required. This report will serve to document the model calibration techniques used to improve model accuracy and provided confidence in the develop of traffic forecasts.

## 1.1 Purpose and Need

The primary purpose of this project is to evaluate the realignment of US 98 from US 301 to Clinton Avenue to enhance safety and provide system linkage/regional connectivity. An additional goal of this project is to address transportation demand needs, which may result in improvements to several intersections in the project study area surrounding the US 98 study corridor.

A realignment of the US 98 at Clinton Avenue intersection is needed to eliminate the existing closely spaced intersections of US 301 at US 98 and US 301 at Clinton Avenue, to reduce crashes, and to enhance safety. Construction of the realignment of SR 52 from east of McKendree Road to east of US 301 began in 2019 and will serve as an additional east/west route in the regional transportation network. When completed, this improvement will increase traffic at the US 301 at US 98 and US 301 at Clinton Avenue intersections, exacerbating the current intersection safety concerns. Also, plans are currently underway for the widening of US 98 from north of West Socrum Loop Road to South of CR 54 (Financial Management No.: 436673-1-22-01). This project will address capacity needs for the segment of US 98 connecting to US 301 (which is a designated regional freight mobility corridor) as well as operational improvements to the intersection of US 98 and US 301, ultimately resulting in enhanced transportation network connectivity.

## 1.2 Travel Demand Model Selection and Calibration Approach

To build off of the efforts conducted under the SR 56 and US 98 Alternative Corridor Evaluation Report (ACER) efforts, calibration efforts in the base year (2015) and TAZ modifications in the horizon year (2045) were conducted utilizing The Tampa Bay Regional Planning Model version 9.1 (TBRPMv9.1) and will be included in this effort. The TBRPM 9.1 was initially validated regionally for a 2015 base year. However, it is customary to review the sub-area, and if necessary, adjust the forecasting models to improve accuracy. Adjustments to the model were made to improve sub-area accuracy without compromising regional validation and adhere to the guidelines set forth for the Florida Statewide Urban Transportation Modeling Structure (FSUTMS) in the 2019 FDOT "Project Traffic Forecasting Handbook".

### 1.3 Sub-Area Determination

The study corridor starts at the Polk County Line/CR 54 and continues north to where US 98 merges with US 301, just south of Clinton Avenue. The project study area is shown in **Figure 1.1** and is bounded by the following intersections:

- 1 US 98 at CR 54
- 2 US 98 Access Road at Old Lakeland Highway
- 3 US 98 at US 98 Access Road
- 4 US 98 at US 301
- 5 US 301 at Clinton Avenue

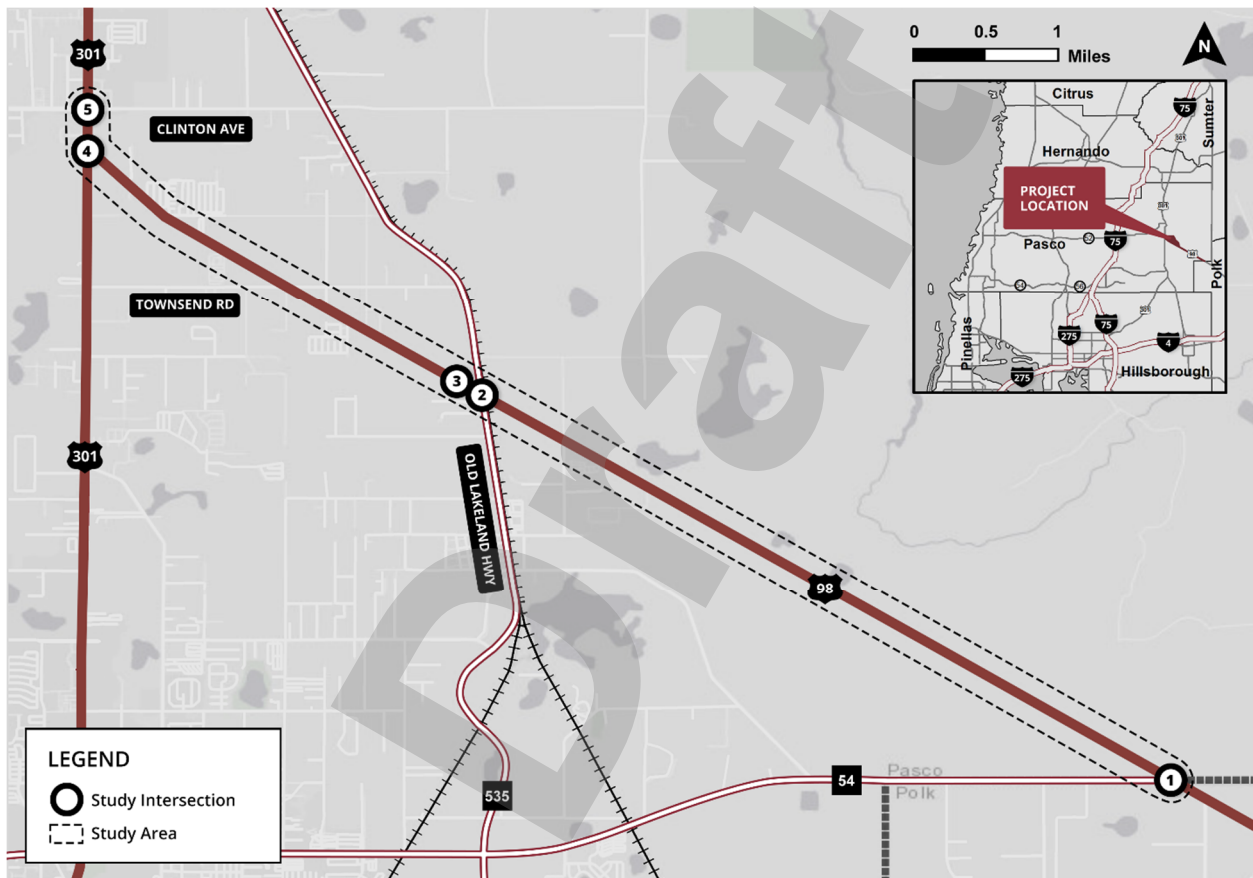


Figure Error! No text of specified style in document.:1: Project Location Map

To best assess the possible impacts of the the proposed project proposed growth adjacent to the study area, the subarea was defined by the the boundary of Traffic Analysis Zones (TAZs) within 6-miles of the study area. A map of the sub-area and count locations are provided in **Figure 1.2**.

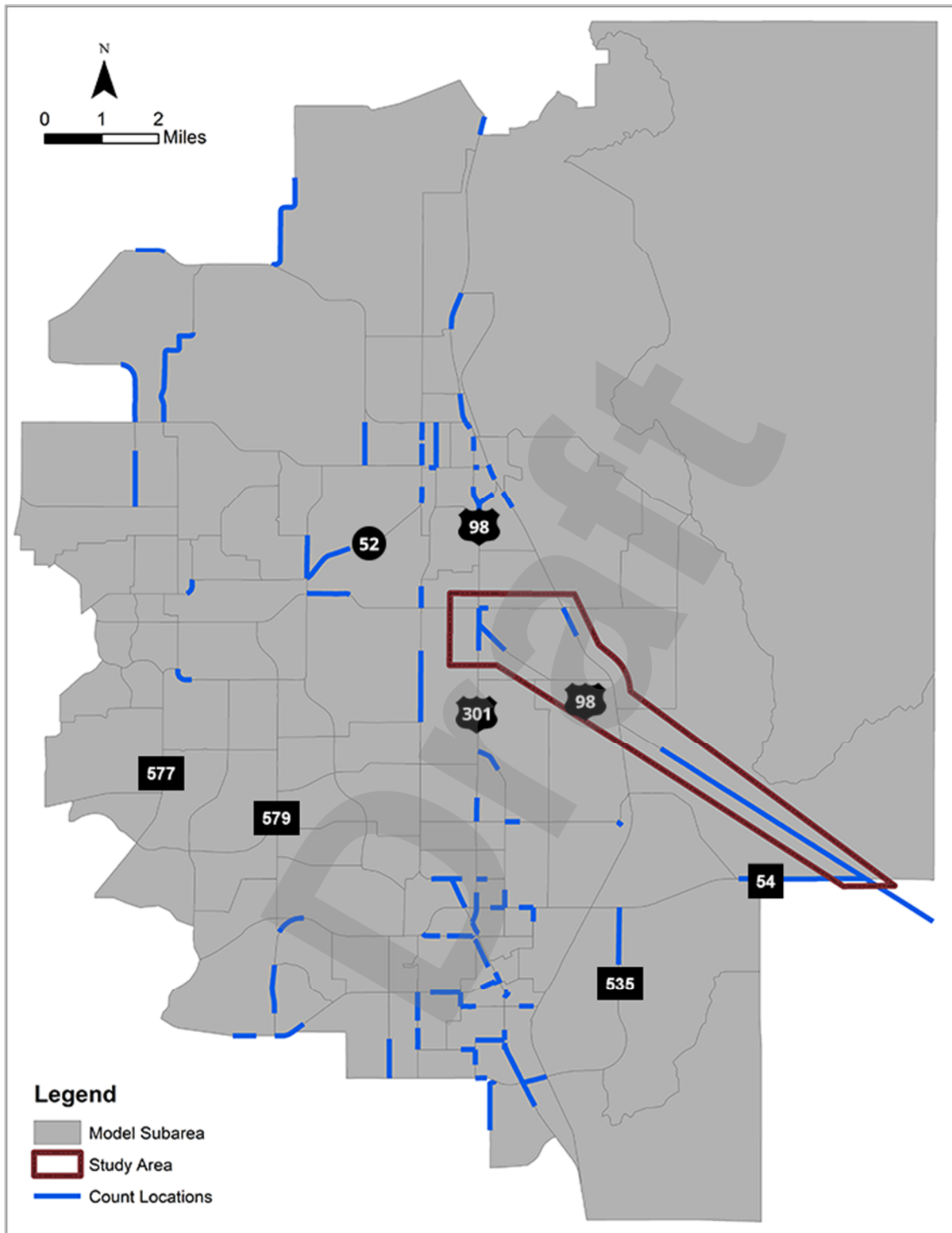


Figure 1.2: Model Sub-Area Map

# 2.0 Released Model Performance

## 2.1 Regional Performance

The unmodified TBRPMv9.1 released by the Department (the released model) operates effectively on a model-wide basis, as indicated by the accuracy metrics shown in **Table 2.1** and **Table 2.2**. The released TBRPM Root Mean Square Error (RMSE), provided in **Table 2.1**, is within acceptable vehicle per day (VPD) ranges for most roadway groups and area wide. Roadway groupings that exceed the acceptable standard are highlighted in red. Most of these groupings which exceed the acceptable standards are found in Citrus County, with roadways with daily volumes between 10,000 and 15,000 slightly exceeding the acceptable standard in Hillsborough County. The released TBRPM volume to count ratios, **Table 2.2**, is within 20 percent for most of the facility types and area types with the only exceptions being ramps and toll facilities. Areas where the volume to count ratio is not within acceptable FSUTMS validation ranges outlined in the Project Traffic Forecasting Handbook are highlighted in red. This data will be compared to the same measure later, following network enhancements to improve the sub-area model performance. This comparison will ensure that the model adjustment has no negative impact upon regional validation.

**Table 2.1: Released TBRPMv9.1 Regional Daily RMSE**

Group	Hillsborough	Pinellas	Pasco	Hernando	Citrus	Total Model	Standards	
							Acceptable	Preferable
<= 5K VPD	72%	65%	57%	88%	103%	73%	100%	45%
5K - 10K VPD	45%	37%	37%	39%	54%	42%	45%	35%
10K - 15K VPD	36%	30%	32%	21%	22%	33%	35%	27%
15K - 20K VPD	25%	24%	29%	27%	41%	25%	35%	25%
20K - 30K VPD	20%	21%	17%	13%	5%	20%	27%	15%
30K - 50K VPD	17%	16%	15%	0%	0%	16%	25%	15%
50k - 60K VPD	13%	8%	0%	0%	0%	12%	20%	10%
60k > VPD	11%	14%	13%	0%	0%	12%	19%	10%
<b>Area-wide</b>	<b>32%</b>	<b>29%</b>	<b>32%</b>	<b>44%</b>	<b>57%</b>	<b>32%</b>	<b>45%</b>	<b>35%</b>



Table 2.2: Released TBRPMv9.1 Regional Daily Volume to Count Ratio

Facility Type	Central Business District (CBD)	CBD Fringe	Residential	Outlying Business District (OBD)	Rural	Overall
Freeway	1.00	1.14	0.99	0.97	1.11	1.00
Divided Arterial	1.14	1.05	1.01	1.00	1.13	1.01
Undivided Arterial	0.57	0.55	1.01	1.00	1.07	1.00
Collector	1.27	0.75	0.81	0.76	1.05	0.83
One-way Facilities	1.13	0.82	1.18	1.17	0.00	1.08
Ramps	1.39	1.08	1.02	1.02	1.52	1.05
Toll Facilities	0.75	0.95	1.05	0.60	1.30	1.02
<b>Total</b>	<b>1.11</b>	<b>0.95</b>	<b>0.97</b>	<b>0.99</b>	<b>1.13</b>	<b>0.99</b>

## 2.2 Sub-Area Performance

Released model volumes within the sub-area were compiled and compared to their respective count site for validation metric comparison, which can be found in **Table 2.3** and **Table 2.4**. Most of the count locations in the influence area are low volume, with less than 5,000 VPD per direction. Based on this screening, the sub-area operates beyond acceptable FSUTMS standards with an area wide RMSE of 47 percent.

Table 2.3: Released TBRPM v9.1 Sub-Area RMSE

Group	Volume Range	Number of Observations	TBRPM v9.1 Sub-area	FSUTMS Standards	
				Acceptable	Preferable
1	<= 5K VPD	53	72%	100%	45%
2	5K - 10K VPD	20	32%	45%	35%
3	10K - 15K VPD	9	31%	35%	27%
4	15K - 20K VPD	2	34%	30%	25%
5	20K - 30K VPD	0	NA	27%	15%
6	30K - 50K VPD	0	NA	25%	15%
7	50k - 60K VPD	0	NA	20%	10%
8	60k + VPD	0	NA	19%	10%
<b>Total</b>	<b>Area-wide</b>	<b>84</b>	<b>47%</b>	<b>45%</b>	<b>35%</b>

Table 2.4: Released TBRPM v9.1 Sub-Area Volume to Count Ratios

Facility Type	TBRPM v9.1 Sub-area	FSUTMS Standards	
		Acceptable	Preferable
Freeway	NA	+/- 7%	+/- 6%
Divided Arterial	-20%	+/- 15%	+/- 10%
Undivided Arterial	-19%	+/- 15%	+/- 10%
Collector	-6%	+/- 25%	+/- 20%

To highlight potential areas for enhancement, count locations with volume to count ratios greater than 1.2 and less than 0.8 were identified in **Figure 2.1**. Locations where the volume exceeds the count by more than this amount, the link is highlighted red and shown as “high.” Locations where the count exceeds the volume by more than this amount, the link is highlighted blue and shown as “low.” This review of the subarea validation of the existing TBRPM v9.1 model indicates that volumes are low along US 98 and Old Lakeland Highway and high on Clinton Avenue and CR 54 within the project study area.

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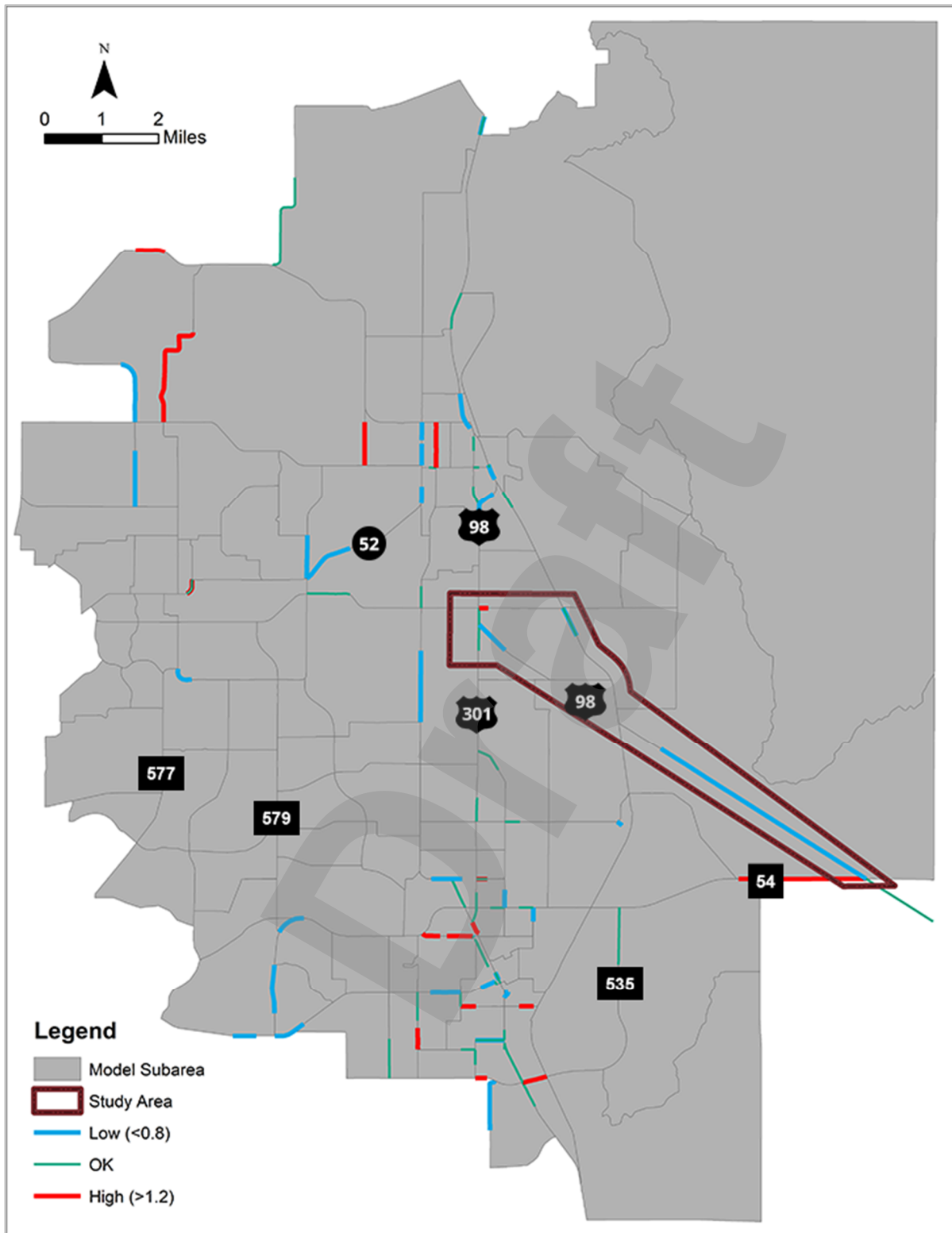


Figure 2.1: Released Model Volume to Count Ratios

# 3.0 Sub-Area Validation Refinement

The regional and sub-area statistical metrics mostly perform well when compared to model validation standards. The RMSE indicate issues with roads with 15,000 to 20,000 VPD per direction and areawide. The following section describes the efforts made to review and improve model performance within the sub-area.

For this sub-area validation exercise, the following elements were reviewed and adjustments were made as needed:

- Traffic Analysis Zone (TAZ) Data
- Population Data
- Employment Data
- Model Network
- Network Detail
- Facility Type/Area Type
- Count Verification
- External Trips

## 3.1 Population and Employment Data

**Table 3.1** shows the anticipated growth in population and employment in the sub-area based on 2015 base year and 2045 horizon year TAZ population and employment data.

**Table 3.1: Sub-Area TAZ Population and Employment**

Metric	2015 Model	2045 Model	Annual Growth Rate
Population	76,418	132,641	2.5%
Employment	28,545	40,903	1.4%

For comparative purposes, data was gathered from the Bureau of Economic and Business Research's (BEBR) "Projections of Florida Population by County, 2019-2045" and is summarized in **Table 3.2**. Expected annual growth in population for the study area is 2.5 percent which exceeds the BEBR population annual growth rate estimates for both Pasco and Hernando County's high forecasts. To provide additional context to growth centers along the study corridor, population and employment growth were mapped at the TAZ level in **Figure 3.1** and **Figure 3.2** respectively.

**Table 3.2: BEBR Population Forecast**

BEBR Base Year	Pasco County	
	Population	Annual Growth Rate
2020	527,122	-
	605,200	0.6%
BEBR 2045 Forecast	711,000	1.4%
	833,900	2.3%

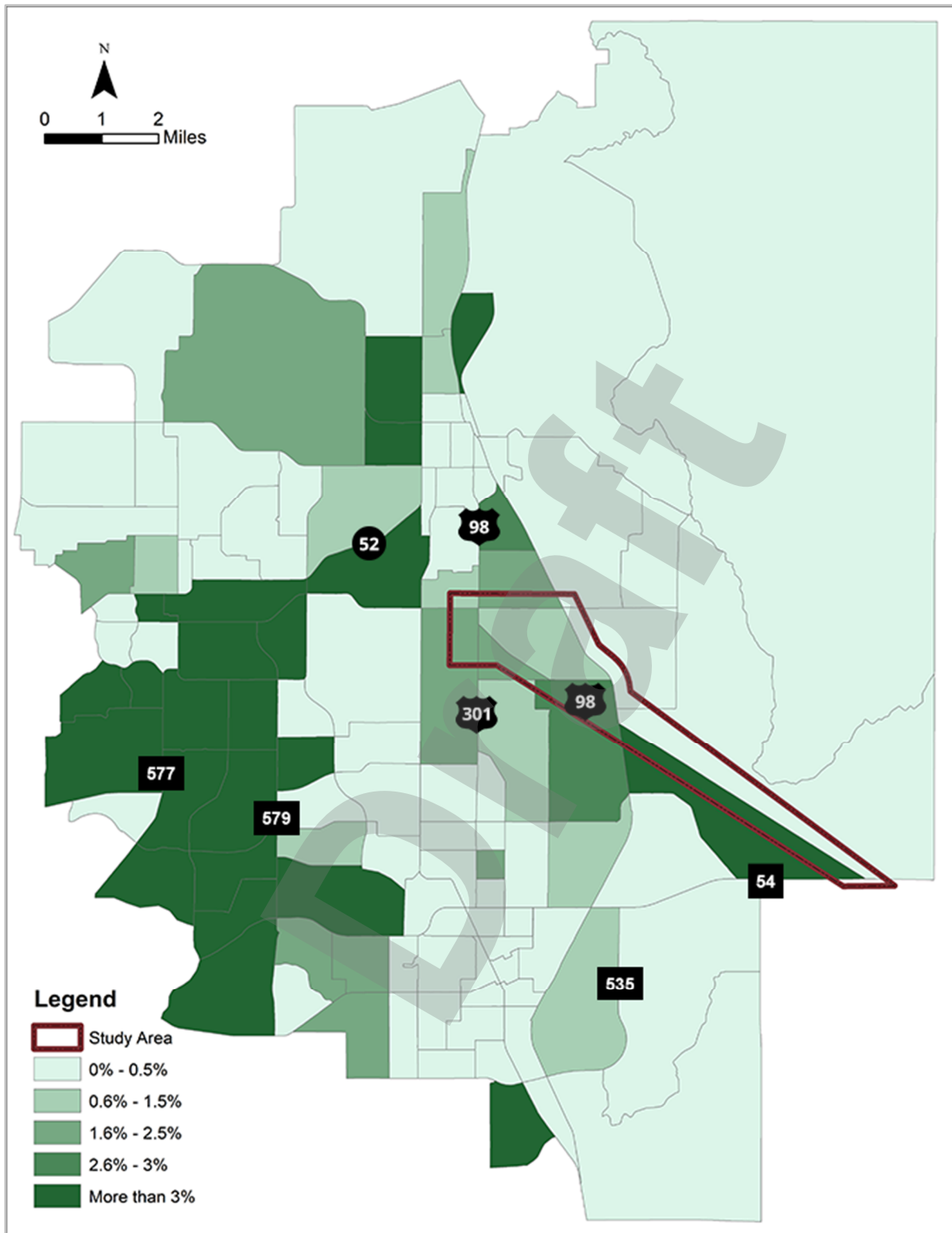


Figure 3.1: TAZ Level Population Growth

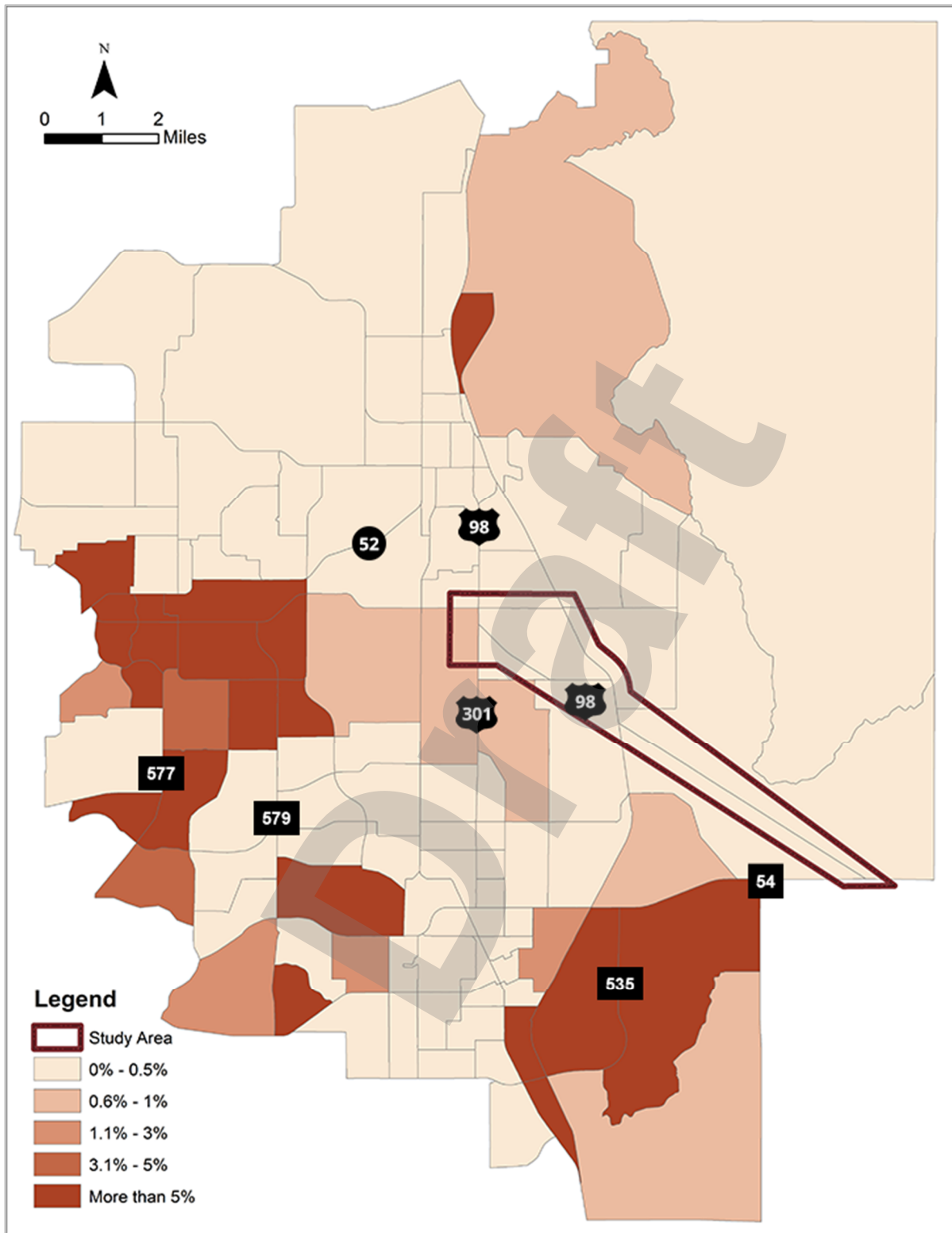


Figure 3.2: TAZ Level Employment Growth

The maps of population and employment growth in the sub-area reveal that most of the area is expected to see modest growth, at or below 0.5% annually which is in line with the Pasco County and Hernando County BEBR Low Growth forecast shown in Table 6 above. Population growth is expected to be highest along US 98, to the east of Old Lakeland Highway, along SR 52 through San Antonio and north of Wesley Chapel. Employment growth is expected to be focused around the northern end of Wesley Chapel to the west of the study area and in the area of Zephyrhills to the south with employment growth in the immediate project study area is expected to remain flat. Overall, growth in the subarea is reasonable, though somewhat higher than BEBR population forecasts. No changes are made to the distribution of this growth within the subarea.

### 3.2 Network Detail and TAZ Adjustments

The first step in validating the supply side of the model was to review the network in the sub-area for adequate detail. The number of lanes was reviewed against aerial imagery from Google Maps, which provides the ability to review historic imagery, to verify 2015 conditions. No errors in number of lanes were found. Roadway density was reviewed to ensure that no roadways are missing from the model that could affect distribution or circulation. No roadways were added based on this review.

Centroid connector locations were reviewed to ensure they were placed at logical locations based on aerial review of the TAZs. One area of concern, identified in the review of volume to count ratios in the base year, was Clinton Avenue, east of US 301. The volume to count ratio on this segment is 4.97 while surrounding volume to count ratios were low. This indicates an issue with centroid loadings from Zone 2408, north of Clinton Avenue and west of US 301. This is important for the current study as the intersection of US 301 and Clinton Avenue is the busiest intersection within the study area. Aerial review of this zone indicates that most of the development is centered along US 301, and primarily in the northwest quadrant. Moving the centroid to match the population and employment center more closely within the zone did not work and so the zone was split with zone 2408 now comprising the population and employment center in the northwest quadrant and includes a Walmart with outparcels, two residential communities, and other commercial uses along US 301. The new zone 2476 includes the Publix Supermarket on the corner of US 301 and Clinton Avenue, and more sparsely spread homes through the rest of the zone. Population and employment growth is low in this zone; however, it will be expected that all the growth will take place in zone 2476. Figure 5 below illustrates changes made to the centroid connectors. The changes in the ZDATA1 and ZDATA2 files are provided in **Table 3.3** and **Table 3.4**.

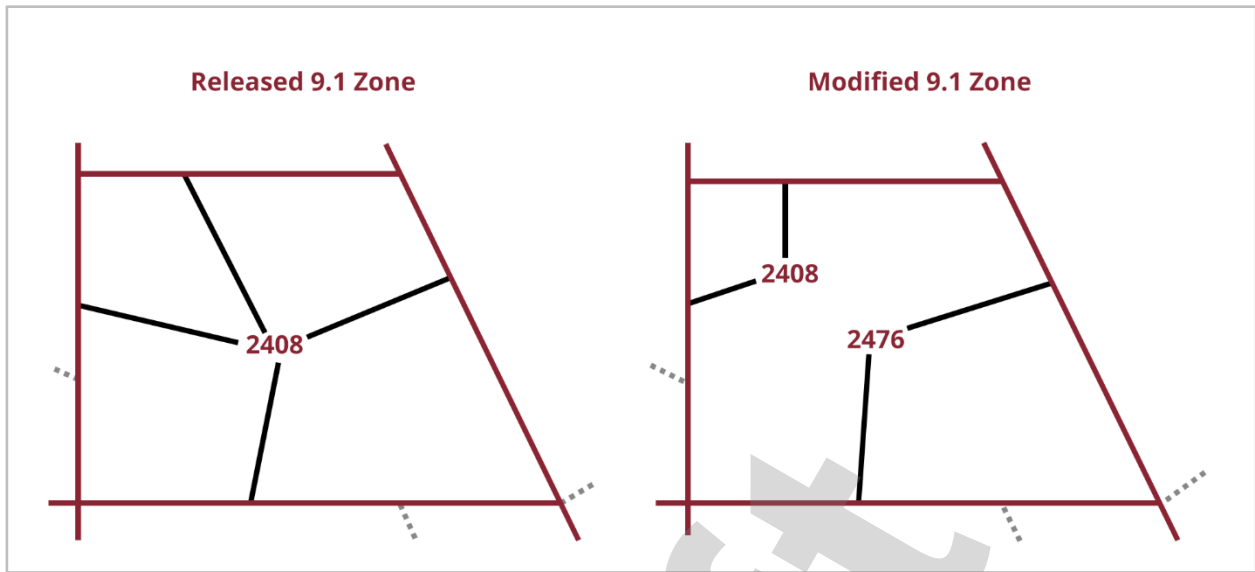


Figure 3.3: TAZ Zone Split – Zone 2408

Table 3.3: ZDATA1 Splits

ZONE	DU	POP	BHU	EHU	RHU	GQPOP
<i>Original Zone (Year 2015)</i>						
2408	420	502	0	0	0	0
<i>Shift to Zone 2476 (Year 2015)</i>						
	50	60				
<i>Zone Splits (Year 2015)</i>						
2408	370	442	0	0	0	0
2476	50	60	0	0	0	0
<i>Original Zone (Year 2045)</i>						
2408	616	772	0	0	0	0
<i>Zone Splits (Year 2045)</i>						
2408	370	442	0	0	0	0
2476	246	330	0	0	0	0



Table 3.4: ZDATA2 Splits

ZONE	IND_EMP	COMM_REMP	COMM_LEMP	SERV_REMP	SERV_LEMP	TOT_EMP
<i>Original Zone (Year 2015)</i>						
2408	73	670	0	389	0	1132
<i>Shift to Zone 2476 (Year 2015)</i>						
		100		40		140
<i>Zone Splits (Year 2015)</i>						
2408	73	570	0	349	0	992
2476	0	100	0	40	0	140
<i>Original Zone (Year 2045)</i>						
2408	73	670	0	389	0	1132
<i>Zone Splits (Year 2045)</i>						
2408	73	570	0	349	0	992
2476	0	100	0	40	0	140

In addition to the split of zone 2408, adjustments to the 2045 socio-economic data were made by incorporating changes from the SR 56 Alternatives Corridor Evaluation (ACE) study. These changes add a total of 26,993 jobs to the Wesley Chapel area, east of Bruce B. Downs Boulevard and south of CR 54. No changes were made to the base year (2015) socio-economic data.

### 3.3 Facility Type/Area Type

Area types and facility types have a direct relationship with speed and capacity of links and therefore were reviewed to ensure that each roadway was categorized appropriately. No changes to facility types, area types, or number of lanes were made. **Figure 3.4** and **Figure 3.5** present the released model area types and released model facility types respectively.

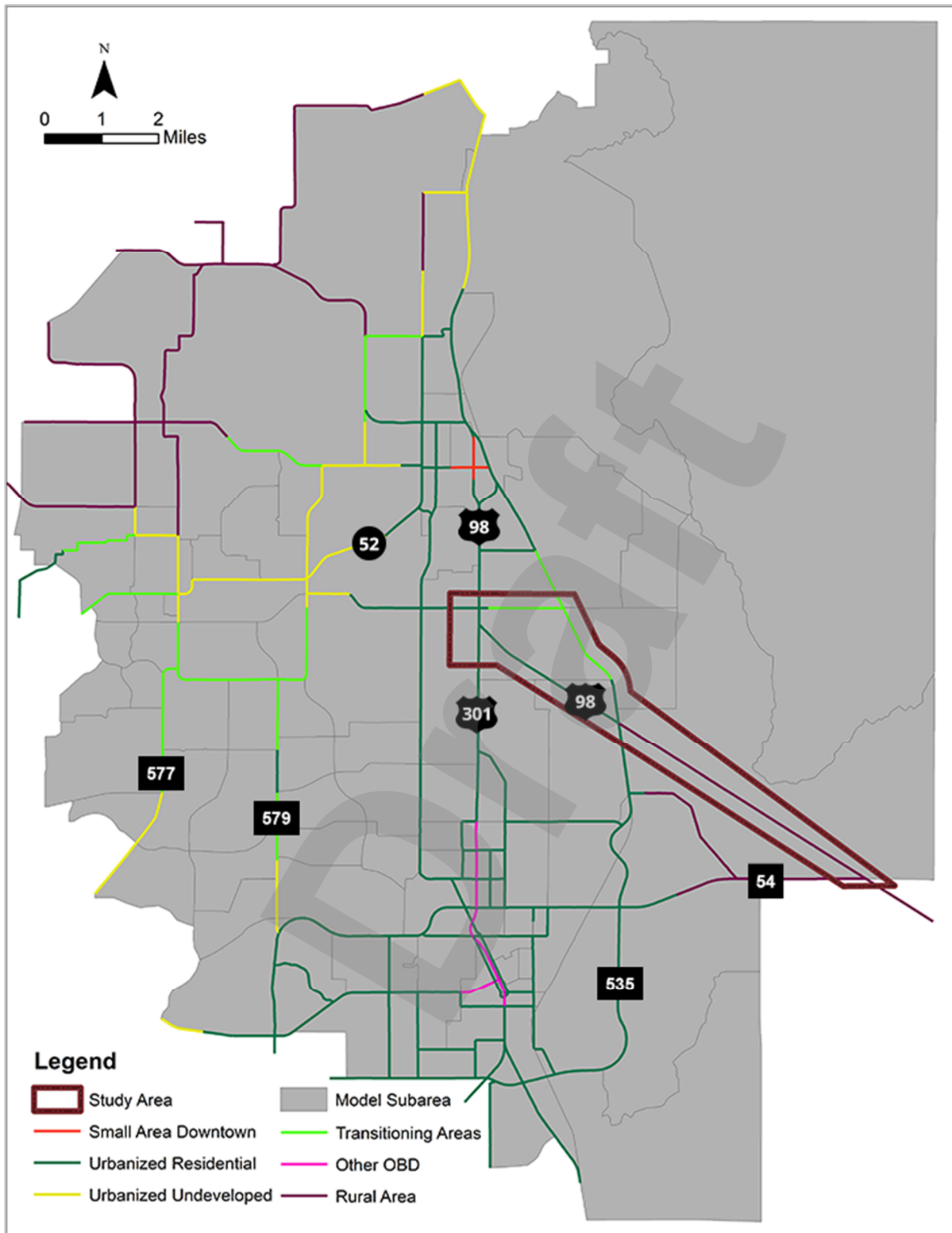


Figure 3.4: Sub-area Link Area Types for Sub-area Validated Model

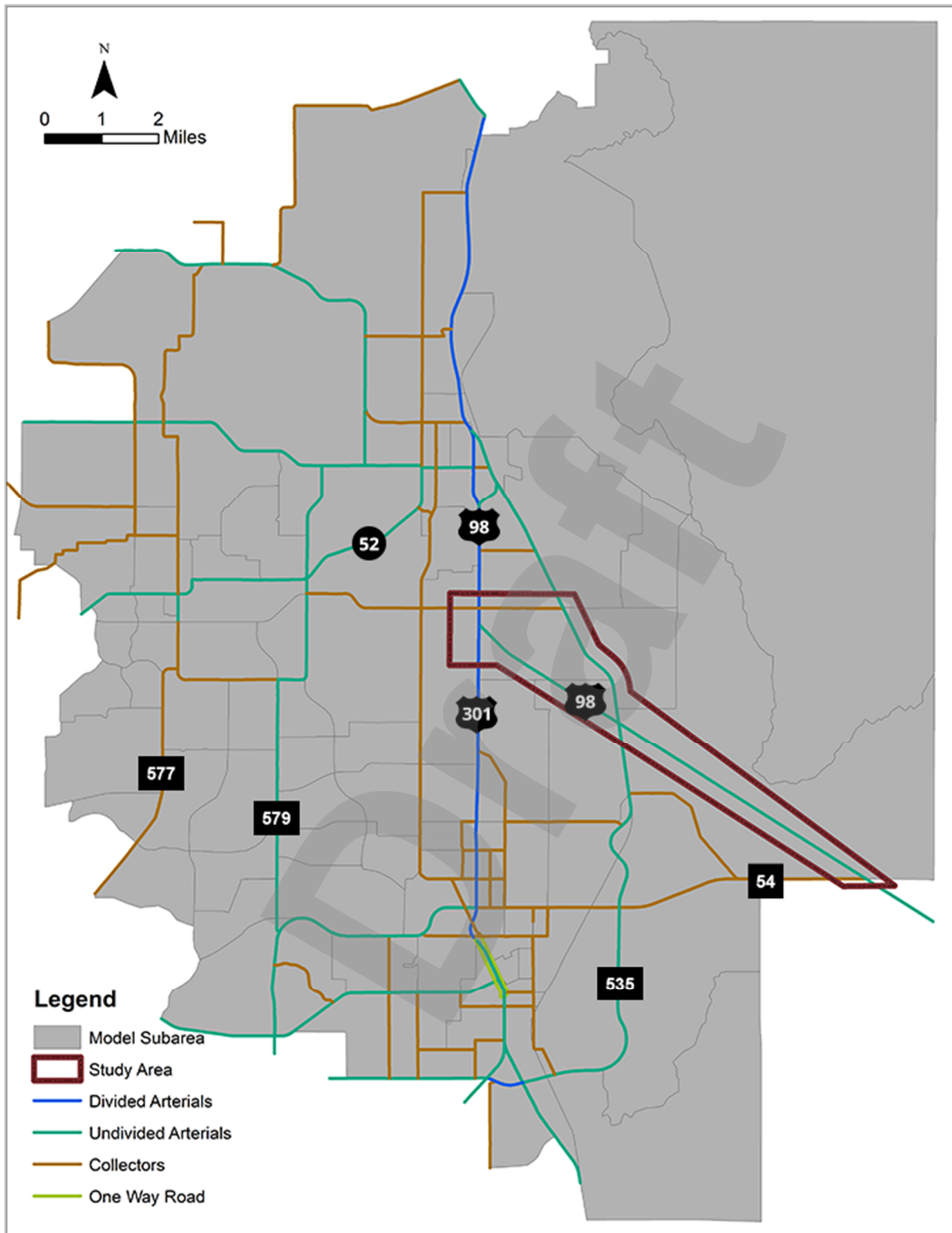


Figure 3.5: Sub-area Link Facility Types for Sub-area Validated Model

### 3.4 Review of Count Sites

A review of count sites within the subarea was conducted to ensure there were no errors. No changes were made to the count sites.

### 3.5 External Trips

The study area is at the edge of the model and therefore external to internal and external to external trips may cause issues within the subarea. A review of the external to external (E-E) trips in the study area did not reveal any issues. From the US 98 external location, most E-E trips are destined for areas north of the study area, with I-75 being the biggest attractor of these trips. A review of External to Internal and Internal to External (E-I) trips to and from the US 98 external location revealed that many trips (approximately 32 percent) were either originating from or destined to locations in Hillsborough, Pinellas, and Manatee Counties. These trips would instead be more likely to have originated at other external zones. To solve for this issue, all trips that were going to or from zones in Hillsborough, Pinellas, and Manatee County were re-assigned to locations in Pasco, Hernando, and Citrus County proportional to trips already originating from or destined to those locations.

# 4.0 Validated Model Performance

## 4.1 Regional Performance

After the above validation efforts were conducted, the 2015 base year model was updated and ran to generate updated validation measures. **Table 4.1** provides RMSE comparisons for the released TBRPM v9.1 (previously shown in **Table 2.1**) and the new sub-area validated TBRPM v9.1 for the TBRPM region. A comparison of RMSE statistics indicates that the regional validation was not significantly impacted. Cells highlighted in red exceed the FSUTMS standards and the sub-area validation efforts do not adversely impact any single volume group for any County (i.e., no cell changes from black to red). There are other changes to RMSE throughout **Table 4.1**, but generally close enough to not materially affect regional validation.

**Table 4.2** provides volume to count ratio comparisons for the released TBRPM v9.1 (previously shown in **Table 2.2**) and the new sub-area validated TBRPM v9.1 for the TBRPM region. The sub-area validation does not shift any individual facility type/area type combination that was previously within acceptable ranges to not be within acceptable ranges and so does not affect regional validation of the model.

**Table 4.1: TBRPM v9.1 Regional Daily RMSE Released and Validation Comparison**

Group	Hillsborough	Pinellas	Pasco	Hernando	Citrus	Total Model	Standards	
							Acceptable	Preferable
<i>Released TBRPM v9.1</i>								
<= 5K VPD	72%	65%	57%	88%	103%	73%	100%	45%
5K - 10K VPD	45%	37%	37%	39%	54%	42%	45%	35%
10K - 15K VPD	36%	30%	32%	21%	22%	33%	35%	27%
15K - 20K VPD	25%	24%	29%	27%	41%	25%	35%	25%
20K - 30K VPD	20%	21%	17%	13%	5%	20%	27%	15%
30K - 50K VPD	17%	16%	15%	0%	0%	16%	25%	15%
50k - 60K VPD	13%	8%	0%	0%	0%	12%	20%	10%
60k + VPD	11%	14%	13%	0%	0%	12%	19%	10%
<b>Area-wide</b>	<b>32%</b>	<b>29%</b>	<b>32%</b>	<b>44%</b>	<b>57%</b>	<b>32%</b>	<b>45%</b>	<b>35%</b>
<i>Sub-Area Validated TBRPM v9.1</i>								
<= 5K VPD	72%	65%	57%	88%	103%	73%	72%	65%
5K - 10K VPD	45%	37%	37%	39%	54%	42%	45%	37%
10K - 15K VPD	36%	30%	32%	21%	22%	33%	36%	30%
15K - 20K VPD	25%	24%	28%	27%	41%	25%	25%	24%
20K - 30K VPD	20%	20%	17%	13%	5%	20%	20%	20%
30K - 50K VPD	17%	16%	15%	0%	0%	16%	17%	16%
50k - 60K VPD	13%	8%	0%	0%	0%	12%	13%	8%
60k + VPD	11%	14%	13%	0%	0%	12%	11%	14%
<b>Area-wide</b>	<b>32%</b>	<b>29%</b>	<b>31%</b>	<b>44%</b>	<b>57%</b>	<b>32%</b>	<b>32%</b>	<b>29%</b>

Table 4.2: TBRPM v9.1 Regional Daily Volume to Count Ratio Released and Validation Comparison

Facility Type	Central Business District (CBD)	CBD Fringe	Residential	Outlying Business District (OBD)	Rural	Overall
<i>Released TBRPM v9.1</i>						
Freeway	1.00	1.14	0.99	0.97	1.11	1.00
Divided Arterial	1.14	1.05	1.01	1.00	1.13	1.01
Undivided Arterial	0.57	0.55	1.01	1.00	1.07	1.00
Collector	1.27	0.75	0.81	0.76	1.05	0.83
One-way Facilities	1.13	0.82	1.18	1.17	0.00	1.08
Ramps	1.39	1.08	1.02	1.02	1.52	1.05
Toll Facilities	0.75	0.95	1.05	0.60	1.30	1.02
<b>Total</b>	<b>1.11</b>	<b>0.95</b>	<b>0.97</b>	<b>0.99</b>	<b>1.13</b>	<b>0.99</b>
<i>Sub-Area Validated TBRPM v9.1</i>						
Freeway	1.00	1.14	0.99	0.96	1.10	1.00
Divided Arterial	1.13	1.05	1.01	1.00	1.13	1.01
Undivided Arterial	0.57	0.56	1.01	1.00	1.08	1.00
Collector	1.27	0.75	0.81	0.75	1.03	0.82
One-way Facilities	1.12	0.83	1.18	1.17	0.00	1.08
Ramps	1.39	1.07	1.02	1.02	1.51	1.05
Toll Facilities	0.74	0.94	1.05	0.64	1.30	1.02
<b>Total</b>	<b>1.11</b>	<b>0.95</b>	<b>0.97</b>	<b>0.99</b>	<b>1.13</b>	<b>0.98</b>

## 4.2 Sub-Area Performance

Within the sub-area, the released model performed relatively well based on RMSE statistics, although the RMSE for roads with volumes between 15,000 and 20,000 VPD and areawide does exceed the FSUTMS standards. After the changes were made to the model, documented in **Section 3.0**, the RMSE for all volume ranges falls within acceptable standards and the area-wide drops to 43%, which is within the acceptable range for FSTUMS standards. The validation of the subarea did improve across the board.

Table 4.3: TBRPM v9.1 Sub-area Daily RMSE Released and Validation Comparison

Group	Number of Observations	Released Model	Sub-area Validated Model	Difference	Standards	
					Acceptable	Preferable
<= 5K VPD	53	72%	62%	-4%	100%	45%
5K - 10K VPD	20	32%	30%	-2%	45%	35%
10K - 15K VPD	9	31%	29%	-2%	35%	27%
15K - 20K VPD	2	34%	26%	-8%	35%	25%
20K - 30K VPD	0	NA	NA	NA	27%	15%
30K - 50K VPD	0	NA	NA	NA	25%	15%
50k - 60K VPD	0	NA	NA	NA	20%	10%
60k + VPD	0	NA	NA	NA	19%	10%
<b>Area-wide</b>	<b>84</b>	<b>47%</b>	43%	<b>-4%</b>	<b>45%</b>	<b>35%</b>

As shown in **Table 4.4**, the changes to the model, documented in **Section 3.0**, slightly improve the volume to count ratio for arterials. On collector roads, the volume to count ratio decreases further. With the acceptable RMSE validation, no further adjustments are made with the expectation that model post-processes, defined in the *2019 Florida Traffic Forecasting Handbook*, will be employed to smooth the forecasted volumes and bring them in line with the adjustments required for the base year (i.e., Difference and Ratio methods).

Table 4.4: TBRPM v9.1 Sub-area Daily Volume to Count Ratio Released and Validation Comparison

Facility Type	Released Model	Sub-area Validated Model	Difference	Standards	
				Acceptable	Preferable
Freeway	NA	NA	NA	+/- 7%	+/- 6%
Divided Arterial	-20%	-16%	4%	+/- 15%	+/- 10%
Undivided Arterial	-19%	-18%	1%	+/- 15%	+/- 10%
Collector	-6%	-21%	-15%	+/- 25%	+/- 20%

### 4.3 Forecast Consistency Check

The sub-area model validation results indicate that the changes made to the zone structure and to the external to internal trip table have been sufficient for validation of the TBRPM v9.1 model for the study sub-area. While the sub-area model does not meet acceptable targets for volume to count ratios, the changes made do improve the validation. The links on US 98, CR 54, US 301, and Clinton Avenue within the study area do meet the validation criteria. The links in the study area and the model subarea that do not meet criteria are almost all low. Therefore, we can expect that smoothing adjustments as a post-process can be confidently applied consistently. These processes are defined in the *2019 Project Forecasting Handbook* as Difference and Ratio Methods when the base year does not match targets but the growth in the model can be expected to be accurate.

# Appendix K

Volume Development Memorandum

Draft



# ***Draft Volume Development Report***

**US 98 / SR 35 / SR 700  
From CR 54 to US 301 / SR 39**

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



**Florida Department of Transportation**

**District 7**

Work Program Item Segment No. 443368-2

ETDM Project No. 14374

Pasco County, Florida

October 2021

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

# ***Draft Volume Development Report***

**US 98 / SR 35 / SR 700**

**From CR 54 to US 301 / SR 39**

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

Work Program Item Segment No. 443368-2

ETDM Project No. 14374

Pasco County, Florida

Prepared for:



Florida Department of Transportation  
District Seven

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October 2021

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# Appendices

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Appendix B: Count Data

Appendix C: Base Year Model Refinement Technical Memorandum

Appendix D: US 98 PD&E Volumes (WPI Segment No: 436673-1)

Draft

# 1.0 Existing Conditions

## 1.1 Data Collection

### 1.1.1 Traffic Data Collection

Traffic count data was collected for the US 98 Product Development and Environment (PD&E) (WPI Segment No: 443368-2) study area for the development of existing year (2019) traffic volumes. As part of the previously conducted US 98 Alternative Corridor Enhancement (ACE) Study, 72-hour bi-directional (approach and departure volumes at 15-minute increments) machine classification counts, 48-hour bi-directional (approach and departure volumes at 15-minute increments) machine counts, 2-hour AM (from 7:00 AM to 9:00 AM) and PM (from 4:15 PM to 6:15 PM) turning movement counts (TMCs), pedestrian, and bicycle counts were collected in April and May of 2019. This report is conducted in accordance with the FDOT approved methodology found in **Appendix A**.

Additionally, 2-hour AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) TMCs were collected at the US 98 and CR 54 intersection on March 4, 2021. **Figure 1.1** shows the locations of the traffic count data collection. The traffic count data can be found in **Appendix B**.

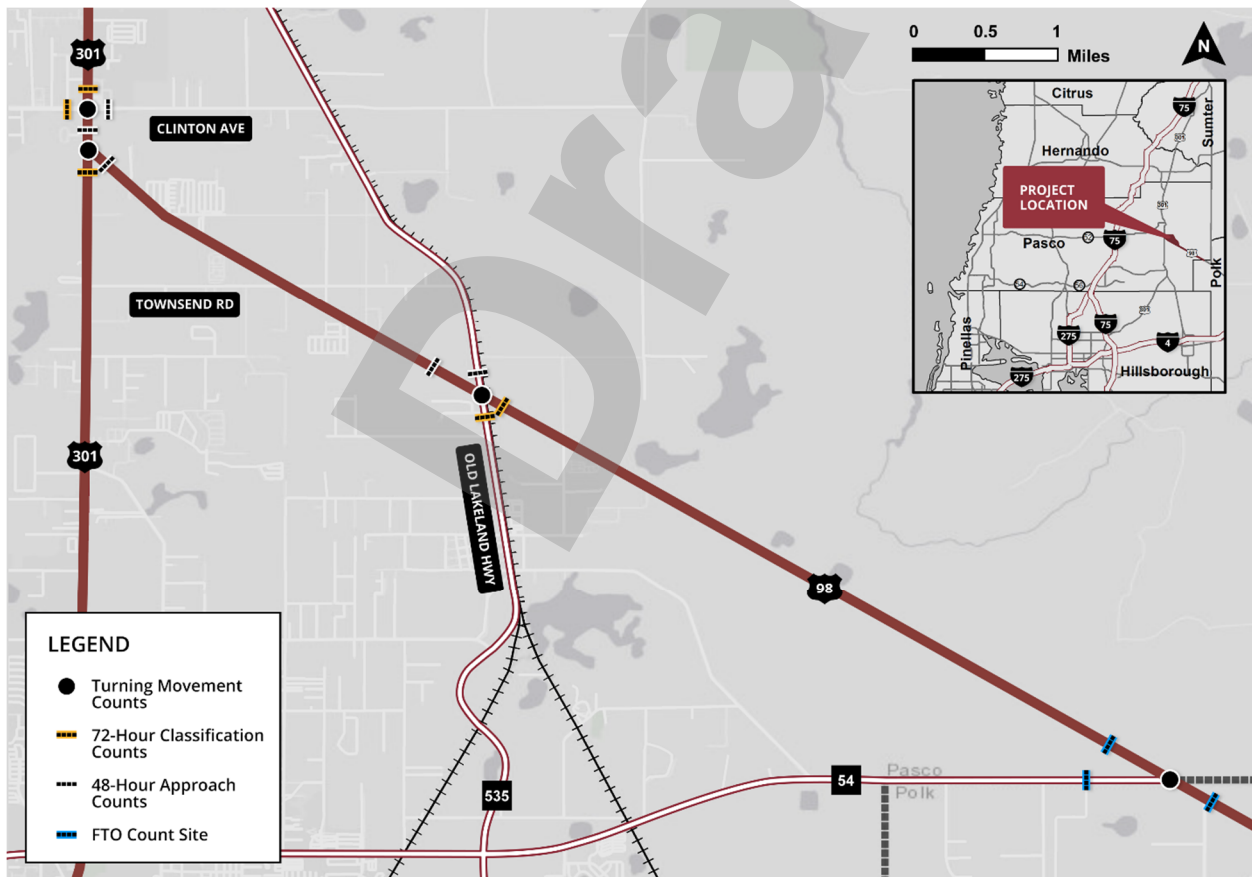


Figure 1.1: Traffic Count Locations

## 1.2 Existing Year (2019) Volume Development

### 1.2.1 Design Traffic Factors

Design traffic factors, including design hour factor (K), directional factor (D), and design hour truck factor (DHT), were determined using traffic data obtained from the FDOT 2020 Florida Traffic Online (FTO) database and field collected counts. DHT is identified by the FDOT Project Traffic Forecasting Handbook (2019) as half of the 24-hour truck percentage ( $T_{24}$ ). Data collection related factors and associated FTO traffic factors can be found in **Table 1.1**. Additionally, a comparison of the 5 years of Directional factors at FTO count locations can be found in **Table 1.2**.

**Table 1.1: Field Collected Traffic Factors**

Segment	Field Data Traffic Factors (2019)				Site	Florida Traffic Online (2019)			
	AADT	D	$T_{24}$	DHT		AADT	D	$T_{24}$	DHT
<i>US 98</i>									
East of CR 54	-	-	-	-	161003	9,400	56.0%	13.5%	7.0%
West of CR 54	-	-	-	-	140055	5,500	56.2%	23.5%	12.0%
East of Old Lakeland Highway	5,900	51.5%	23.9%	12.0%	-	-	-	-	-
West of Old Lakeland Highway	4,500	55.5%	-	-	-	-	-	-	-
East of US 301	6,200	58.1%	-	-	140054	6,100	56.2%	15.2%	8.0%
<i>US 301</i>									
South of US 98	21,900	57.1%	7.1%	4.0%	140053	23,500	56.2%	6.3%	4.0%
US 98 to Clinton Avenue	23,700	54.3%	-	-	140052	28,000	56.2%	6.4%	4.0%
North of Clinton Avenue	23,900	52.9%	5.9%	3.0%	-	-	-	-	-
<i>Clinton Avenue</i>									
West of US 301	15,500	60.7%	8.1%	5.0%	146038	15,700	56.2%	7.2%	4.0%
East of US 301	2,200	69.3%	-	-	149103	2,200	56.2%	5.1%	3.0%
<i>Old Lakeland Highway</i>									
South of US 98	7,200	52.5%	22.7%	12.0%	-	-	-	-	-
North of US 98	8,500	50.8%	-	-	-	-	-	-	-
<i>CR 54</i>									
West of US 98	-	-	-	-	149080	4,400	56.2%	5.1%	3.0%



Table 1.2: Florida Traffic Online 5-Year D-Factor Data

Location	Site	Florida Traffic Online (2015 to 2019)					Average
		2015	2016	2017	2018	2019	
<i>US 98</i>							
East of CR 54	161003	55.7%	53.3%	54.5%	54.5%	56.0%	54.8%
West of CR 54	140055	57.9%	57.9%	57.3%	57.1%	56.2%	57.3%
East of Old Lakeland Highway	140054	57.9%	57.9%	57.3%	57.1%	56.2%	57.3%
<i>US 301</i>							
South of US 98	140053	57.9%	57.9%	57.3%	57.1%	56.2%	57.3%
Between US 98 and Clinton Avenue	140052	57.9%	57.9%	57.3%	57.1%	56.2%	57.3%
<i>Clinton Avenue</i>							
West of US 301	146038	0.0%	0.0%	0.0%	57.1%	56.2%	56.7%
East of US 301	149103	57.9%	57.9%	57.3%	57.1%	56.2%	57.3%
<i>Old Lakeland Highway</i>							
West of US 98	149080	57.9%	57.9%	57.3%	57.1%	56.2%	57.3%

Recommended design traffic factors include the use of standard K of 0.9, D-Factors based on the observed ranges from field data, and DHT factors for each link are provided in **Table 1.3** and **Table 1.4**, respectively. These factors will be used to yield future traffic demand on the proposed network. The AM and PM global peak hours were determined through observation of the collected field data and occur from 7:30 AM to 8:30 AM and 4:45 PM to 5:45 PM, respectively.

Table 1.3: Design Traffic Factors

Factor	
Design Hour Factor (K-Factor)	0.09
Directional Factor (D-Factor)	51.5% to 69.3%

Table 1.4: Design Hour Truck Factors

Segment	T <sub>24</sub>	DHT
<i>US 98</i>		
East of CR 54	13.5%	7.0%
West of CR 54	23.5%	12.0%
East of Old Lakeland Highway	23.9%	12.0%
West of Old Lakeland Highway	15.2%	8.0%
East of US 301	15.2%	8.0%
<i>US 301</i>		
South of US 98	7.1%	4.0%
Between US 98 and Clinton Avenue	5.9%	3.0%
North of Clinton Avenue	6.4%	3.0%
<i>Clinton Avenue</i>		
West of US 301	8.1%	4.0%
East of US 301	5.1%	3.0%
<i>Old Lakeland Highway</i>		
South of US 98	22.7%	11.0%
North of US 98	20.8%	10.0%
<i>CR 54</i>		
West of US 98	5.1%	3.0%

### 1.2.2 Existing Year (2019) Demand Volume Calculations

The existing year (2019) Annual Average Daily Traffic (AADT) volumes were developed through an iterative process, beginning with using the 48-hour and 72-hour machine counts and calculating their daily average to develop the Average Daily Traffic (ADT) throughout the corridor. To normalize the ADT to AADT, two adjustment factors, axle correction factors (ACF) and seasonal factors (SF), were applied to ADT to yield initial existing year (2019) AADTs.

FDOT 2020 FTO database counts were used to supplement the collected field data and a point of comparison to provide a reasonability check to the field data collection effort. AADTs were reviewed throughout the study area to ensure demand throughout the network did not represent any unreasonable imbalance. Traffic patterns within the study area consisted largely of pass-through trips during AM and PM peak hours, which do not traditionally yield a returning trip due to the study area's rural nature and high truck percentage. Future travel patterns are expected to shift to a more suburban condition where trips are expected to reciprocate between the AM and PM peak hours more uniformly. Due to travel patterns exhibited by the future suburban condition, all design level volumes will be developed to reciprocate movement level demand between the AM and PM peak hours. The existing year (2019) AADTs yielded by this additional review will serve as the basis for the development of AM and PM Direction Design Hour Volume (DDHV) and turning movement volumes.

The existing year (2019) AADT volumes were then multiplied by K and D to obtain existing year (2019) AM and PM DDHVs. The resultant DDHVs from this method were smoothed to ensure reasonable network assignment and then compared to field collected data. The DDHVs were adjusted to account for situations where resultant volumes were lower than the measured count data.

DDHVs were distributed by field measured turning movement percentages and then checked for reasonableness. Smoothing ensured reciprocation of the highest volume movement between the AM and PM peak hours. These existing year (2019) DDHVs will be used as the basis for future volume development.

**Figure 1.2, Figure 1.3, and Figure 1.4** show the existing year (2019) AADT, field turning movement counts, and DDHVs for both the AM and PM peak hours, respectively. Turning movement counts at US 98 at the US 98 Access Road were not collected and were estimated using 2019 Project Traffic Forecasting Handbook approved iterative proportional fitting methods.

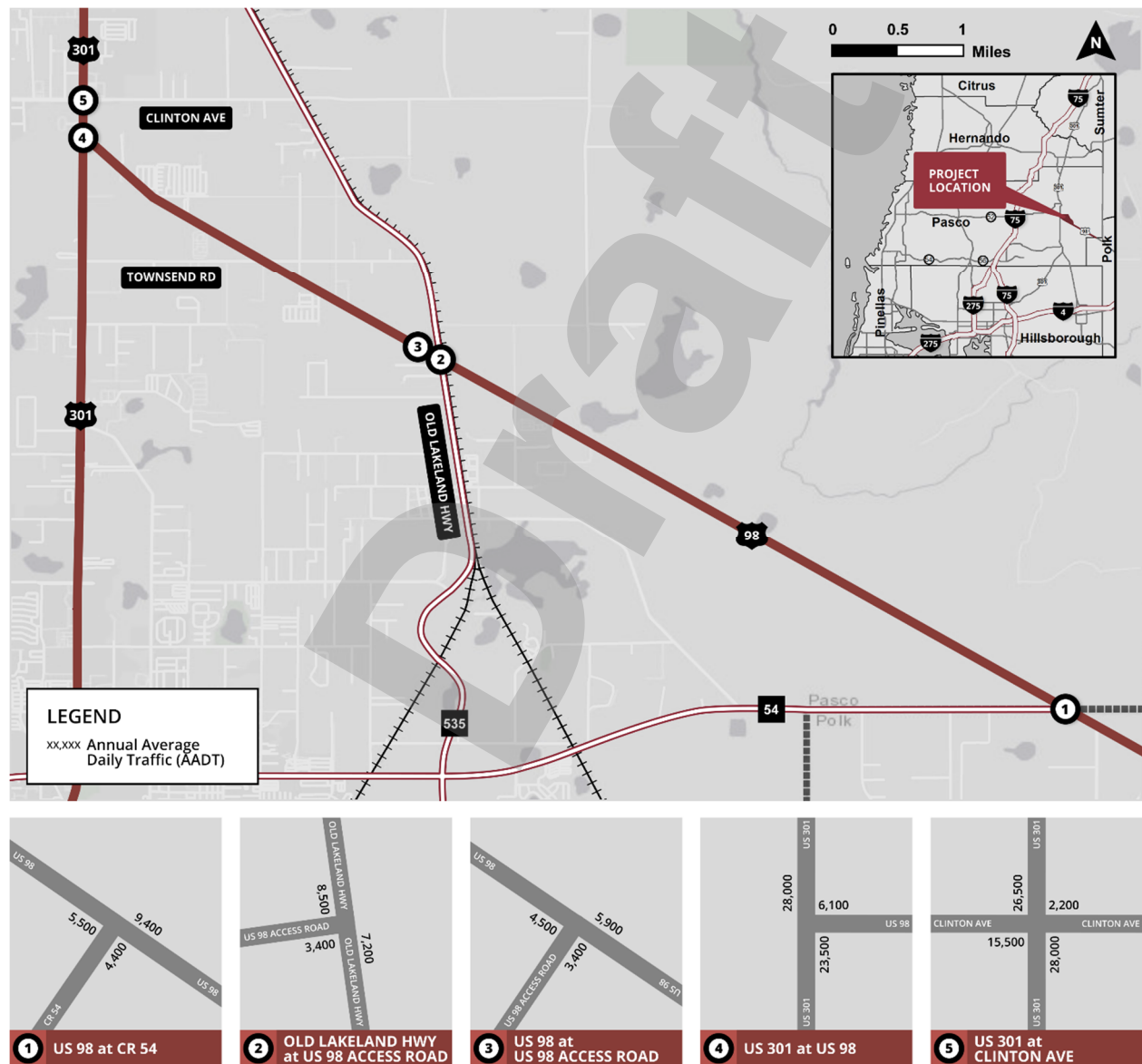


Figure 1.2: Existing Year (2019) AADTs

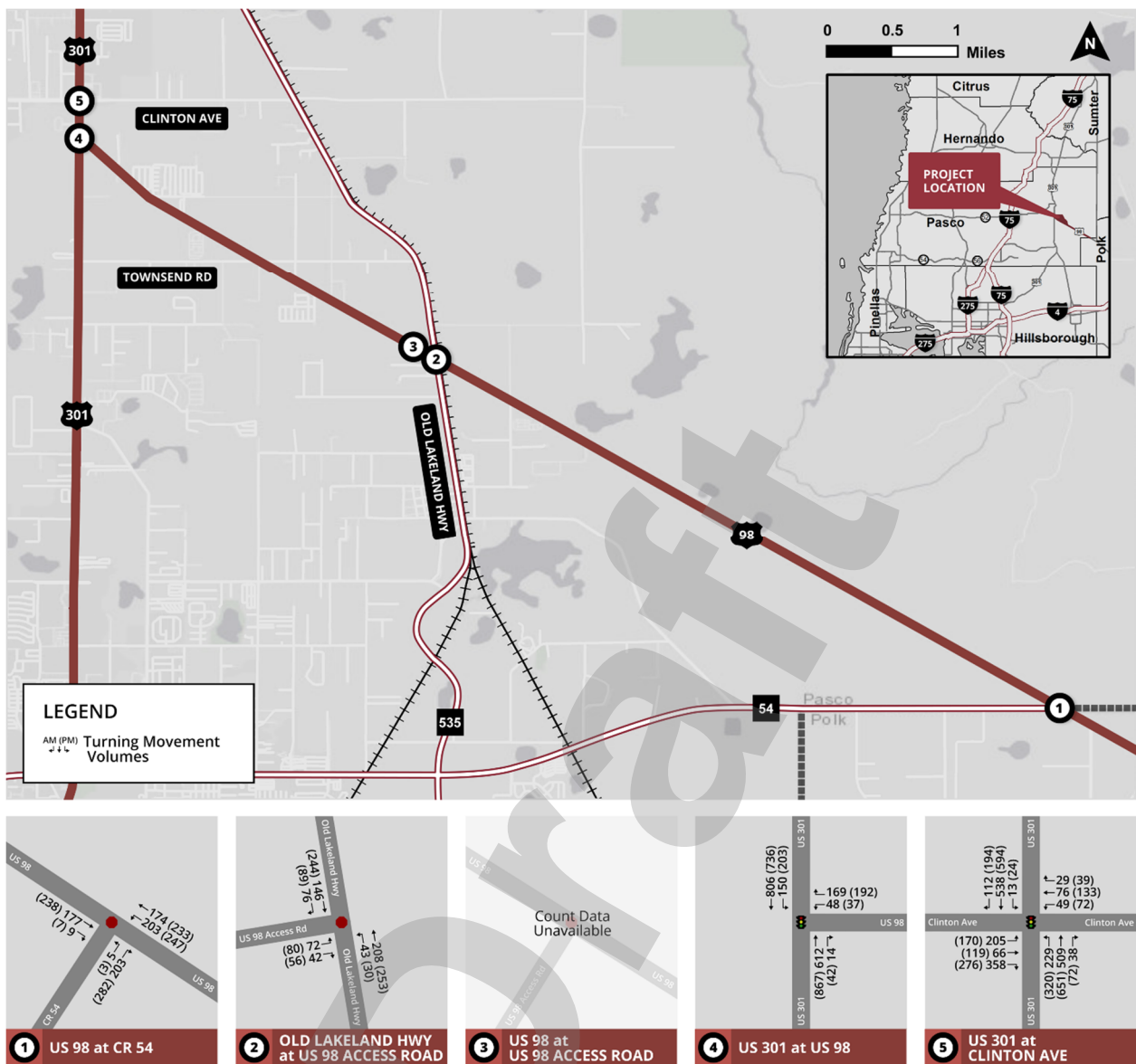


Figure 1.3: Existing Year (2019) Turning Movement Counts

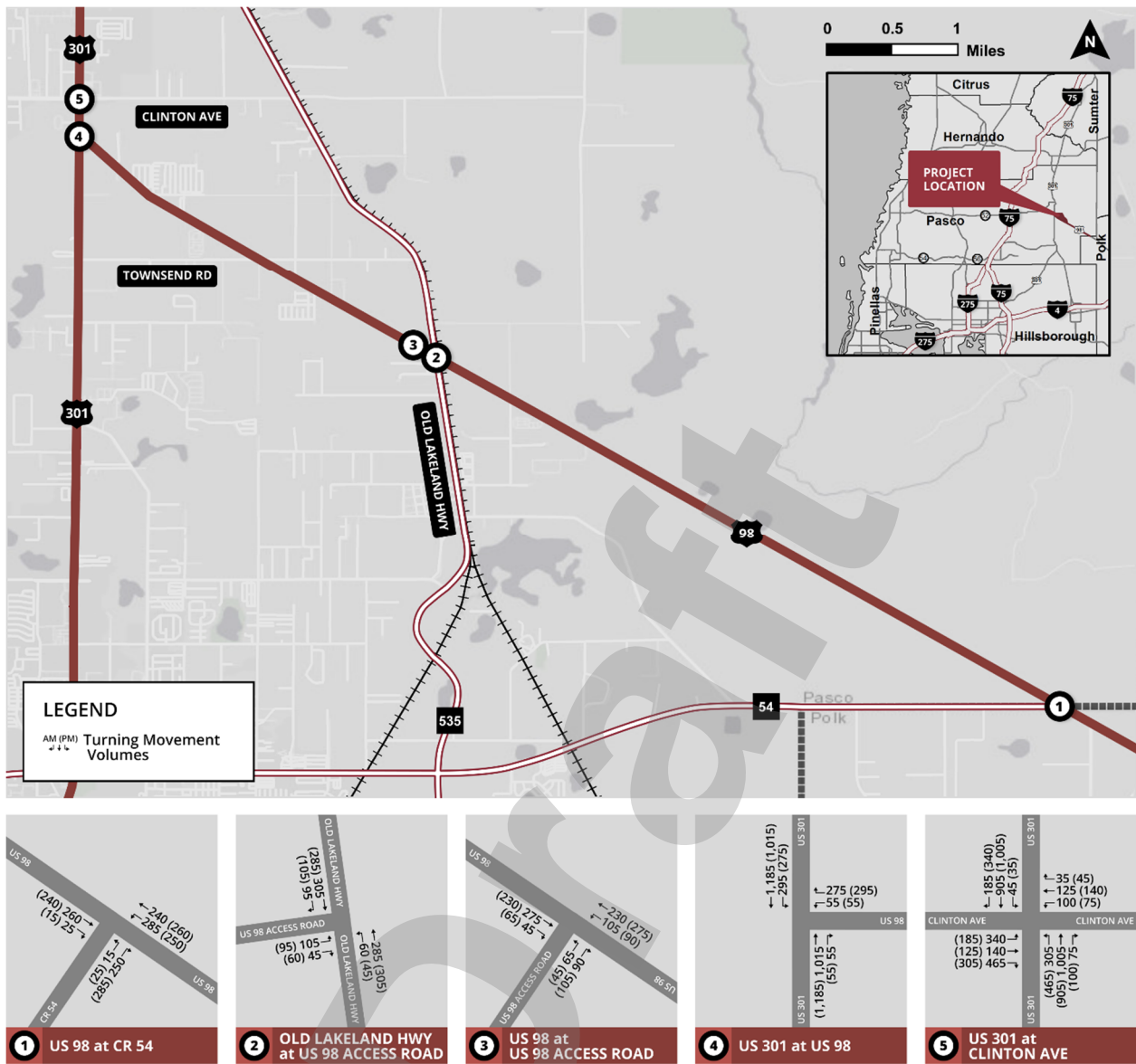


Figure 1.4: Existing Year (2019) Turning Movement Design Volumes

# 2.0 Future Travel Demand

## 2.1 Trend Analysis

### 2.1.1 BEBR Growth Trends

Data was gathered for the Bureau of Economic and Business Research's (BEBR) Projections of Florida Population by County, 2019-2045 and is summarized in **Table 2.1**. BEBR population forecasts provide a useful metric in measuring growth trends within counties by providing low, medium, and high forecast rates. With a design year of 2045, and the anticipated development within the study area, BEBR data indicates that low to high population growth should range from 0.6 percent to 2.2 percent per year.

**Table 2.1: Pasco County BEBR Population Forecasts 2019 to 2045**

2019	2025		2030		2035		2040		2045	
527,122	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth
Low	545,800	0.6%	569,400	0.7%	585,600	0.7%	597,100	0.6%	605,200	0.6%
Medium	586,100	1.9%	626,800	1.7%	659,200	1.6%	686,700	1.4%	711,000	1.3%
High	623,100	3.0%	685,200	2.7%	738,300	2.5%	787,600	2.4%	833,900	2.2%

### 2.1.2 Historical Count Trends

Historical count data was obtained from the FDOT FTO count stations located within or near the study area and growth rates were plotted for the most recent five years of available data and can be found in **Table 2.2**. The coefficient of determination ( $R^2$ ) for the five-year range of data is provided to indicate the statistical fit of the observed growth trend to the available sample. The average weighted annual historical growth rate for the study area is 1.9 percent, which is in line with the BEBR 'Medium' to 'High' population forecasts and consistent with expected growth in the study area.

**Table 2.2: Historical FTO Growth Trends**

Count ID	Location	2015	2016	2017	2018	2019	Linear Growth	$R^2$
<i>US 98</i>								
161003	East of CR 54	7,900	8,300	8,900	10,200	9,400	4.9%	0.73
140055	West of CR 54	4,500	4,500	4,700	5,300	5,500	5.1%	0.89
140054	East of US 301	5,500	5,200	5,400	5,900	6,100	3.2%	0.66
<i>US 301</i>								
140053	South of US 98	23,000	23,000	24,000	22,500	23,500	0.2%	0.02
140052	Between US 98 and Clinton Avenue	28,500	30,500	32,500	33,000	28,000	0.5%	0.01
<i>Clinton Avenue</i>								
146038	West of US 301	-	-	-	15,300	15,700	2.5%	1.00
149103	East of US 301	1,800	1,900	2,000	2,100	2,200	4.5%	1.00
<i>CR 54</i>								
149080	West of US 98	3,800	4,000	4,200	4,300	4,400	3.4%	0.97

## 2.2 Tampa Bay Regional Planning Model (TBRPM) Trend Analysis

The travel demand modeling efforts for this analysis will build off the FDOT's efforts on the State Road 56 ACE (WPI Segment No: 443367-1) and is based off the Tampa Bay Regional Planning Model (TBRPM), Version 9.1 with a calibrated base year of 2015 and horizon year of 2045. This section will document how the calibrated TBRPM forecasts were used to develop design year (2045) forecasts, with an emphasis on consistency between this study and the adjacent FDOT District 1 US 98 PD&E study (WPI Segment No: 436673-1). The model calibration report developed for use in this study and associated demand volumes from the adjacent FDOT District 1 US 98 PD&E Study can be found in **Appendix C** and **Appendix D**, respectively.

### 2.2.1 TBRPM Volume Growth

Based upon the model enhancements made to the base year (2015) (see **Appendix C**) during model calibration efforts, the horizon year (2045) cost-feasible model scenario was updated with these same calibration enhancements and reviewed for consistency with the Pasco County Metropolitan Planning Organization (MPO) 2045 Long Range Transportation Plan (LRTP). Changes between the base year (2015) and horizon year (2045) include the widening of US 98 to four lanes within the project limits to determine horizon year (2045) unrestricted demand.

The resulting horizon year (2045) model volume output was converted from Peak Season Weekday Average Daily Traffic (PSWADT) to design year (2045) AADTs using a Model Output Conversion Factor (MOCF) of 0.96, as indicated by FDOT FTO for Pasco County. The resulting design year (2045) AADTs were reviewed for reasonableness and forecasting consistency. Adjustments to the forecasts were made utilizing the difference and ratio method procedures from the 2019 FDOT Project Traffic Forecasting Handbook. Adjusted design year (2045) AADTs comparisons to existing year (2019) AADTs and their annual growth rate (AGR) can be found in **Table 2.3**. Adjustments were then made to the design year (2045) AADTs to ensure consistency with the Build Scenario under the FDOT District 1 US 98 PD&E Study (WPI Segment No: 436673-1). The final design year (2045) AADTs after this adjustment can be found in **Table 2.4**.

Table 2.3: TBRPM 9.1 NCHRP 765 Adjustments

Segment	Existing		TBRPM 9.1 Output		Difference Method			Ratio Method		Forecast (2045)		
	2019 AADT	2015 AADT	2045 AADT	AGR	2019 AADT	Difference	2045 AADT	Ratio	2045 AADT	2045 AADT	AGR	
<i>US 98</i>												
East of CR 54	9,400	7,700	18,900	4.8%	9,200	9,700	19,100	2.05	19,300	19,200	4.0%	
West of CR 54	5,500	5,000	9,600	3.1%	5,600	4,000	9,500	1.71	9,400	9,500	2.8%	
East of Old Lakeland Highway	5,900	5,000	9,600	3.1%	5,600	4,000	9,900	1.71	10,100	10,000	2.7%	
West of Old Lakeland Highway	4,500	4,800	7,500	1.9%	5,200	2,300	6,800	1.44	6,500	6,700	1.9%	
East of US 301	6,100	4,800	7,500	1.9%	5,200	2,300	8,400	1.44	8,800	8,600	1.6%	
<i>US 301</i>												
South of US 98	23,500	25,900	33,200	0.9%	26,900	6,300	29,800	1.23	29,000	29,400	1.0%	
Between US 98 and Clinton Avenue	28,000	25,900	33,200	0.9%	26,900	6,300	34,300	1.23	34,600	34,500	0.9%	
North of Clinton Avenue	26,500	26,000	32,700	0.9%	26,900	5,800	32,300	1.22	32,200	32,300	0.8%	
<i>Clinton Avenue</i>												
West of US 301	15,500	10,700	20,400	3.0%	12,000	8,400	23,900	1.70	26,400	25,200	2.4%	
East of US 301	2,200	1,100	2,400	3.9%	1,300	1,100	3,300	1.85	4,100	3,700	2.6%	
<i>US 98 Access Road</i>												
South of US 98	3,400	-	-	-	-	-	-	-	-	6,300	3.3%	
<i>Old Lakeland Highway</i>												
South of US 98	7,200	4,500	6,000	1.1%	4,700	1,300	8,500	1.28	9,200	8,900	0.9%	
North of US 98	8,500	4,500	6,000	1.1%	4,700	1,300	9,800	1.28	10,900	10,400	0.9%	
<i>CR 54</i>												
West of US 98	4400	3400	9800	6.3%	4,300	5,500	9,900	2.28	10,000	10,000	4.9%	

Note:

TBRPM 2019 AADTs are calculated using linear interpolation between the TBRPM Base Year (2015) and Horizon Year (2045) TBRPM outputs.

Difference 2045 AADTs are yielded by applying the difference between the 2019 and 2045 TBRPM AADTs to the Existing Year (2019) AADTs.

Ratio 2045 AADTs are yielded by applying the ratio between the 2019 and 2045 TBRPM AADTs to the Existing Year (2019) AADTs.

Forecast (2045) AADTs are an average between the Delta and Ratio yielded 2045 AADTs as described in the 2019 Project Traffic Forecasting Manual.



Table 2.4: Design Year (2045) AADT Forecasting

Segment	Existing Year (2019) AADT	Forecast (2045)		D1 Consistency Adjustment	Design Year (2045)	
		AADT	AGR		AADT	AGR
<i>US 98</i>						
East of CR 54	9,400	19,200	4.0%	9,300	28,500	7.8%
West of CR 54	5,500	9,500	2.8%	7,400	16,900	8.0%
East of Old Lakeland Highway	5,900	10,000	2.7%	7,600	17,600	7.6%
West of Old Lakeland Highway	4,500	6,700	1.9%	7,200	13,900	8.0%
East of US 301	6,100	8,600	1.6%	5,900	14,500	5.3%
<i>US 301</i>						
South of Old US 98	23,500	29,400	1.0%	600	30,000	1.1%
North of Old US 98	28,000	34,500	0.9%	6,200	40,700	1.7%
South of Clinton Avenue	28,000	34,500	0.9%	7,000	41,500	1.9%
North of Clinton Avenue	26,500	32,300	0.8%	1,600	33,900	1.1%
<i>Clinton Avenue</i>						
West of US 301	15,500	25,200	2.4%	4,300	29,500	3.5%
East of US 301	2,200	3,700	2.6%	3,700	7,400	9.1%
<i>US 98 Access Road</i>						
South of US 98	3,400	6,300	3.3%	0	6,300	3.3%
<i>Old Lakeland Highway</i>						
South of US 98	7,200	8,900	0.2%	100	9,000	0.2%
North of US 98	8,500	10,400	1.7%	2,200	12,600	2.9%
<i>CR 54</i>						
West of US 98	4,400	10,000	4.9%	2,500	12,500	7.1%

Note:

Split of the AADT adjustment along CR 54 and US 98 is consistent with the FDOT District 1 US 98 PD&E Study (WPI Segment No: 436673-1).

## 2.3 Development of Future Demand

The design year (2045) DDHVs were calculated by applying K and D to the design year (2045) AADTs. The resulting DDHVs were distributed throughout the existing study area network by turning movement percentages observed in the existing year (2019) turning movements. The resulting DDHVs were examined and smoothed to ensure growth, reciprocation for every movement, and establish the No-Build scenario design year (2045) AADTs and turning movement volumes which can be found in **Figure 2.1** and **Figure 2.2**, respectively.

While the Build scenario does include substantial network adjustment, it does not prohibit any movements from being present under the No-Build scenario. As such, to develop Build scenario design year (2045) turning movement volumes, No-Build demand was logically reassigned throughout the network. The Build scenario design year (2045) AADTs and turning movements that result from this process can be found in **Figure 2.3** and **Figure 2.4**, respectively.

The design year (2045) demand volumes are always higher than the existing year (2019), therefore opening year (2025) AADTs and DDHVs for the No-Build and Build scenarios were developed using linear interpolation based on demand volumes and can be found in **Figure 2.5**, **Figure 2.6**, **Figure 2.7**, and **Figure 2.8**, respectively.

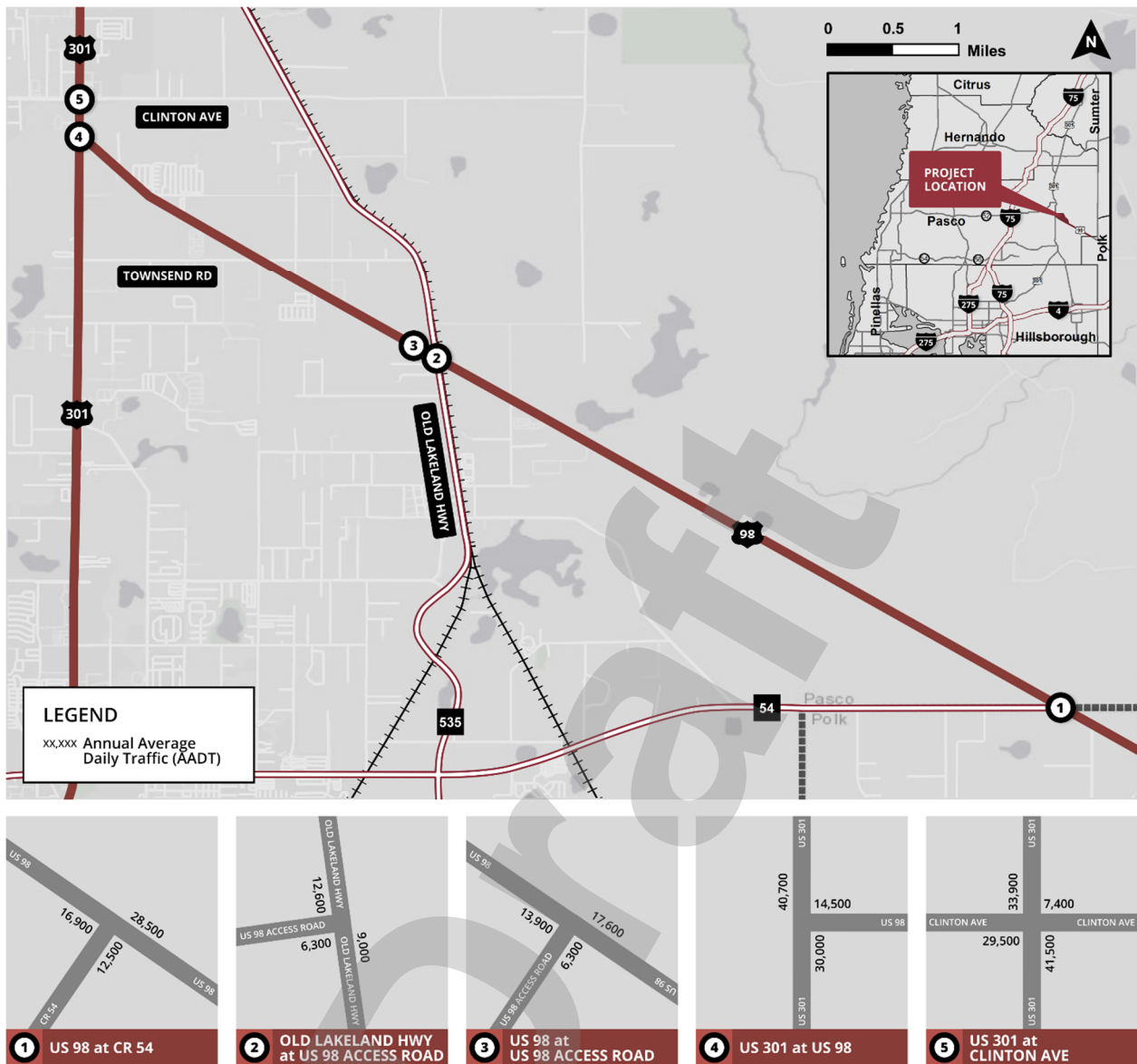


Figure 2.1: Design Year (2045) No-Build AADTs

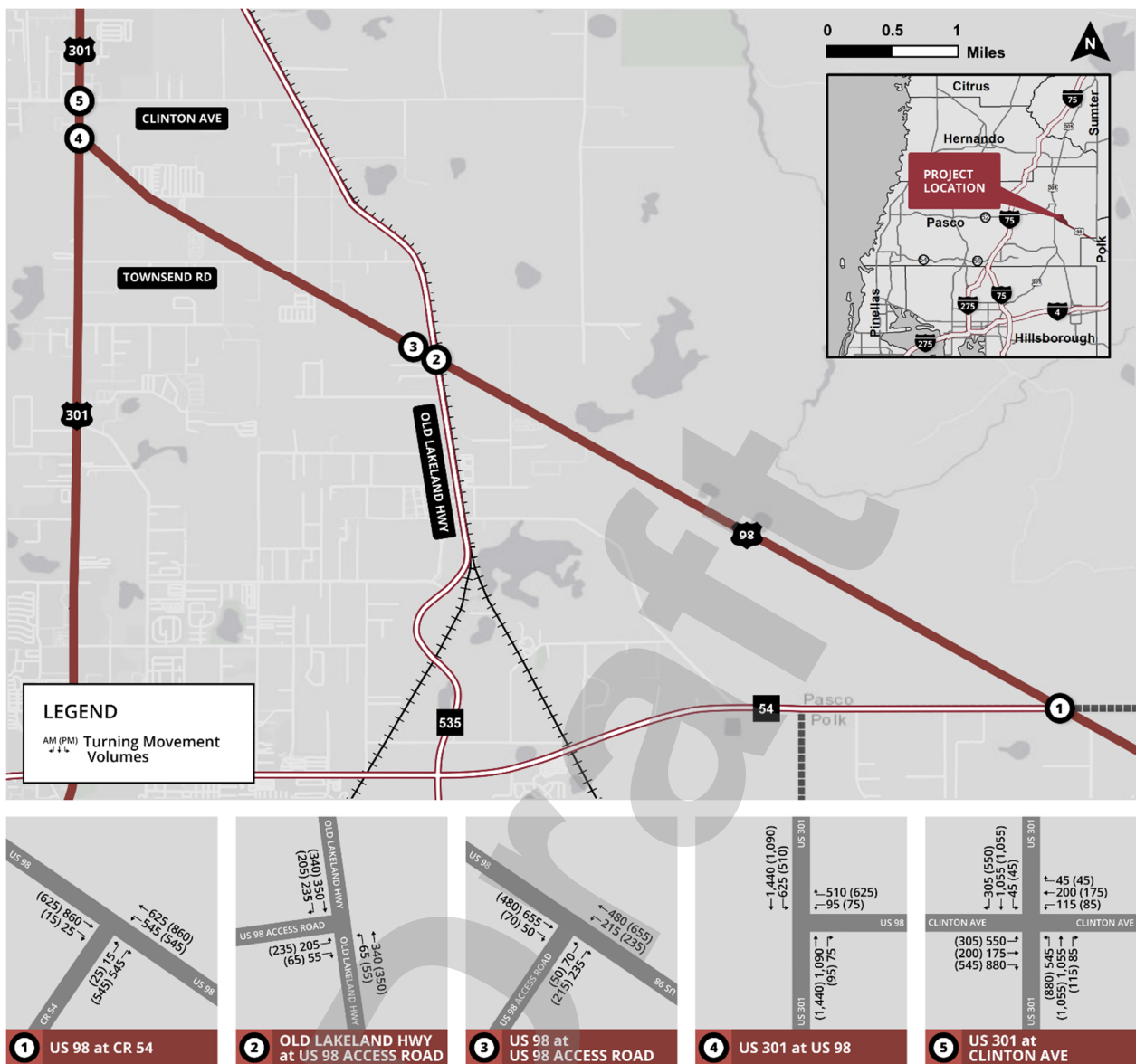


Figure 2.2: Design Year (2045) No-Build Turning Movement Volumes



Figure 2.3: Design Year (2045) Build AADTs

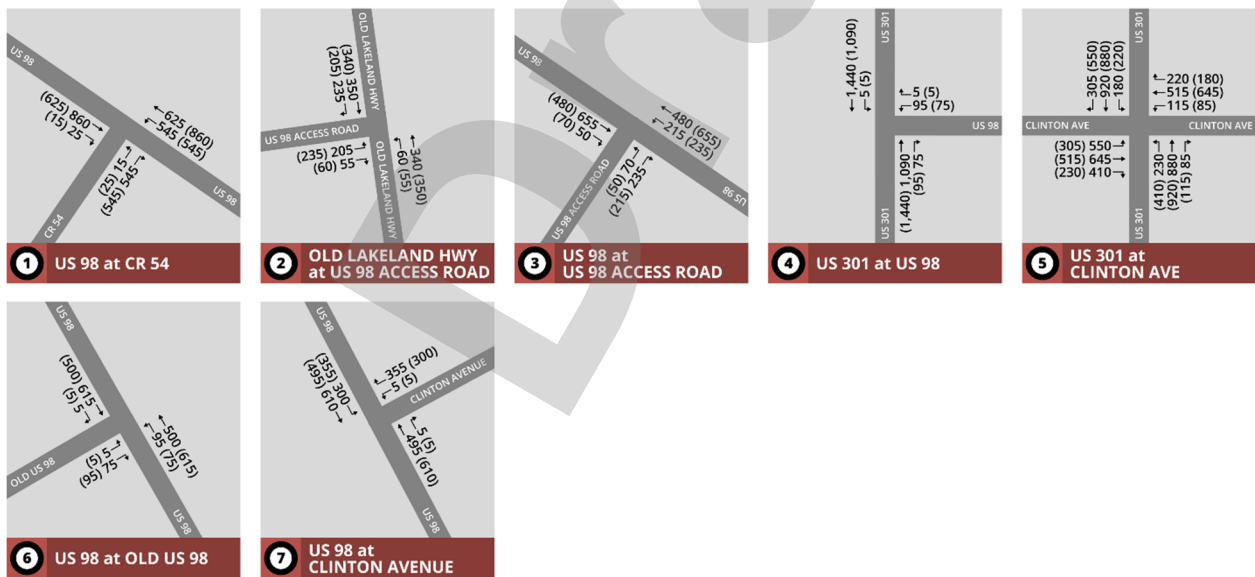
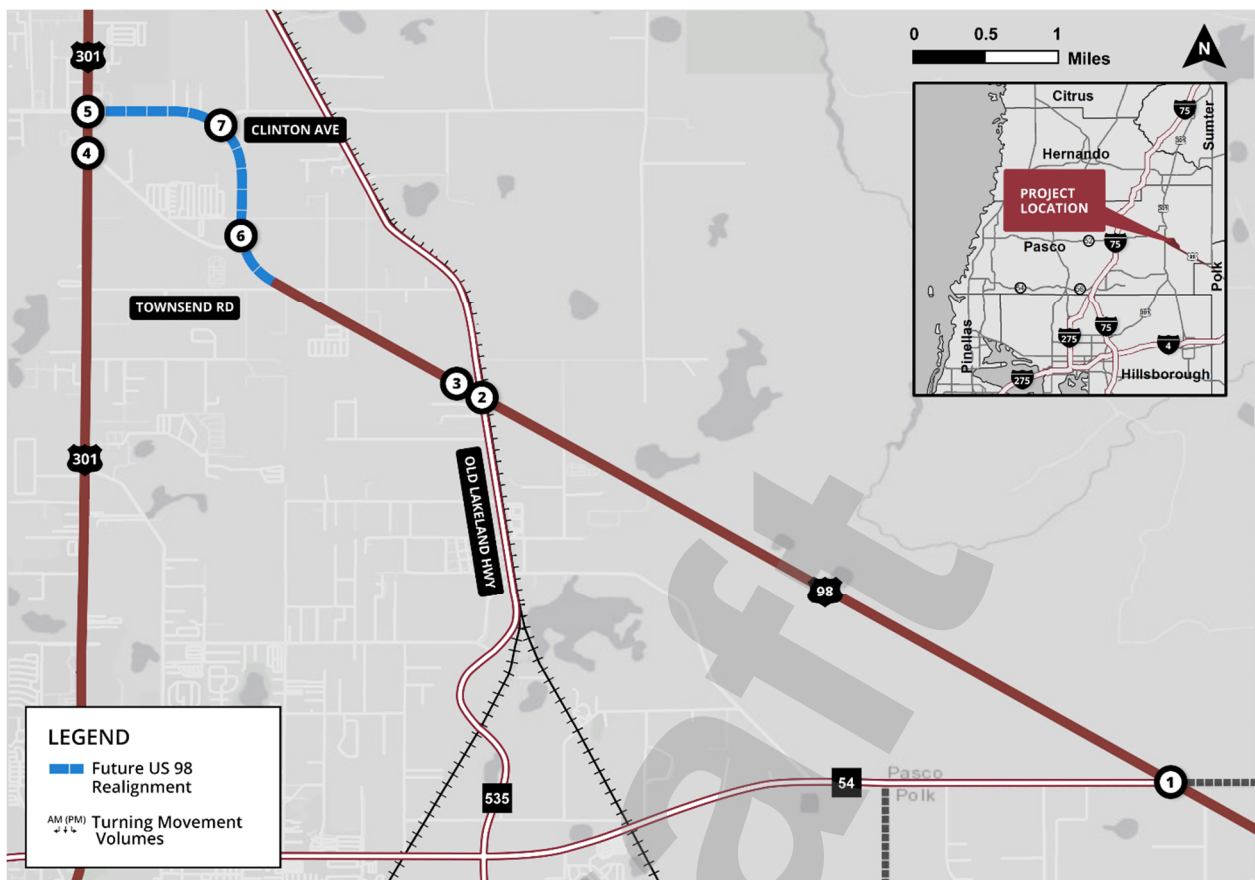


Figure 2.4: Design Year (2045) Build Turning Movement Volumes

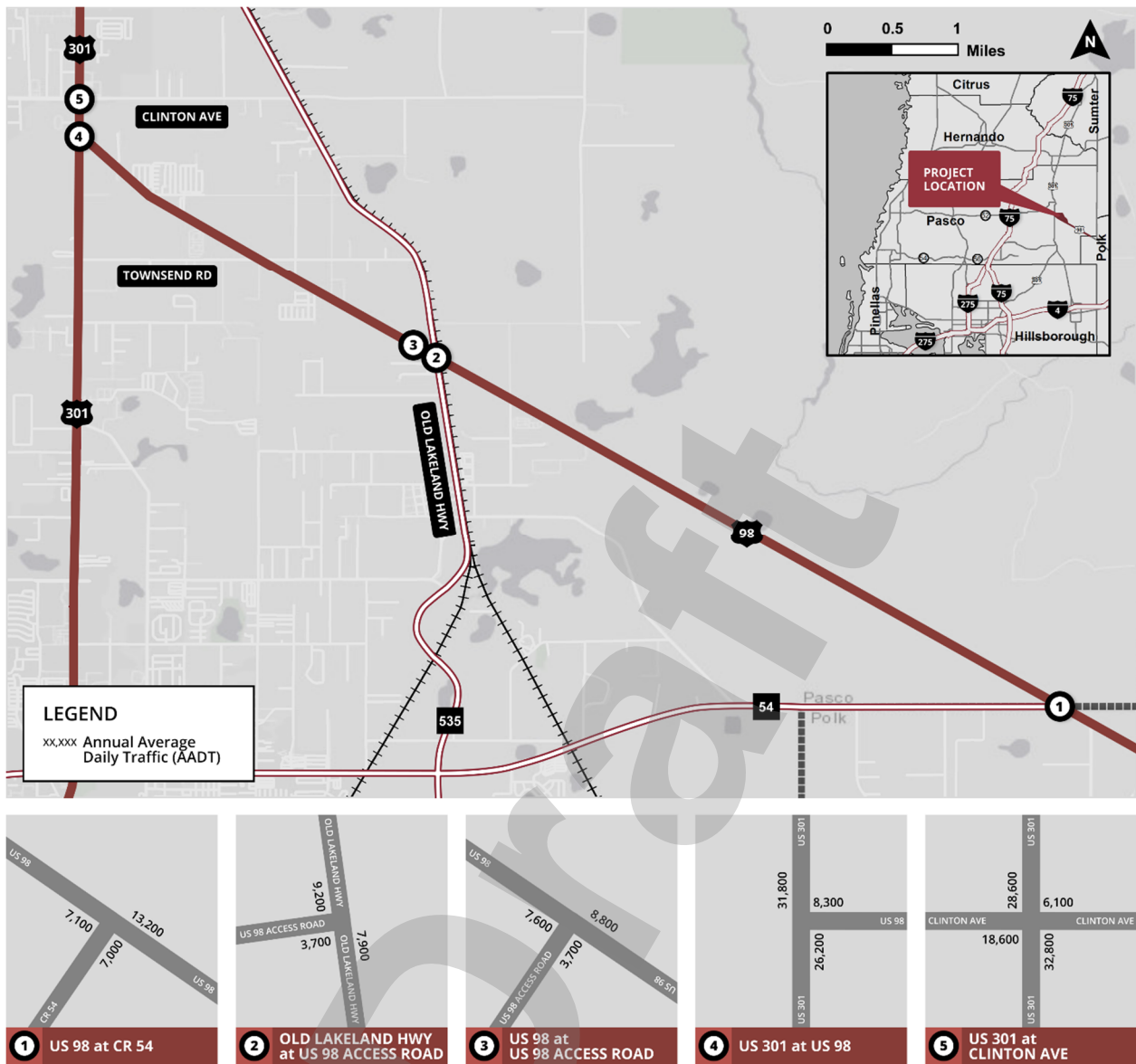


Figure 2.5: Opening Year (2025) No-Build AADTs



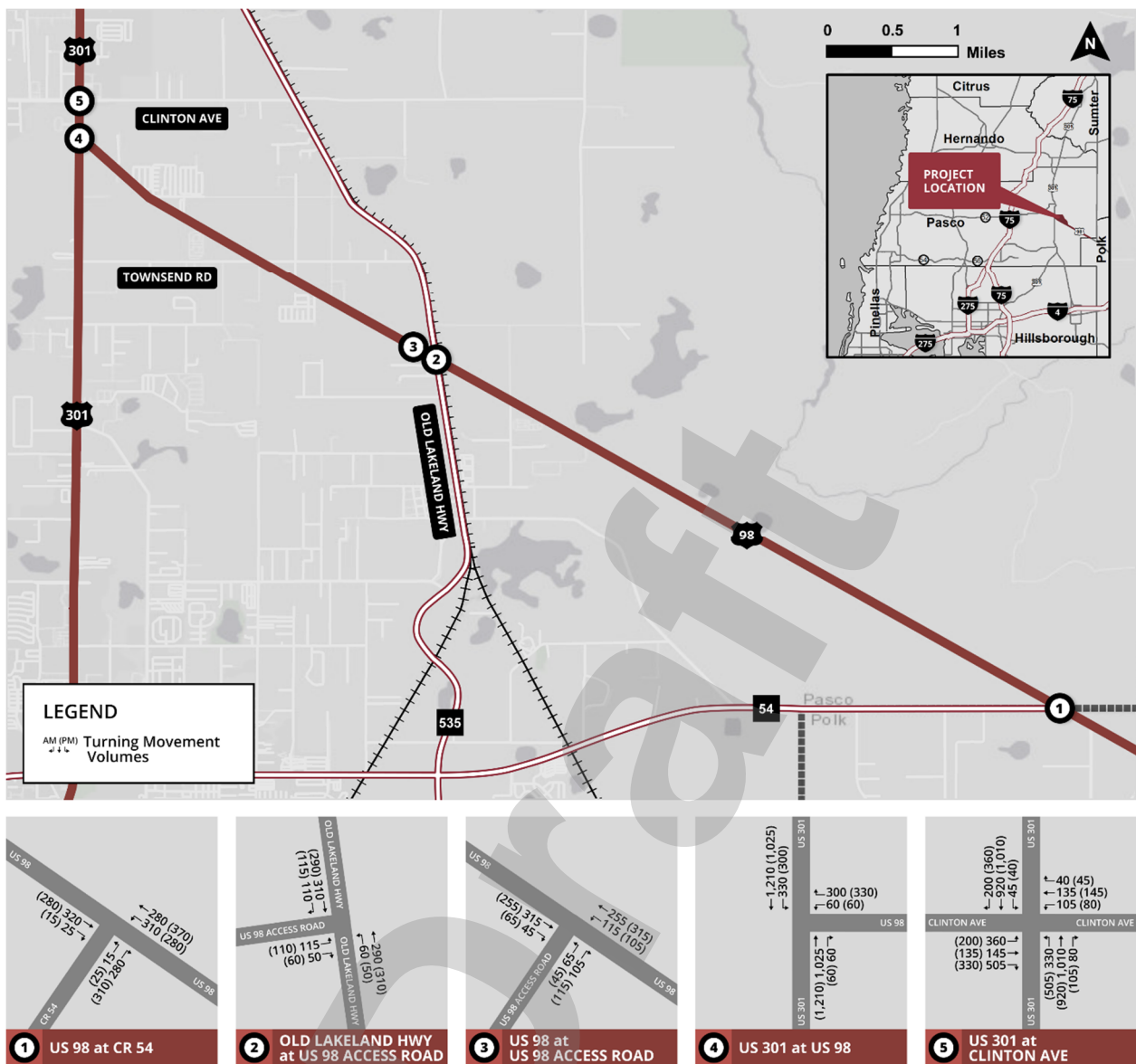


Figure 2.6: Opening Year (2025) No-Build Turning Movement Volumes



Figure 2.7: Opening Year (2025) Build AADTs



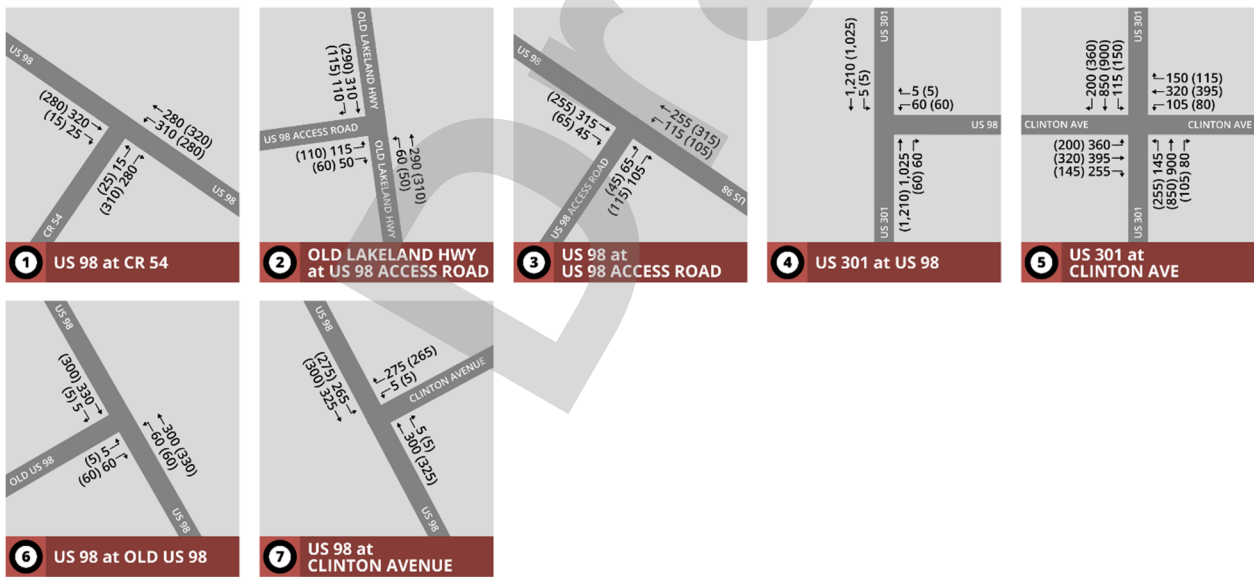
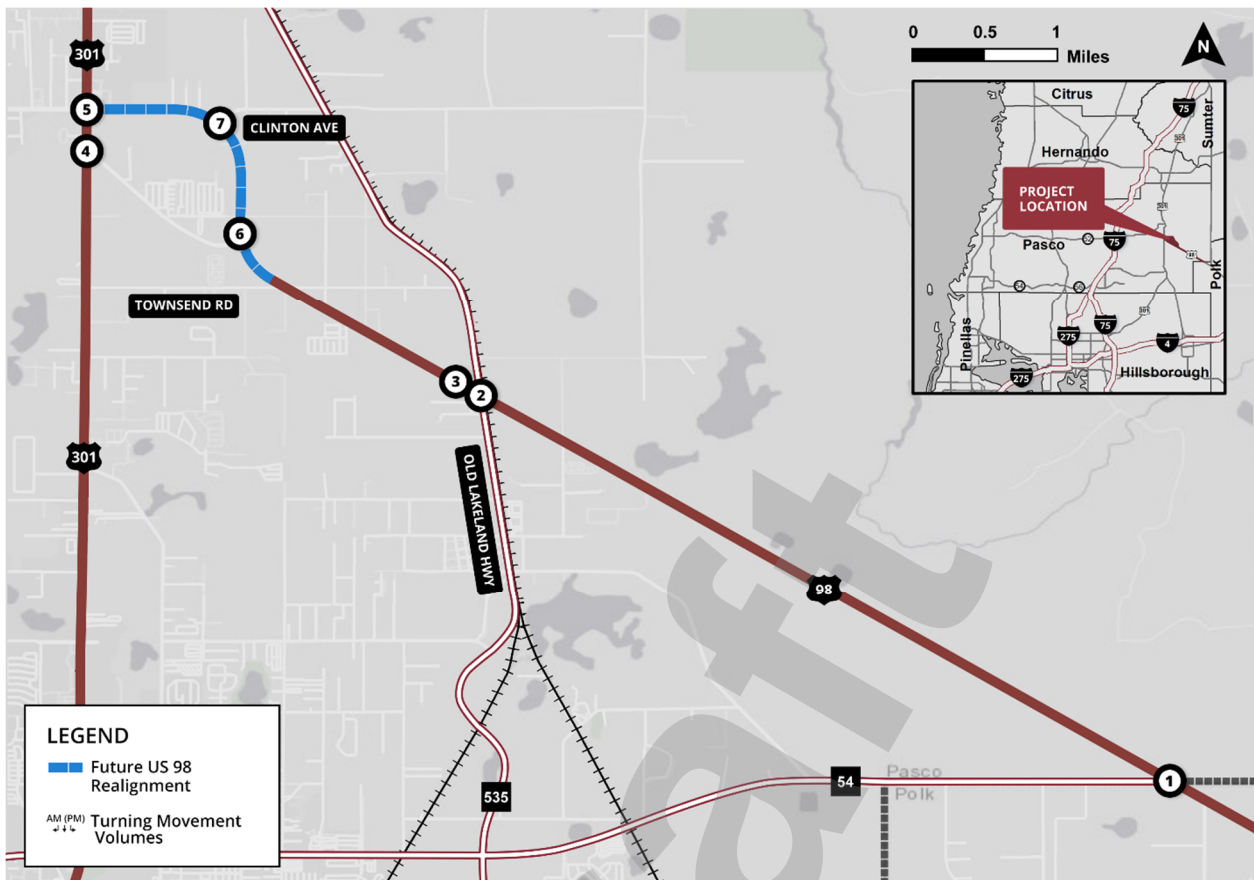


Figure 2.8: Opening Year (2025) Build Turning Movement Volumes

# Appendices



# Appendix A

Traffic Methodology Statement

Draft

# Traffic Methodology Statement *(Draft)*

Project Development and Environment  
(PD&E) Study

## Pasco County, Florida

US 98/SR 35/SR 700 from Polk County Line/CR 54 to US 301/US 98/SR 35/SR 700

Financial Project ID: 443368-2-22-01

### Prepared For:

Florida Department of Transportation, District 7  
11201 McKinley Drive, Tampa, FL 33612



May, 2021

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Draft

# 1.0 Methodology Statement Purpose

The purpose of this Statement is to summarize the process that will be employed to collect traffic data, develop traffic forecasts, and perform operational and safety analyses for the existing and proposed corridor alternatives developed for the US 98/SR 35/SR 700 from Polk County Line/CR 54 to US 301/US 98/SR 35/SR 700 Project Development and Environment (PD&E) Study and the US 301/US 98/SR 35/SR 700/Clinton Avenue Intersection Realignment Study.

## 2.0 Existing Analysis

### 2.1 Study Area

The project study area is shown in **Figure 1.1** and is bounded by the following study intersections:

- US 98 at CR 54 (Stop Controlled)
- US 98/Old Lakeland Highway Access Road at Old Lakeland Highway (Stop Controlled)
- US 98 at US 98/Old Lakeland Highway Access Road (Stop Controlled)
- US 98 at US 301 (Signalized)
- US 301 at Clinton Avenue (Signalized)

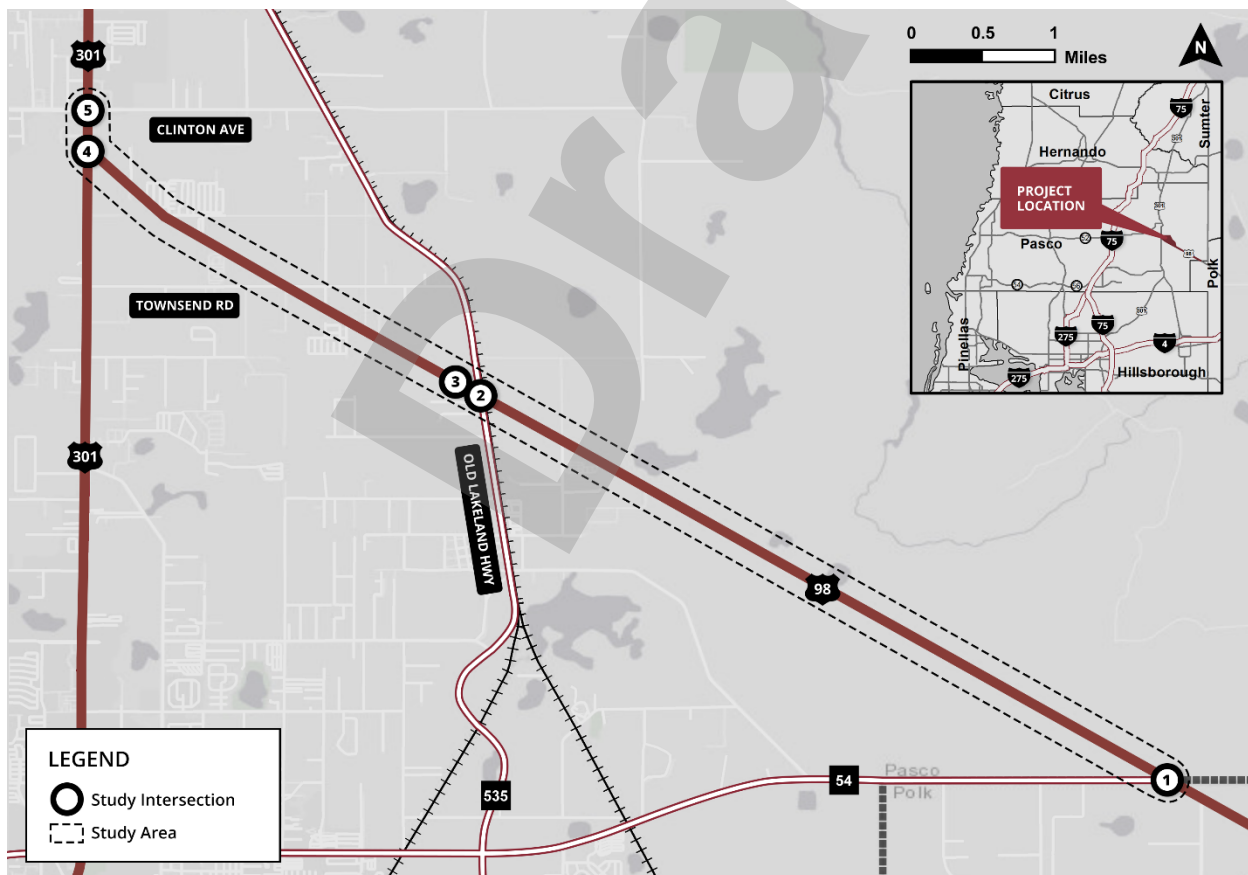


Figure 1.1: Project Location Map

## 2.2 Traffic Data Collection

As part of the previously conducted Alternative Corridor Evaluation (ACE) Study, 72-hour bi-directional (approach and departure volumes at 15-minute increments) machine classification counts, 48-hour bi-directional (approach and departure volumes at 15-minute increments) approach counts, 2-hour AM (from 7:00 AM to 9:00 AM) and PM (from 4:00 PM to 6:00 PM) turning movement, pedestrian, and bicycle counts were collected between May 7 and May 9 of 2019 unless otherwise denoted. These counts are summarized below and are illustrated in **Figure 2.1**.

### 72-hour Classification Count Locations:

- US 98, East of Old Lakeland Highway
- Old Lakeland Highway, South of US 98
- US 301, South of US 98
- US 301, North of Clinton Avenue
- Clinton Avenue, West of US 301

### 48-hour Machine Count Locations

- US 98, West of US 98/Old Lakeland Highway Access Road
- US 98, East of US 301
- Old Lakeland Highway, North of US 98
- US 301, South of Clinton Avenue
- Clinton Avenue, East of US 301

### 4-hour Turning Movement Count Locations

- US 98 at CR 54 (Collected in March 2021)
- US 98/Old Lakeland Highway Access Road at Old Lakeland Highway
- US 98 at US 301
- US 301 at Clinton Avenue

It should be noted that the US 98 at US 98/Old Lakeland Highway Access Road demand will be estimated based upon field collected data.

While COVID-19 has significantly impacted data collection efforts throughout the country during 2020, this project was able to collect the data in 2019 and largely avoided the impacts of the pandemic on our data collection efforts. Due to this, we intend to use the existing year of 2019 for all analyses.



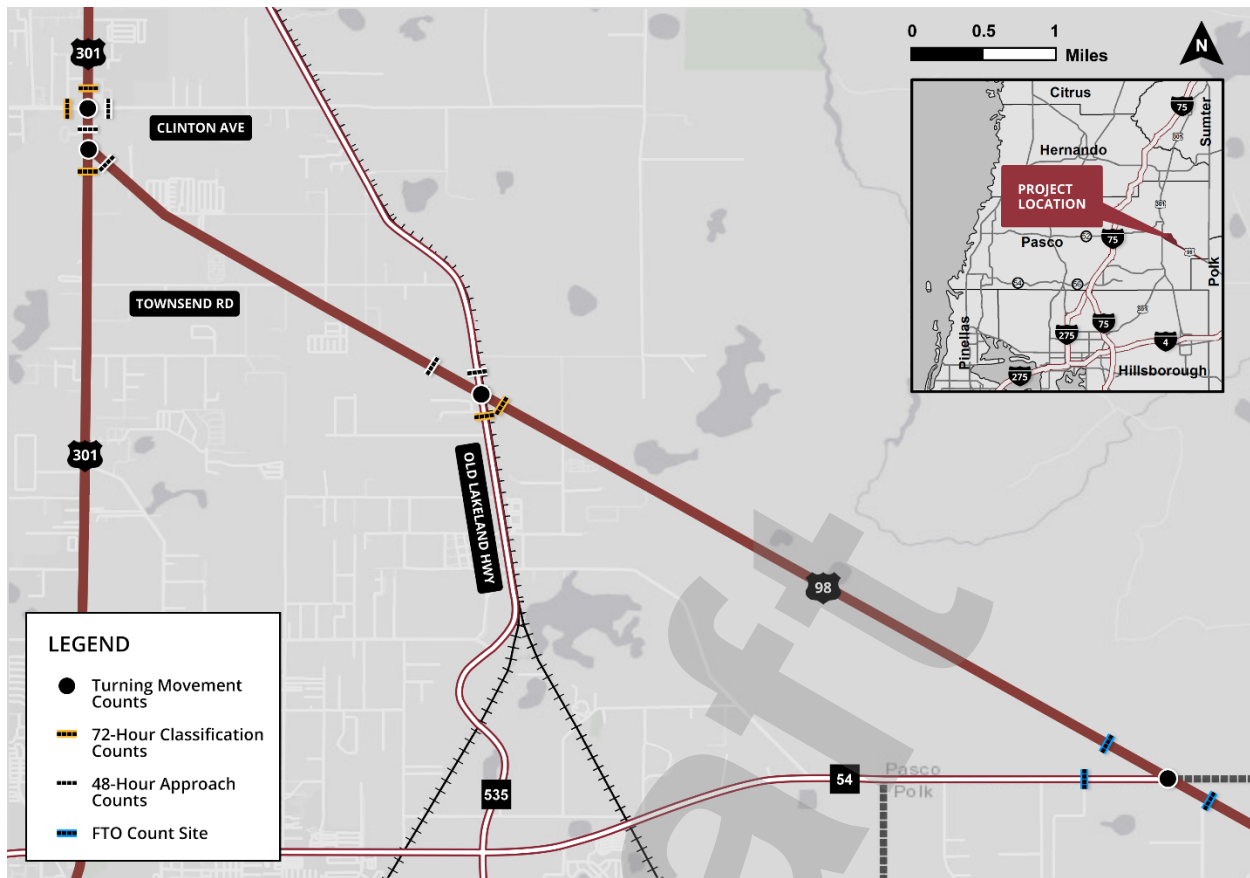


Figure 2.2: Traffic Count Locations

## 2.3 Design Traffic Factors

### 2.3.1 K-Factor

In accordance with the FDOT Project Traffic Forecasting Handbook 2019, the standard K-factor of 9.0 percent is recommended for use on this project.

### 2.3.2 D-Factor

D-factors will be determined based on an observation of the 5-year average from the Florida Traffic Online (FTO) database count locations within the study area. Observed averages will be compared with field data for consistency. If continuous count stations are present within the study area, special emphasis will be placed upon that data. If no FTO count is available, D-factors from the field collected data will be used.

### 2.3.3 Design Hour Truck Factor

The truck percentage ( $T_{24}$ ) will be calculated based on the weighted averages from the 72-hour vehicular classification counts for the study area and compared to the FTO database count stations within the study area for reasonableness. The Design Hour Truck (DHT) percentage used for analysis will be calculated as  $T_{24}$  divided by 2.

### 2.3.4 Peak Hour Factor

A peak hour factor (PHF) of 0.95 will be used for all analysis.

## 2.4 Existing Year (2019) Directional Design Hour Volumes

The existing year (2019) Annual Average Daily Traffic (AADT) volumes will be developed through an iterative process, beginning with taking the 48-hour approach and 72-hour classification counts and taking their daily average to develop the Average Daily Traffic (ADT) throughout the corridor. To normalize the ADT to AADT, two adjustment factors, axle correction factors (ACF) and seasonal factors (SF), will be applied to the ADT to yield AADTs. It should be noted that ACF will not be applied to 72-hour classification count locations.

FDOT FTO database counts will be used to supplement the collected field data and used as a point of comparison as a reasonability check to the field data collection effort. When available, the AADT found in the FTO database will be used. AADTs will be reviewed throughout the study area to ensure demand throughout the network did not represent any unreasonable imbalance.

The existing year (2019) AADTs yielded by this review will serve as the basis for the development of AM and PM Directional Design Hour Volume (DDHV) and turning movement volumes. The existing year (2019) AADT volumes will then be multiplied by K and D factors to obtain existing year (2019) AM and PM DDHVs. The resultant DDHVs from this method will be smoothed and compared to field collected data to check for reasonableness. The DDHVs will be adjusted to account for situations where resultant volumes are lower than the measured count data.

Due to the rural nature and high truck percentages within the study area, it is reasonable to assume a large portion of pass-through trips during AM and PM peak hours, which do not traditionally yield a returning trip. With significant development planned within the study area, future travel patterns are expected to shift to a more suburban condition where trips are expected to reciprocate between the AM and PM peak hours more uniformly. Due to this logic, all design volumes will be developed such that the AM and PM peak hour volumes will be reciprocated.

The intersection turning movement counts contained within the study area will serve as the basis for intersection volume distribution. DDHVs will be distributed by field measured turning movement percentages and then checked for reasonableness. Smoothing will ensure reciprocation of the highest volume movement between the AM and PM peak hours.

# 3.0 Travel Demand Forecasting

## 3.1 Travel Demand Model

The modeling efforts for this analysis will build off the FDOT's efforts on the State Road 56 ACER (FPID: 443367-1-22-01) and is based off the Tampa Bay Regional Planning Model (TBRPM), Version 9.1 with the base year 2015 and horizon year 2045.

This study will expand on the 2015 model validation efforts, check the model for reasonableness, and, if necessary, make additional adjustments to improve accuracy. The guidelines of the FDOT Project Traffic Forecasting Handbook 2019 will be used as the criteria for evaluating model validity.

Base year adjustments will be carried over to the 2045 model structure and zonal data (ZDATA) will be reviewed to ensure demand within the project area is reasonable. Special attention to ZDATA will be paid to ensure all surrounding Developments of Regional Impact (DRIs) and Master Planned Unit Developments (MPUDs) are accounted for during forecasting. Additionally, the modeling structure at the District 7/1 boundary will be checked for consistency. The higher of the two forecasts will be used to ensure a conservative estimate during volume development.

Within the TBRPM, US 98 will be widened to four lanes within the project limits to determine horizon year 2045 network unrestricted demand. The resulting forecasted 2045 Peak Season Weekday Average Daily Traffic (PSWADT) will be converted to 2045 AADTs using the appropriate Model Output Conversion Factor (MOCF). The resulting 2045 AADTs will be reviewed for reasonableness and forecasting consistency. If any adjustment is needed, they will be made utilizing processes and procedures found in Section 3 of the FDOT Project Traffic Forecasting Handbook 2019. Design year (2045) AADTs yielded from this process will serve as the basis for volume development under the No-Build and Build scenarios.

### 3.2 Forecast Directional Design Hour Volume Calculations

The design year (2045) DDHVs will be developed using the same procedure by which the existing year (2019) DDHVs were developed in **Section 2.4** with the process beginning from the forecasted design year (2045) AADTs. The DDHVs that result from this process will be reviewed to ensure growth for every movement within the study area for the No-Build scenario. The Build scenario will include substantial changes to the network, including a new roadway. While the Build scenario does offer changes in the network, no movement from the No-Build scenario will be prohibited. During the development of the Build turning movement volumes, No-Build turning movement percentages will be logically re-assigned throughout the network to redistribute demand while maintaining consistent travel patterns.

Opening year (2025) No-Build DDHVs will be developed through use of linear interpolation under the No-Build scenario. Opening year (2025) Build DDHVs will be developed using the turning movement redistribution of the No-Build demand, consistent with the design year (2045) Build scenario.

## 4.0 Technical Analysis

### 4.1 Operational Analysis

Operational analysis will be conducted at the following study intersections:

- US 98 at CR 54
- US 98/Old Lakeland Highway Access Road at Old Lakeland Highway
- US 98 at US 98/Old Lakeland Highway Access Road
- US 98 at Old US 98 (New Intersection – Only during ‘Build’ analysis)
- US 98 at Clinton Avenue (New Intersection – Only during ‘Build’ analysis)
- US 98 at US 301
- US 301 at Clinton Avenue

Signal timing plans will be obtained from the maintaining agencies at the existing signalized intersections. Future operational analysis will consider the existing signal parameters and will not optimize the signal timings. Operational analysis will be performed using the tools outline in **Table 3.1**.

**Table 3.1: Operational Analysis Tools**

Software		Intersection			Crossroad
Name	Version	Stop	Signal	Roundabout	Arterial
HCS/HCM	7.0	X			
Synchro	10.0		X		
SIDRA	9.0			X	
GLOS Tables	2020				X

## 4.2 Measures of Effectiveness (MOEs)

The LOS target shall be “D” within urbanized areas and “C” within rural areas for proposed improvements through the PD&E Study, consistent with the FDOT 2019 Quality/Level of Service (LOS) Handbook. Per the Planning Boundaries for LOS Standards for Pasco County, the intersection of US 98 at CR 54 is the only study intersection designated as rural.

### 4.2.1 Intersection MOEs

The MOEs for the study intersections will include:

- Queue and available storage;
- Movement and overall intersection control delay; and
- Movement and overall intersection LOS.

### 4.2.2 Arterial MOEs

The MOEs for arterial operations will include:

- Arterial speed; and
- Arterial LOS.

## 4.3 Analysis Years

### Travel Demand Model

- Base year – 2015
- Horizon year – 2045

### Traffic Operational Analysis

- Existing year – 2019
- Opening year – 2025
- Design year – 2045

## 4.4 Alternatives Development

Alternatives screening for this study will be conducted using a combination of Synchro 10/HCM methodologies for existing signal-controlled intersections and Intersection Control Evaluation (ICE) Stage 1 analysis for all currently unsignalized study intersections. All alternative development will be conducted under the Build scenario with the assumption that US 98 will be a 4-lane typical and realigned in the design year (2045). Based upon the current context of the facility and development plans along the corridor, only the following intersection control will be considered during the ICE analysis:

- Two-way stop-control;
- Signalization; and
- 2x1 Roundabout.

Analysis at existing signalized intersections will assume no improvements to existing cycle lengths or splits between the existing year (2019) and design year (2045).

## 4.5 Safety Analysis

Historical crash analysis will be conducted for the most recent five (5) years of data in accordance with the FDOT "PD&E Manual, Section 2.2.8.1". Analysis will be conducted leveraging FDOTs Crash Analysis Reporting (CAR) Online and Signal Four Analytics. Any duplicate crash records between the two databases will be removed.

Historical analysis will be conducted, and existing safety concerns will be identified to serve as a basis for crash countermeasure selection. Special attention will be paid to the US 98 and US 301 intersection as it underwent a traffic control change during the proposed 5-year analysis period.

Crash analysis will be summarized by the following metrics:

- Crash Frequency;
- Crash Severity;
- Crash Type;
- Pavement Condition;
- Lighting Condition;
- Intersection Crash Rates;
- Arterial Crash Rates; and
- Economic Loss.

The FDOT developed SPICE analysis will also be conducted in support of the ICE Stage 1 efforts to provide context during the alternative selection process.

## 4.6 Planning Consistency and Coordination

Coordination during this study will include the FDOT District 7 project team, Pasco County MPO, and FDOT District 1 to ensure consistency with the Pasco County 2045 Long Range Transportation Plan and the US 98 widening being conducted by FDOT District 1 (FPID: 436673-1) from the Pasco/Polk County line to Socrum Loop Road.

## 4.7 Documentation

Project submittal for this effort will include:

- Existing Conditions Report;
- Sub-Area Model Validation and Forecast Report; and
- Project Traffic Analysis Report.

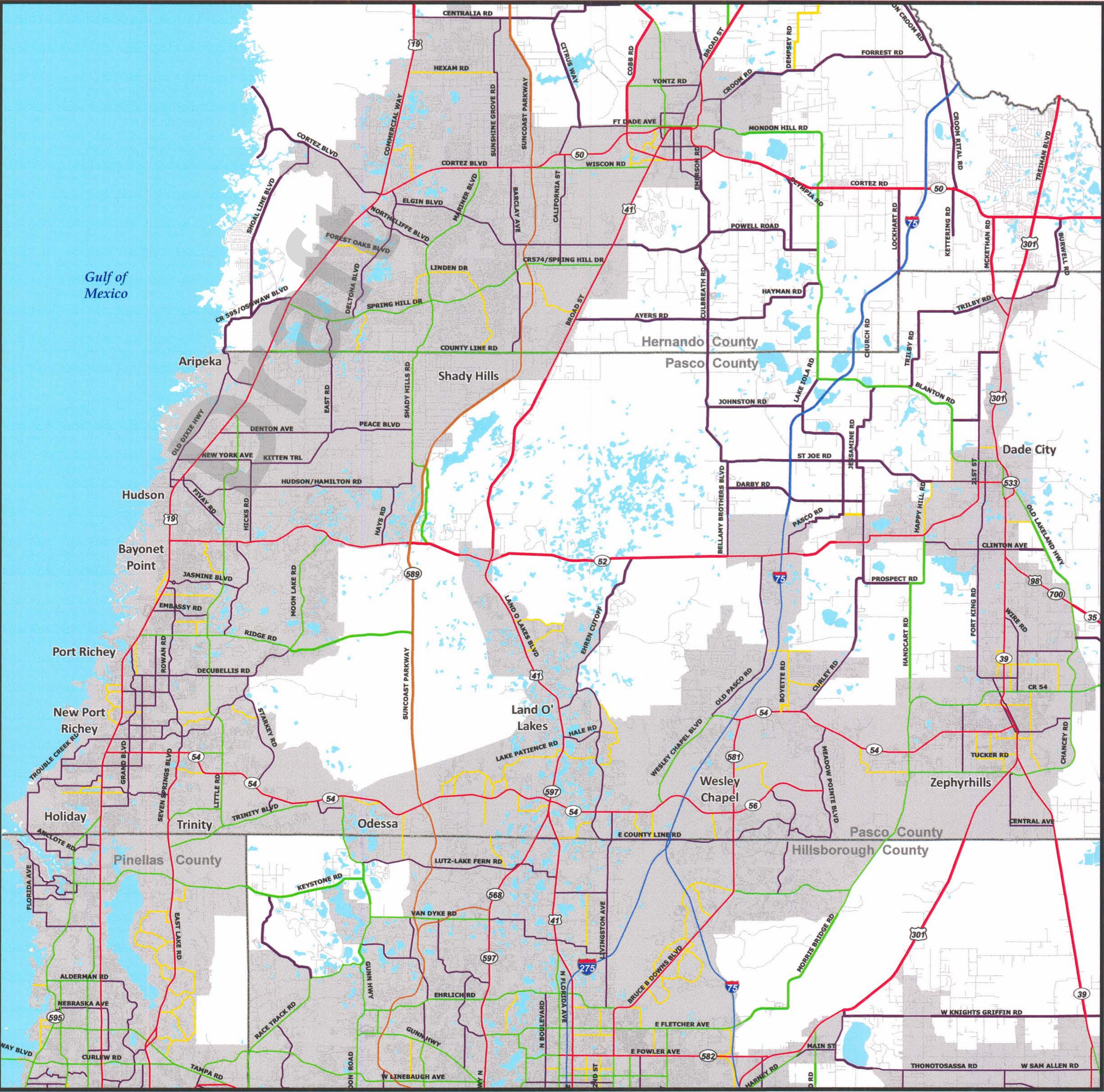
# Appendix A

Count Data

Draft



# 2010 Urban Area Boundaries and Federal Functional Classification Pasco County



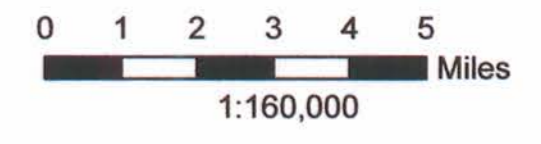
*Henry A. Adams*  
Chair, Pasco Metropolitan Planning Organization  
Date: 12/16/13

*Debbie Hart*  
FDOT District Director of Transportation  
Date: 12/20/13

APPROVED BY:  
*Carl R. Kuyper*  
Federal Highway Administration  
Date: 01/23/2014

## LEGEND

- Functional Classification**
- 01 - Principal Arterial-Interstate RURAL
  - 02 - Principal Arterial-Expressway RURAL
  - 04 - Principal Arterial-Other RURAL
  - 06 - Minor Arterial RURAL
  - 07 - Major Collector RURAL
  - 08 - Minor Collector RURAL
  - 11 - Principal Arterial-Interstate URBAN
  - 12 - Principal Arterial-Freeway and Expressway URBAN
  - 14 - Principal Arterial-Other URBAN
  - 16 - Minor Arterial URBAN
  - 17 - Major Collector URBAN
  - 18 - Minor Collector (Fed Aid) URBAN
  - Local Road
  - 2010 FHWA Urban Area





2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 14 - PASCO

WEEK	DATES	1401 I75, HILLS CO - SUMT	US 301	1402	1403 SR41, SR52 - HERNAND	1404 US19, SR52 - HERNAND
1	01/01/2019 - 01/05/2019	0.90		0.96	0.92	0.98
2	01/06/2019 - 01/12/2019	0.90		0.96	0.92	0.98
3	01/13/2019 - 01/19/2019	0.89		0.96	0.92	0.98
4	01/20/2019 - 01/26/2019	0.89		0.96	0.92	0.98
5	01/27/2019 - 02/02/2019	0.89		0.96	0.92	0.98
6	02/03/2019 - 02/09/2019	0.89		0.96	0.92	0.98
7	02/10/2019 - 02/16/2019	0.89		0.96	0.92	0.98
8	02/17/2019 - 02/23/2019	0.89		0.96	0.92	0.98
9	02/24/2019 - 03/02/2019	0.89		0.96	0.92	0.98
10	03/03/2019 - 03/09/2019	0.89		0.96	0.92	0.98
11	03/10/2019 - 03/16/2019	0.89		0.96	0.92	0.98
12	03/17/2019 - 03/23/2019	0.89		0.96	0.92	0.98
13	03/24/2019 - 03/30/2019	0.89		0.96	0.92	0.98
14	03/31/2019 - 04/06/2019	0.89		0.96	0.92	0.98
15	04/07/2019 - 04/13/2019	0.89		0.96	0.92	0.98
16	04/14/2019 - 04/20/2019	0.89		0.96	0.92	0.98
17	04/21/2019 - 04/27/2019	0.89		0.96	0.92	0.98
18	04/28/2019 - 05/04/2019	0.89		0.96	0.92	0.98
19	05/05/2019 - 05/11/2019	0.89		0.96	0.92	0.98
20	05/12/2019 - 05/18/2019	0.89		0.96	0.92	0.98
21	05/19/2019 - 05/25/2019	0.89		0.96	0.92	0.98
22	05/26/2019 - 06/01/2019	0.89		0.96	0.92	0.98
23	06/02/2019 - 06/08/2019	0.89		0.96	0.92	0.98
24	06/09/2019 - 06/15/2019	0.89		0.96	0.92	0.98
25	06/16/2019 - 06/22/2019	0.89		0.96	0.92	0.98
26	06/23/2019 - 06/29/2019	0.89		0.96	0.92	0.98
27	06/30/2019 - 07/06/2019	0.89		0.96	0.92	0.98
28	07/07/2019 - 07/13/2019	0.89		0.96	0.92	0.98
29	07/14/2019 - 07/20/2019	0.89		0.96	0.92	0.98
30	07/21/2019 - 07/27/2019	0.89		0.96	0.92	0.98
31	07/28/2019 - 08/03/2019	0.89		0.96	0.92	0.98
32	08/04/2019 - 08/10/2019	0.88		0.96	0.92	0.98
33	08/11/2019 - 08/17/2019	0.88		0.96	0.92	0.98
34	08/18/2019 - 08/24/2019	0.88		0.96	0.92	0.98
35	08/25/2019 - 08/31/2019	0.88		0.96	0.92	0.98
36	09/01/2019 - 09/07/2019	0.88		0.96	0.92	0.98
37	09/08/2019 - 09/14/2019	0.88		0.96	0.92	0.98
38	09/15/2019 - 09/21/2019	0.88		0.96	0.92	0.98
39	09/22/2019 - 09/28/2019	0.88		0.96	0.92	0.98
40	09/29/2019 - 10/05/2019	0.88		0.96	0.92	0.98
41	10/06/2019 - 10/12/2019	0.88		0.96	0.92	0.98
42	10/13/2019 - 10/19/2019	0.88		0.96	0.92	0.98
43	10/20/2019 - 10/26/2019	0.88		0.96	0.92	0.98
44	10/27/2019 - 11/02/2019	0.89		0.96	0.92	0.98
45	11/03/2019 - 11/09/2019	0.89		0.96	0.92	0.98
46	11/10/2019 - 11/16/2019	0.89		0.96	0.92	0.98
47	11/17/2019 - 11/23/2019	0.89		0.96	0.92	0.98
48	11/24/2019 - 11/30/2019	0.89		0.96	0.92	0.98
49	12/01/2019 - 12/07/2019	0.90		0.96	0.92	0.98
50	12/08/2019 - 12/14/2019	0.90		0.96	0.92	0.98
51	12/15/2019 - 12/21/2019	0.90		0.96	0.92	0.98
52	12/22/2019 - 12/28/2019	0.90		0.96	0.92	0.98
53	12/29/2019 - 12/31/2019	0.89		0.96	0.92	0.98

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2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 14 - PASCO

WEEK	DATES	1405 ALT19, PINE - US 19	1406 SR597, HILLS CO/L -	1407 SR41, HILLS - SR 52	1408 US19, PINE - SR 52
1	01/01/2019 - 01/05/2019	0.99	0.90	0.97	0.99
2	01/06/2019 - 01/12/2019	0.99	0.90	0.97	0.99
3	01/13/2019 - 01/19/2019	0.99	0.89	0.97	0.99
4	01/20/2019 - 01/26/2019	0.99	0.89	0.97	0.99
5	01/27/2019 - 02/02/2019	0.99	0.89	0.97	0.99
6	02/03/2019 - 02/09/2019	0.99	0.89	0.97	0.99
7	02/10/2019 - 02/16/2019	0.99	0.89	0.97	0.99
8	02/17/2019 - 02/23/2019	0.99	0.89	0.97	0.99
9	02/24/2019 - 03/02/2019	0.99	0.90	0.97	0.99
10	03/03/2019 - 03/09/2019	0.99	0.90	0.97	0.99
11	03/10/2019 - 03/16/2019	0.99	0.90	0.97	0.99
12	03/17/2019 - 03/23/2019	0.99	0.90	0.97	0.99
13	03/24/2019 - 03/30/2019	0.99	0.90	0.97	0.99
14	03/31/2019 - 04/06/2019	0.99	0.89	0.97	0.99
15	04/07/2019 - 04/13/2019	0.99	0.89	0.97	0.99
16	04/14/2019 - 04/20/2019	0.99	0.89	0.97	0.99
17	04/21/2019 - 04/27/2019	0.99	0.89	0.97	0.99
18	04/28/2019 - 05/04/2019	0.99	0.89	0.97	0.99
19	05/05/2019 - 05/11/2019	0.99	0.89	0.97	0.99
20	05/12/2019 - 05/18/2019	0.99	0.89	0.97	0.99
21	05/19/2019 - 05/25/2019	0.99	0.89	0.97	0.99
22	05/26/2019 - 06/01/2019	0.99	0.89	0.97	0.99
23	06/02/2019 - 06/08/2019	0.99	0.89	0.97	0.99
24	06/09/2019 - 06/15/2019	0.99	0.89	0.97	0.99
25	06/16/2019 - 06/22/2019	0.99	0.89	0.97	0.99
26	06/23/2019 - 06/29/2019	0.99	0.89	0.97	0.99
27	06/30/2019 - 07/06/2019	0.99	0.89	0.97	0.99
28	07/07/2019 - 07/13/2019	0.99	0.89	0.97	0.99
29	07/14/2019 - 07/20/2019	0.99	0.89	0.97	0.99
30	07/21/2019 - 07/27/2019	0.99	0.89	0.97	0.99
31	07/28/2019 - 08/03/2019	0.99	0.89	0.97	0.99
32	08/04/2019 - 08/10/2019	0.99	0.89	0.97	0.99
33	08/11/2019 - 08/17/2019	0.99	0.89	0.97	0.99
34	08/18/2019 - 08/24/2019	0.99	0.89	0.97	0.99
35	08/25/2019 - 08/31/2019	0.99	0.89	0.97	0.99
36	09/01/2019 - 09/07/2019	0.99	0.89	0.97	0.99
37	09/08/2019 - 09/14/2019	0.99	0.89	0.97	0.99
38	09/15/2019 - 09/21/2019	0.99	0.89	0.97	0.99
39	09/22/2019 - 09/28/2019	0.99	0.89	0.97	0.99
40	09/29/2019 - 10/05/2019	0.99	0.89	0.97	0.99
41	10/06/2019 - 10/12/2019	0.99	0.89	0.97	0.99
42	10/13/2019 - 10/19/2019	0.99	0.89	0.97	0.99
43	10/20/2019 - 10/26/2019	0.99	0.89	0.97	0.99
44	10/27/2019 - 11/02/2019	0.99	0.90	0.97	0.99
45	11/03/2019 - 11/09/2019	0.99	0.90	0.97	0.99
46	11/10/2019 - 11/16/2019	0.99	0.90	0.97	0.99
47	11/17/2019 - 11/23/2019	0.99	0.90	0.97	0.99
48	11/24/2019 - 11/30/2019	0.99	0.90	0.97	0.99
49	12/01/2019 - 12/07/2019	0.99	0.90	0.97	0.99
50	12/08/2019 - 12/14/2019	0.99	0.90	0.97	0.99
51	12/15/2019 - 12/21/2019	0.99	0.90	0.97	0.99
52	12/22/2019 - 12/28/2019	0.99	0.90	0.97	0.99
53	12/29/2019 - 12/31/2019	0.99	0.89	0.97	0.99

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2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 14 - PASCO

WEEK	DATES	1409 US98, POLK - US 301	1410 SR54, US41 - PASCO R	1411 SR54, PASCO RD-CR581	1412 SR54, CR581 - US301
1	01/01/2019 - 01/05/2019	0.90	0.97	0.99	0.99
2	01/06/2019 - 01/12/2019	0.90	0.97	0.99	0.99
3	01/13/2019 - 01/19/2019	0.89	0.97	0.99	0.99
4	01/20/2019 - 01/26/2019	0.89	0.97	0.99	0.99
5	01/27/2019 - 02/02/2019	0.89	0.97	0.99	0.99
6	02/03/2019 - 02/09/2019	0.89	0.97	0.99	0.99
7	02/10/2019 - 02/16/2019	0.89	0.97	0.99	0.99
8	02/17/2019 - 02/23/2019	0.89	0.97	0.99	0.99
9	02/24/2019 - 03/02/2019	0.90	0.97	0.99	0.99
10	03/03/2019 - 03/09/2019	0.90	0.97	0.99	0.99
11	03/10/2019 - 03/16/2019	0.90	0.97	0.99	0.99
12	03/17/2019 - 03/23/2019	0.90	0.97	0.99	0.99
13	03/24/2019 - 03/30/2019	0.90	0.97	0.99	0.99
14	03/31/2019 - 04/06/2019	0.89	0.97	0.99	0.99
15	04/07/2019 - 04/13/2019	0.89	0.97	0.99	0.99
16	04/14/2019 - 04/20/2019	0.89	0.97	0.99	0.99
17	04/21/2019 - 04/27/2019	0.89	0.97	0.99	0.99
18	04/28/2019 - 05/04/2019	0.89	0.97	0.99	0.99
19	05/05/2019 - 05/11/2019	0.89	0.97	0.99	0.99
20	05/12/2019 - 05/18/2019	0.89	0.97	0.99	0.99
21	05/19/2019 - 05/25/2019	0.89	0.97	0.99	0.99
22	05/26/2019 - 06/01/2019	0.89	0.97	0.99	0.99
23	06/02/2019 - 06/08/2019	0.89	0.97	0.99	0.99
24	06/09/2019 - 06/15/2019	0.89	0.97	0.99	0.99
25	06/16/2019 - 06/22/2019	0.89	0.97	0.99	0.99
26	06/23/2019 - 06/29/2019	0.89	0.97	0.99	0.99
27	06/30/2019 - 07/06/2019	0.89	0.97	0.99	0.99
28	07/07/2019 - 07/13/2019	0.89	0.97	0.99	0.99
29	07/14/2019 - 07/20/2019	0.89	0.97	0.99	0.99
30	07/21/2019 - 07/27/2019	0.89	0.97	0.99	0.99
31	07/28/2019 - 08/03/2019	0.89	0.97	0.99	0.99
32	08/04/2019 - 08/10/2019	0.89	0.97	0.99	0.99
33	08/11/2019 - 08/17/2019	0.89	0.97	0.99	0.99
34	08/18/2019 - 08/24/2019	0.89	0.97	0.99	0.99
35	08/25/2019 - 08/31/2019	0.89	0.97	0.99	0.99
36	09/01/2019 - 09/07/2019	0.89	0.97	0.99	0.99
37	09/08/2019 - 09/14/2019	0.89	0.97	0.99	0.99
38	09/15/2019 - 09/21/2019	0.89	0.97	0.99	0.99
39	09/22/2019 - 09/28/2019	0.89	0.97	0.99	0.99
40	09/29/2019 - 10/05/2019	0.89	0.97	0.99	0.99
41	10/06/2019 - 10/12/2019	0.89	0.97	0.99	0.99
42	10/13/2019 - 10/19/2019	0.89	0.97	0.99	0.99
43	10/20/2019 - 10/26/2019	0.89	0.97	0.99	0.99
44	10/27/2019 - 11/02/2019	0.90	0.97	0.99	0.99
45	11/03/2019 - 11/09/2019	0.90	0.97	0.99	0.99
46	11/10/2019 - 11/16/2019	0.90	0.97	0.99	0.99
47	11/17/2019 - 11/23/2019	0.90	0.97	0.99	0.99
48	11/24/2019 - 11/30/2019	0.90	0.97	0.99	0.99
49	12/01/2019 - 12/07/2019	0.90	0.97	0.99	0.99
50	12/08/2019 - 12/14/2019	0.90	0.97	0.99	0.99
51	12/15/2019 - 12/21/2019	0.90	0.97	0.99	0.99
52	12/22/2019 - 12/28/2019	0.90	0.97	0.99	0.99
53	12/29/2019 - 12/31/2019	0.89	0.97	0.99	0.99

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2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 14 - PASCO

WEEK	DATES	1413 SR52, US19 - CR587	1414 SR52, CR587 - CR581	1415 SR52, CR581 - CR577	1416 SR52, CR577 - SR533
1	01/01/2019 - 01/05/2019	0.98	0.90	0.90	0.98
2	01/06/2019 - 01/12/2019	0.98	0.90	0.90	0.98
3	01/13/2019 - 01/19/2019	0.98	0.89	0.89	0.98
4	01/20/2019 - 01/26/2019	0.98	0.89	0.89	0.98
5	01/27/2019 - 02/02/2019	0.98	0.89	0.89	0.98
6	02/03/2019 - 02/09/2019	0.98	0.89	0.89	0.98
7	02/10/2019 - 02/16/2019	0.98	0.89	0.89	0.98
8	02/17/2019 - 02/23/2019	0.98	0.89	0.89	0.98
9	02/24/2019 - 03/02/2019	0.98	0.90	0.90	0.98
10	03/03/2019 - 03/09/2019	0.98	0.90	0.90	0.98
11	03/10/2019 - 03/16/2019	0.98	0.90	0.90	0.98
12	03/17/2019 - 03/23/2019	0.98	0.90	0.90	0.98
13	03/24/2019 - 03/30/2019	0.98	0.90	0.90	0.98
14	03/31/2019 - 04/06/2019	0.98	0.89	0.89	0.98
15	04/07/2019 - 04/13/2019	0.98	0.89	0.89	0.98
16	04/14/2019 - 04/20/2019	0.98	0.89	0.89	0.98
17	04/21/2019 - 04/27/2019	0.98	0.89	0.89	0.98
18	04/28/2019 - 05/04/2019	0.98	0.89	0.89	0.98
19	05/05/2019 - 05/11/2019	0.98	0.89	0.89	0.98
20	05/12/2019 - 05/18/2019	0.98	0.89	0.89	0.98
21	05/19/2019 - 05/25/2019	0.98	0.89	0.89	0.98
22	05/26/2019 - 06/01/2019	0.98	0.89	0.89	0.98
23	06/02/2019 - 06/08/2019	0.98	0.89	0.89	0.98
24	06/09/2019 - 06/15/2019	0.98	0.89	0.89	0.98
25	06/16/2019 - 06/22/2019	0.98	0.89	0.89	0.98
26	06/23/2019 - 06/29/2019	0.98	0.89	0.89	0.98
27	06/30/2019 - 07/06/2019	0.98	0.89	0.89	0.98
28	07/07/2019 - 07/13/2019	0.98	0.89	0.89	0.98
29	07/14/2019 - 07/20/2019	0.98	0.89	0.89	0.98
30	07/21/2019 - 07/27/2019	0.98	0.89	0.89	0.98
31	07/28/2019 - 08/03/2019	0.98	0.89	0.89	0.98
32	08/04/2019 - 08/10/2019	0.98	0.89	0.89	0.98
33	08/11/2019 - 08/17/2019	0.98	0.89	0.89	0.98
34	08/18/2019 - 08/24/2019	0.98	0.89	0.89	0.98
35	08/25/2019 - 08/31/2019	0.98	0.89	0.89	0.98
36	09/01/2019 - 09/07/2019	0.98	0.89	0.89	0.98
37	09/08/2019 - 09/14/2019	0.98	0.89	0.89	0.98
38	09/15/2019 - 09/21/2019	0.98	0.89	0.89	0.98
39	09/22/2019 - 09/28/2019	0.98	0.89	0.89	0.98
40	09/29/2019 - 10/05/2019	0.98	0.89	0.89	0.98
41	10/06/2019 - 10/12/2019	0.98	0.89	0.89	0.98
42	10/13/2019 - 10/19/2019	0.98	0.89	0.89	0.98
43	10/20/2019 - 10/26/2019	0.98	0.89	0.89	0.98
44	10/27/2019 - 11/02/2019	0.98	0.90	0.90	0.98
45	11/03/2019 - 11/09/2019	0.98	0.90	0.90	0.98
46	11/10/2019 - 11/16/2019	0.98	0.90	0.90	0.98
47	11/17/2019 - 11/23/2019	0.98	0.90	0.90	0.98
48	11/24/2019 - 11/30/2019	0.98	0.90	0.90	0.98
49	12/01/2019 - 12/07/2019	0.98	0.90	0.90	0.98
50	12/08/2019 - 12/14/2019	0.98	0.90	0.90	0.98
51	12/15/2019 - 12/21/2019	0.98	0.90	0.90	0.98
52	12/22/2019 - 12/28/2019	0.98	0.90	0.90	0.98
53	12/29/2019 - 12/31/2019	0.98	0.89	0.89	0.98

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2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 14 - PASCO

WEEK	DATES	1417 SR533, US301 - US301	1418 US41, HILLS - CR 583	1419 SR575, US301 - HERN	1420 SR54, US19 - GUNN HW
1	01/01/2019 - 01/05/2019	0.94	0.93	0.90	0.99
2	01/06/2019 - 01/12/2019	0.94	0.93	0.90	0.99
3	01/13/2019 - 01/19/2019	0.94	0.93	0.89	0.99
4	01/20/2019 - 01/26/2019	0.94	0.93	0.89	0.99
5	01/27/2019 - 02/02/2019	0.94	0.93	0.89	0.99
6	02/03/2019 - 02/09/2019	0.94	0.93	0.89	0.99
7	02/10/2019 - 02/16/2019	0.94	0.93	0.89	0.99
8	02/17/2019 - 02/23/2019	0.94	0.93	0.89	0.99
9	02/24/2019 - 03/02/2019	0.94	0.93	0.90	0.99
10	03/03/2019 - 03/09/2019	0.94	0.93	0.90	0.99
11	03/10/2019 - 03/16/2019	0.94	0.93	0.90	0.99
12	03/17/2019 - 03/23/2019	0.94	0.93	0.90	0.99
13	03/24/2019 - 03/30/2019	0.94	0.93	0.90	0.99
14	03/31/2019 - 04/06/2019	0.94	0.93	0.89	0.99
15	04/07/2019 - 04/13/2019	0.94	0.93	0.89	0.99
16	04/14/2019 - 04/20/2019	0.94	0.93	0.89	0.99
17	04/21/2019 - 04/27/2019	0.94	0.93	0.89	0.99
18	04/28/2019 - 05/04/2019	0.94	0.93	0.89	0.99
19	05/05/2019 - 05/11/2019	0.94	0.93	0.89	0.99
20	05/12/2019 - 05/18/2019	0.94	0.93	0.89	0.99
21	05/19/2019 - 05/25/2019	0.94	0.93	0.89	0.99
22	05/26/2019 - 06/01/2019	0.94	0.93	0.89	0.99
23	06/02/2019 - 06/08/2019	0.94	0.93	0.89	0.99
24	06/09/2019 - 06/15/2019	0.94	0.93	0.89	0.99
25	06/16/2019 - 06/22/2019	0.94	0.93	0.89	0.99
26	06/23/2019 - 06/29/2019	0.94	0.93	0.89	0.99
27	06/30/2019 - 07/06/2019	0.94	0.93	0.89	0.99
28	07/07/2019 - 07/13/2019	0.94	0.93	0.89	0.99
29	07/14/2019 - 07/20/2019	0.94	0.93	0.89	0.99
30	07/21/2019 - 07/27/2019	0.94	0.93	0.89	0.99
31	07/28/2019 - 08/03/2019	0.94	0.93	0.89	0.99
32	08/04/2019 - 08/10/2019	0.94	0.93	0.89	0.99
33	08/11/2019 - 08/17/2019	0.94	0.93	0.89	0.99
34	08/18/2019 - 08/24/2019	0.94	0.93	0.89	0.99
35	08/25/2019 - 08/31/2019	0.94	0.93	0.89	0.99
36	09/01/2019 - 09/07/2019	0.94	0.93	0.89	0.99
37	09/08/2019 - 09/14/2019	0.94	0.93	0.89	0.99
38	09/15/2019 - 09/21/2019	0.94	0.93	0.89	0.99
39	09/22/2019 - 09/28/2019	0.94	0.93	0.89	0.99
40	09/29/2019 - 10/05/2019	0.94	0.93	0.89	0.99
41	10/06/2019 - 10/12/2019	0.94	0.93	0.89	0.99
42	10/13/2019 - 10/19/2019	0.94	0.93	0.89	0.99
43	10/20/2019 - 10/26/2019	0.94	0.93	0.89	0.99
44	10/27/2019 - 11/02/2019	0.94	0.93	0.90	0.99
45	11/03/2019 - 11/09/2019	0.94	0.93	0.90	0.99
46	11/10/2019 - 11/16/2019	0.94	0.93	0.90	0.99
47	11/17/2019 - 11/23/2019	0.94	0.93	0.90	0.99
48	11/24/2019 - 11/30/2019	0.94	0.93	0.90	0.99
49	12/01/2019 - 12/07/2019	0.94	0.93	0.90	0.99
50	12/08/2019 - 12/14/2019	0.94	0.93	0.90	0.99
51	12/15/2019 - 12/21/2019	0.94	0.93	0.90	0.99
52	12/22/2019 - 12/28/2019	0.94	0.93	0.90	0.99
53	12/29/2019 - 12/31/2019	0.94	0.93	0.89	0.99

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2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 14 - PASCO

WEEK	DATES	1421 SR54, PLAYER - US 41	1422 US41, CR583 - HERN	1423 SR 700, US 301-PASCO	1424 SR 39, HILLS-US 301
1	01/01/2019 - 01/05/2019	0.98	0.90	0.90	0.89
2	01/06/2019 - 01/12/2019	0.98	0.90	0.90	0.89
3	01/13/2019 - 01/19/2019	0.98	0.89	0.89	0.89
4	01/20/2019 - 01/26/2019	0.98	0.89	0.89	0.89
5	01/27/2019 - 02/02/2019	0.98	0.89	0.89	0.89
6	02/03/2019 - 02/09/2019	0.98	0.89	0.89	0.89
7	02/10/2019 - 02/16/2019	0.98	0.89	0.89	0.89
8	02/17/2019 - 02/23/2019	0.98	0.89	0.89	0.89
9	02/24/2019 - 03/02/2019	0.98	0.90	0.90	0.89
10	03/03/2019 - 03/09/2019	0.98	0.90	0.90	0.89
11	03/10/2019 - 03/16/2019	0.98	0.90	0.90	0.89
12	03/17/2019 - 03/23/2019	0.98	0.90	0.90	0.89
13	03/24/2019 - 03/30/2019	0.98	0.90	0.90	0.89
14	03/31/2019 - 04/06/2019	0.98	0.89	0.89	0.89
15	04/07/2019 - 04/13/2019	0.98	0.89	0.89	0.89
16	04/14/2019 - 04/20/2019	0.98	0.89	0.89	0.89
17	04/21/2019 - 04/27/2019	0.98	0.89	0.89	0.89
18	04/28/2019 - 05/04/2019	0.98	0.89	0.89	0.89
19	05/05/2019 - 05/11/2019	0.98	0.89	0.89	0.89
20	05/12/2019 - 05/18/2019	0.98	0.89	0.89	0.89
21	05/19/2019 - 05/25/2019	0.98	0.89	0.89	0.89
22	05/26/2019 - 06/01/2019	0.98	0.89	0.89	0.89
23	06/02/2019 - 06/08/2019	0.98	0.89	0.89	0.89
24	06/09/2019 - 06/15/2019	0.98	0.89	0.89	0.89
25	06/16/2019 - 06/22/2019	0.98	0.89	0.89	0.89
26	06/23/2019 - 06/29/2019	0.98	0.89	0.89	0.89
27	06/30/2019 - 07/06/2019	0.98	0.89	0.89	0.89
28	07/07/2019 - 07/13/2019	0.98	0.89	0.89	0.89
29	07/14/2019 - 07/20/2019	0.98	0.89	0.89	0.89
30	07/21/2019 - 07/27/2019	0.98	0.89	0.89	0.89
31	07/28/2019 - 08/03/2019	0.98	0.89	0.89	0.89
32	08/04/2019 - 08/10/2019	0.98	0.89	0.89	0.89
33	08/11/2019 - 08/17/2019	0.98	0.89	0.89	0.89
34	08/18/2019 - 08/24/2019	0.98	0.89	0.89	0.89
35	08/25/2019 - 08/31/2019	0.98	0.89	0.89	0.89
36	09/01/2019 - 09/07/2019	0.98	0.89	0.89	0.89
37	09/08/2019 - 09/14/2019	0.98	0.89	0.89	0.89
38	09/15/2019 - 09/21/2019	0.98	0.89	0.89	0.89
39	09/22/2019 - 09/28/2019	0.98	0.89	0.89	0.89
40	09/29/2019 - 10/05/2019	0.98	0.89	0.89	0.89
41	10/06/2019 - 10/12/2019	0.98	0.89	0.89	0.89
42	10/13/2019 - 10/19/2019	0.98	0.89	0.89	0.89
43	10/20/2019 - 10/26/2019	0.98	0.89	0.89	0.89
44	10/27/2019 - 11/02/2019	0.98	0.90	0.90	0.89
45	11/03/2019 - 11/09/2019	0.98	0.90	0.90	0.89
46	11/10/2019 - 11/16/2019	0.98	0.90	0.90	0.89
47	11/17/2019 - 11/23/2019	0.98	0.90	0.90	0.89
48	11/24/2019 - 11/30/2019	0.98	0.90	0.90	0.89
49	12/01/2019 - 12/07/2019	0.98	0.90	0.90	0.89
50	12/08/2019 - 12/14/2019	0.98	0.90	0.90	0.89
51	12/15/2019 - 12/21/2019	0.98	0.90	0.90	0.89
52	12/22/2019 - 12/28/2019	0.98	0.90	0.90	0.89
53	12/29/2019 - 12/31/2019	0.98	0.89	0.89	0.89

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2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 14 - PASCO

WEEK	DATES	1425 PASCO EASTERN HPMS 1	1426 PASCO EASTERN HPMS 2	1427 PASCO CENTRAL HPMS	1428 PASCO WESTERN HPMS 1
1	01/01/2019 - 01/05/2019	0.90	0.90	0.90	0.90
2	01/06/2019 - 01/12/2019	0.90	0.90	0.90	0.90
3	01/13/2019 - 01/19/2019	0.89	0.89	0.89	0.89
4	01/20/2019 - 01/26/2019	0.89	0.89	0.89	0.89
5	01/27/2019 - 02/02/2019	0.89	0.89	0.89	0.89
6	02/03/2019 - 02/09/2019	0.89	0.89	0.89	0.89
7	02/10/2019 - 02/16/2019	0.89	0.89	0.89	0.89
8	02/17/2019 - 02/23/2019	0.89	0.89	0.89	0.89
9	02/24/2019 - 03/02/2019	0.90	0.90	0.90	0.90
10	03/03/2019 - 03/09/2019	0.90	0.90	0.90	0.90
11	03/10/2019 - 03/16/2019	0.90	0.90	0.90	0.90
12	03/17/2019 - 03/23/2019	0.90	0.90	0.90	0.90
13	03/24/2019 - 03/30/2019	0.90	0.90	0.90	0.90
14	03/31/2019 - 04/06/2019	0.89	0.89	0.89	0.89
15	04/07/2019 - 04/13/2019	0.89	0.89	0.89	0.89
16	04/14/2019 - 04/20/2019	0.89	0.89	0.89	0.89
17	04/21/2019 - 04/27/2019	0.89	0.89	0.89	0.89
18	04/28/2019 - 05/04/2019	0.89	0.89	0.89	0.89
19	05/05/2019 - 05/11/2019	0.89	0.89	0.89	0.89
20	05/12/2019 - 05/18/2019	0.89	0.89	0.89	0.89
21	05/19/2019 - 05/25/2019	0.89	0.89	0.89	0.89
22	05/26/2019 - 06/01/2019	0.89	0.89	0.89	0.89
23	06/02/2019 - 06/08/2019	0.89	0.89	0.89	0.89
24	06/09/2019 - 06/15/2019	0.89	0.89	0.89	0.89
25	06/16/2019 - 06/22/2019	0.89	0.89	0.89	0.89
26	06/23/2019 - 06/29/2019	0.89	0.89	0.89	0.89
27	06/30/2019 - 07/06/2019	0.89	0.89	0.89	0.89
28	07/07/2019 - 07/13/2019	0.89	0.89	0.89	0.89
29	07/14/2019 - 07/20/2019	0.89	0.89	0.89	0.89
30	07/21/2019 - 07/27/2019	0.89	0.89	0.89	0.89
31	07/28/2019 - 08/03/2019	0.89	0.89	0.89	0.89
32	08/04/2019 - 08/10/2019	0.89	0.89	0.89	0.89
33	08/11/2019 - 08/17/2019	0.89	0.89	0.89	0.89
34	08/18/2019 - 08/24/2019	0.89	0.89	0.89	0.89
35	08/25/2019 - 08/31/2019	0.89	0.89	0.89	0.89
36	09/01/2019 - 09/07/2019	0.89	0.89	0.89	0.89
37	09/08/2019 - 09/14/2019	0.89	0.89	0.89	0.89
38	09/15/2019 - 09/21/2019	0.89	0.89	0.89	0.89
39	09/22/2019 - 09/28/2019	0.89	0.89	0.89	0.89
40	09/29/2019 - 10/05/2019	0.89	0.89	0.89	0.89
41	10/06/2019 - 10/12/2019	0.89	0.89	0.89	0.89
42	10/13/2019 - 10/19/2019	0.89	0.89	0.89	0.89
43	10/20/2019 - 10/26/2019	0.89	0.89	0.89	0.89
44	10/27/2019 - 11/02/2019	0.90	0.90	0.90	0.90
45	11/03/2019 - 11/09/2019	0.90	0.90	0.90	0.90
46	11/10/2019 - 11/16/2019	0.90	0.90	0.90	0.90
47	11/17/2019 - 11/23/2019	0.90	0.90	0.90	0.90
48	11/24/2019 - 11/30/2019	0.90	0.90	0.90	0.90
49	12/01/2019 - 12/07/2019	0.90	0.90	0.90	0.90
50	12/08/2019 - 12/14/2019	0.90	0.90	0.90	0.90
51	12/15/2019 - 12/21/2019	0.90	0.90	0.90	0.90
52	12/22/2019 - 12/28/2019	0.90	0.90	0.90	0.90
53	12/29/2019 - 12/31/2019	0.89	0.89	0.89	0.89

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2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 14 - PASCO

WEEK	DATES	1429 PASCO WESTERN HPMS 2	1430 PASCO COUNTY WIDE	SR 56	1431
1	01/01/2019 - 01/05/2019	0.90	0.98		0.90
2	01/06/2019 - 01/12/2019	0.90	0.98		0.90
3	01/13/2019 - 01/19/2019	0.89	0.98		0.89
4	01/20/2019 - 01/26/2019	0.89	0.98		0.89
5	01/27/2019 - 02/02/2019	0.89	0.98		0.89
6	02/03/2019 - 02/09/2019	0.89	0.98		0.89
7	02/10/2019 - 02/16/2019	0.89	0.98		0.89
8	02/17/2019 - 02/23/2019	0.89	0.98		0.90
9	02/24/2019 - 03/02/2019	0.90	0.98		0.92
10	03/03/2019 - 03/09/2019	0.90	0.98		0.93
11	03/10/2019 - 03/16/2019	0.90	0.98		0.94
12	03/17/2019 - 03/23/2019	0.90	0.98		0.93
13	03/24/2019 - 03/30/2019	0.90	0.98		0.92
14	03/31/2019 - 04/06/2019	0.89	0.98		0.91
15	04/07/2019 - 04/13/2019	0.89	0.98		0.90
16	04/14/2019 - 04/20/2019	0.89	0.98		0.89
17	04/21/2019 - 04/27/2019	0.89	0.98		0.89
18	04/28/2019 - 05/04/2019	0.89	0.98		0.89
19	05/05/2019 - 05/11/2019	0.89	0.98		0.89
20	05/12/2019 - 05/18/2019	0.89	0.98		0.89
21	05/19/2019 - 05/25/2019	0.89	0.98		0.89
22	05/26/2019 - 06/01/2019	0.89	0.98		0.89
23	06/02/2019 - 06/08/2019	0.89	0.98		0.89
24	06/09/2019 - 06/15/2019	0.89	0.98		0.89
25	06/16/2019 - 06/22/2019	0.89	0.98		0.89
26	06/23/2019 - 06/29/2019	0.89	0.98		0.89
27	06/30/2019 - 07/06/2019	0.89	0.98		0.89
28	07/07/2019 - 07/13/2019	0.89	0.98		0.89
29	07/14/2019 - 07/20/2019	0.89	0.98		0.89
30	07/21/2019 - 07/27/2019	0.89	0.98		0.89
31	07/28/2019 - 08/03/2019	0.89	0.98		0.89
32	08/04/2019 - 08/10/2019	0.89	0.98		0.89
33	08/11/2019 - 08/17/2019	0.89	0.98		0.89
34	08/18/2019 - 08/24/2019	0.89	0.98		0.89
35	08/25/2019 - 08/31/2019	0.89	0.98		0.89
36	09/01/2019 - 09/07/2019	0.89	0.98		0.89
37	09/08/2019 - 09/14/2019	0.89	0.98		0.89
38	09/15/2019 - 09/21/2019	0.89	0.98		0.89
39	09/22/2019 - 09/28/2019	0.89	0.98		0.89
40	09/29/2019 - 10/05/2019	0.89	0.98		0.89
41	10/06/2019 - 10/12/2019	0.89	0.98		0.89
42	10/13/2019 - 10/19/2019	0.89	0.98		0.89
43	10/20/2019 - 10/26/2019	0.89	0.98		0.89
44	10/27/2019 - 11/02/2019	0.90	0.98		0.90
45	11/03/2019 - 11/09/2019	0.90	0.98		0.90
46	11/10/2019 - 11/16/2019	0.90	0.98		0.90
47	11/17/2019 - 11/23/2019	0.90	0.98		0.90
48	11/24/2019 - 11/30/2019	0.90	0.98		0.90
49	12/01/2019 - 12/07/2019	0.90	0.98		0.90
50	12/08/2019 - 12/14/2019	0.90	0.98		0.90
51	12/15/2019 - 12/21/2019	0.90	0.98		0.90
52	12/22/2019 - 12/28/2019	0.90	0.98		0.90
53	12/29/2019 - 12/31/2019	0.89	0.98		0.89

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2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1400 PASCO COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2019 - 01/05/2019	0.98	1.03
2	01/06/2019 - 01/12/2019	1.00	1.05
3	01/13/2019 - 01/19/2019	1.03	1.08
4	01/20/2019 - 01/26/2019	1.01	1.06
5	01/27/2019 - 02/02/2019	1.00	1.05
* 6	02/03/2019 - 02/09/2019	0.98	1.03
* 7	02/10/2019 - 02/16/2019	0.97	1.02
* 8	02/17/2019 - 02/23/2019	0.96	1.01
* 9	02/24/2019 - 03/02/2019	0.95	1.00
*10	03/03/2019 - 03/09/2019	0.94	0.99
*11	03/10/2019 - 03/16/2019	0.93	0.98
*12	03/17/2019 - 03/23/2019	0.93	0.98
*13	03/24/2019 - 03/30/2019	0.94	0.99
*14	03/31/2019 - 04/06/2019	0.94	0.99
*15	04/07/2019 - 04/13/2019	0.95	1.00
*16	04/14/2019 - 04/20/2019	0.96	1.01
*17	04/21/2019 - 04/27/2019	0.97	1.02
*18	04/28/2019 - 05/04/2019	0.98	1.03
19	05/05/2019 - 05/11/2019	0.99	1.04
20	05/12/2019 - 05/18/2019	1.01	1.06
21	05/19/2019 - 05/25/2019	1.01	1.06
22	05/26/2019 - 06/01/2019	1.02	1.07
23	06/02/2019 - 06/08/2019	1.02	1.07
24	06/09/2019 - 06/15/2019	1.03	1.08
25	06/16/2019 - 06/22/2019	1.03	1.08
26	06/23/2019 - 06/29/2019	1.04	1.09
27	06/30/2019 - 07/06/2019	1.04	1.09
28	07/07/2019 - 07/13/2019	1.04	1.09
29	07/14/2019 - 07/20/2019	1.05	1.11
30	07/21/2019 - 07/27/2019	1.05	1.11
31	07/28/2019 - 08/03/2019	1.05	1.11
32	08/04/2019 - 08/10/2019	1.06	1.12
33	08/11/2019 - 08/17/2019	1.06	1.12
34	08/18/2019 - 08/24/2019	1.06	1.12
35	08/25/2019 - 08/31/2019	1.07	1.13
36	09/01/2019 - 09/07/2019	1.07	1.13
37	09/08/2019 - 09/14/2019	1.08	1.14
38	09/15/2019 - 09/21/2019	1.08	1.14
39	09/22/2019 - 09/28/2019	1.06	1.12
40	09/29/2019 - 10/05/2019	1.05	1.11
41	10/06/2019 - 10/12/2019	1.03	1.08
42	10/13/2019 - 10/19/2019	1.01	1.06
43	10/20/2019 - 10/26/2019	1.00	1.05
44	10/27/2019 - 11/02/2019	1.00	1.05
45	11/03/2019 - 11/09/2019	0.99	1.04
46	11/10/2019 - 11/16/2019	0.99	1.04
47	11/17/2019 - 11/23/2019	0.98	1.03
48	11/24/2019 - 11/30/2019	0.98	1.03
49	12/01/2019 - 12/07/2019	0.98	1.03
50	12/08/2019 - 12/14/2019	0.98	1.03
51	12/15/2019 - 12/21/2019	0.98	1.03
52	12/22/2019 - 12/28/2019	1.00	1.05
53	12/29/2019 - 12/31/2019	1.03	1.08

\* PEAK SEASON



2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1475 PASCO I75

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	0.96	0.99
2	01/06/2019 - 01/12/2019	1.01	1.04
3	01/13/2019 - 01/19/2019	1.05	1.08
4	01/20/2019 - 01/26/2019	1.04	1.07
5	01/27/2019 - 02/02/2019	1.03	1.06
6	02/03/2019 - 02/09/2019	1.01	1.04
7	02/10/2019 - 02/16/2019	1.00	1.03
* 8	02/17/2019 - 02/23/2019	0.99	1.02
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.94	0.97
*12	03/17/2019 - 03/23/2019	0.94	0.97
*13	03/24/2019 - 03/30/2019	0.95	0.98
*14	03/31/2019 - 04/06/2019	0.95	0.98
*15	04/07/2019 - 04/13/2019	0.96	0.99
*16	04/14/2019 - 04/20/2019	0.96	0.99
*17	04/21/2019 - 04/27/2019	0.97	1.00
*18	04/28/2019 - 05/04/2019	0.98	1.01
*19	05/05/2019 - 05/11/2019	0.99	1.02
*20	05/12/2019 - 05/18/2019	1.00	1.03
21	05/19/2019 - 05/25/2019	1.00	1.03
22	05/26/2019 - 06/01/2019	1.00	1.03
23	06/02/2019 - 06/08/2019	1.00	1.03
24	06/09/2019 - 06/15/2019	1.00	1.03
25	06/16/2019 - 06/22/2019	1.00	1.03
26	06/23/2019 - 06/29/2019	1.00	1.03
27	06/30/2019 - 07/06/2019	1.01	1.04
28	07/07/2019 - 07/13/2019	1.01	1.04
29	07/14/2019 - 07/20/2019	1.01	1.04
30	07/21/2019 - 07/27/2019	1.02	1.05
31	07/28/2019 - 08/03/2019	1.04	1.07
32	08/04/2019 - 08/10/2019	1.05	1.08
33	08/11/2019 - 08/17/2019	1.06	1.09
34	08/18/2019 - 08/24/2019	1.07	1.10
35	08/25/2019 - 08/31/2019	1.07	1.10
36	09/01/2019 - 09/07/2019	1.08	1.11
37	09/08/2019 - 09/14/2019	1.08	1.11
38	09/15/2019 - 09/21/2019	1.09	1.12
39	09/22/2019 - 09/28/2019	1.07	1.10
40	09/29/2019 - 10/05/2019	1.05	1.08
41	10/06/2019 - 10/12/2019	1.03	1.06
42	10/13/2019 - 10/19/2019	1.01	1.04
43	10/20/2019 - 10/26/2019	1.00	1.03
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	0.99	1.02
46	11/10/2019 - 11/16/2019	0.98	1.01
47	11/17/2019 - 11/23/2019	0.98	1.01
48	11/24/2019 - 11/30/2019	0.97	1.00
49	12/01/2019 - 12/07/2019	0.97	1.00
50	12/08/2019 - 12/14/2019	0.96	0.99
51	12/15/2019 - 12/21/2019	0.96	0.99
52	12/22/2019 - 12/28/2019	1.01	1.04
53	12/29/2019 - 12/31/2019	1.05	1.08

\* PEAK SEASON

COUNTY: 16  
 STATION: 1003  
 DESCRIPTION: SR35/700/US 98, NW OF SR 471 N OF LAKELAND  
 START DATE: 01/15/2019  
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	3	8	13	8	32	8	5	9	6	28	60
0100	8	8	4	8	28	9	8	5	6	28	56
0200	7	8	9	5	29	6	7	7	5	25	54
0300	9	3	9	8	29	13	11	13	10	47	76
0400	13	17	16	18	64	21	9	19	32	81	145
0500	32	29	50	62	173	47	58	63	65	233	406
0600	47	79	74	65	265	65	92	82	70	309	574
0700	70	83	96	87	336	73	111	108	90	382	718
0800	79	78	70	89	316	92	94	80	79	345	661
0900	92	97	69	63	321	68	77	73	65	283	604
1000	82	73	67	68	290	57	83	71	63	274	564
1100	61	74	66	71	272	88	103	69	49	309	581
1200	73	71	67	78	289	72	77	64	58	271	560
1300	90	83	89	86	348	65	90	88	69	312	660
1400	80	75	96	85	336	97	70	77	42	286	622
1500	68	97	91	103	359	69	85	95	89	338	697
1600	116	99	80	107	402	88	76	86	93	343	745
1700	112	99	114	110	435	99	136	110	74	419	854
1800	98	93	73	53	317	79	63	79	46	267	584
1900	55	47	42	48	192	46	29	45	39	159	351
2000	47	33	37	29	146	31	35	20	19	105	251
2100	26	30	26	36	118	25	14	16	23	78	196
2200	21	18	17	16	72	24	12	15	10	61	133
2300	12	20	15	9	56	10	8	16	12	46	102
24-HOUR TOTALS:	5225					5029					10254

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	830	348	715	401	715	746
P.M.	1700	435	1645	438	1645	870
DAILY	1700	435	1645	438	1645	870

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2019 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 1003 - SR35/700/US 98, NW OF SR 471 N OF LAKE LAND

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2019	9400	C	N	4800	S	4600	9.50	56.00	13.50
2018	10200	C	N	5200	S	5000	9.50	54.50	13.10
2017	8900	C	N	4300	S	4600	9.50	54.50	20.80
2016	8300	F	N	4200	S	4100	9.50	53.30	20.80
2015	7900	C	N	4000	S	3900	9.50	55.70	20.80
2014	7300	S	N	3700	S	3600	9.50	55.60	19.50
2013	7100	F	N	3600	S	3500	9.50	55.90	19.50
2012	7100	C	N	3600	S	3500	9.50	55.80	19.50
2011	8000	S	N	4000	S	4000	9.50	55.70	17.50
2010	8000	F	N	4000	S	4000	9.55	56.07	17.50
2009	8000	C	N	4000	S	4000	9.36	56.35	17.50
2008	7500	C	N	3700	S	3800	9.78	55.29	21.80
2007	8100	C	N	4000	S	4100	9.66	55.30	17.50
2006	8400	C	N	4200	S	4200	9.62	55.83	20.90
2005	7700	C	N	3800	S	3900	9.30	54.80	20.10
2004	8100	C	N	4000	S	4100	9.50	55.70	20.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Start Date: 3/4/2021  
 Start Time: 7:00:00 AM & 4:00:00 PM  
 Site Code:  
 Comment 1: City/County: Dade City/Pasco  
 Comment 2: Weather: Clear  
 Comment 3:  
 Comment 4: Passenger Vehicles

Start Time	US 98 Southbound				US 98 Northbound				CR 54 Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	32	0	0	33	31	0	0	1	0	34	0
07:30 AM	0	42	4	0	47	36	0	0	0	0	58	0
07:45 AM	0	35	0	0	45	28	0	0	3	0	48	0
08:00 AM	0	41	2	0	29	41	0	0	1	0	37	0
08:15 AM	0	28	1	0	38	33	0	0	0	0	36	0
08:30 AM	0	37	1	0	32	33	0	0	0	0	30	0
08:45 AM	0	30	1	0	29	27	0	0	1	0	32	0
09:00 AM	0	26	0	0	51	29	0	0	0	0	18	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	44	1	0	45	39	0	0	2	0	63	0
04:30 PM	0	42	5	0	43	67	0	0	0	0	59	0
04:45 PM	0	48	1	0	59	43	0	0	2	0	63	0
05:00 PM	0	44	2	0	54	62	0	0	0	0	53	0
05:15 PM	0	55	1	0	54	45	0	0	1	0	69	0
05:30 PM	0	70	2	0	63	46	0	0	0	0	77	0
05:45 PM	0	53	1	0	63	67	0	0	1	0	58	0
06:00 PM	0	54	2	0	48	50	0	0	2	0	54	0

Draft

Start Date: 3/4/2021  
 Start Time: 7:00:00 AM & 4:00:00 PM  
 Site Code:  
 Comment 1: City/County: Dade City/Pasco  
 Comment 2: Weather: Clear  
 Comment 3:  
 Comment 4: Heavy vehicles

Start Time	US 98 Southbound				US 98 Northbound				CR 54 Eastbound				
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	12	0	0	9	12	0	0	0	0	10	0	0
07:30 AM	0	7	0	0	17	15	0	0	0	0	6	0	0
07:45 AM	0	5	1	0	8	9	0	0	0	0	5	0	0
08:00 AM	0	12	1	0	10	7	0	0	0	0	5	0	0
08:15 AM	0	8	0	0	11	6	0	0	1	0	8	0	0
08:30 AM	0	6	0	0	8	11	0	0	0	0	11	0	0
08:45 AM	0	11	0	0	8	8	0	0	0	0	7	0	0
09:00 AM	0	14	0	0	8	11	0	0	0	0	6	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	6	0	0	3	3	0	0	4	0	12	0	0
04:30 PM	0	4	0	0	4	5	0	0	0	0	4	0	0
04:45 PM	0	5	0	0	5	10	0	0	0	0	9	0	0
05:00 PM	0	4	0	0	5	10	0	0	0	0	5	0	0
05:15 PM	0	6	1	0	7	6	0	0	0	0	6	0	0
05:30 PM	0	7	0	0	4	6	0	0	0	0	3	0	0
05:45 PM	0	4	0	0	5	8	0	0	0	0	6	0	0
06:00 PM	0	9	0	0	3	6	0	0	0	0	4	0	0

Draft

Start Date: 3/4/2021  
 Start Time: 7:00:00 AM & 4:00:00 PM  
 Site Code:  
 Comment 1: City/County: Dade City/Pasco  
 Comment 2: Weather: Clear  
 Comment 3:  
 Comment 4: Motorcycles

Start Time	US 98 Southbound				US 98 Northbound				CR 54 Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0
09:00 AM	0	0	0	0	0	1	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	1	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	8	0	0	0	0	1	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	2	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	2	0	0	0	1	0	0	0	0	1	0

Draft

Start Date: 3/4/2021  
 Start Time: 7:00:00 AM & 4:00:00 PM  
 Site Code:  
 Comment 1: City/County: Dade City/Pasco  
 Comment 2: Weather: Clear  
 Comment 3:  
 Comment 4: All Cars

Start Time	US 98				US 98				CR 54			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	32	0	0	33	31	0	0	1	0	34	0
07:30 AM	0	42	4	0	47	36	0	0	0	0	58	0
07:45 AM	0	35	0	0	45	28	0	0	3	0	48	0
08:00 AM	0	41	2	0	29	41	0	0	1	0	37	0
08:15 AM	0	28	1	0	38	33	0	0	0	0	38	0
08:30 AM	0	37	1	0	32	33	0	0	0	0	31	0
08:45 AM	0	30	1	0	29	27	0	0	1	0	33	0
09:00 AM	0	26	0	0	51	30	0	0	0	0	18	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	44	1	0	45	39	0	0	2	0	64	0
04:30 PM	0	42	5	0	43	67	0	0	0	0	59	0
04:45 PM	0	49	1	0	59	44	0	0	2	0	63	0
05:00 PM	0	45	2	0	54	70	0	0	0	0	54	0
05:15 PM	0	55	1	0	54	45	0	0	1	0	69	0
05:30 PM	0	70	2	0	63	46	0	0	0	0	77	0
05:45 PM	0	55	1	0	63	67	0	0	1	0	58	0
06:00 PM	0	56	2	0	48	51	0	0	2	0	55	0

Start Date: 3/4/2021  
 Start Time: 7:00:00 AM & 4:00:00 PM  
 Site Code:  
 Comment 1: City/County: Dade City/Pasco  
 Comment 2: Weather: Clear  
 Comment 3:  
 Comment 4: U Turns

Start Time	US 98 Southbound				US 98 Northbound				CR 54 Eastbound				
	Left	Thru	Right	RTOR	U-turn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

Draft



Intersection Turning Movement Count

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

File Name : OldHighway&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	OLD LAKELAND HIGHWAY Southbound				OLD LAKELAND HIGHWAY Northbound				US 98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	53	22	75	9	39	0	48	13	0	20	33	156
07:15 AM	0	44	17	61	10	56	0	66	16	0	15	31	158
07:30 AM	0	43	19	62	6	53	0	59	12	0	12	24	145
07:45 AM	0	42	18	60	8	59	0	67	20	0	11	31	158
Total	0	182	76	258	33	207	0	240	61	0	58	119	617
08:00 AM	0	33	18	51	20	44	0	64	24	0	3	27	142
08:15 AM	0	28	21	49	9	55	0	64	16	0	16	32	145
08:30 AM	0	52	21	73	10	51	0	61	21	0	13	34	168
08:45 AM	0	48	16	64	13	41	0	54	15	0	18	33	151
Total	0	161	76	237	52	191	0	243	76	0	50	126	606
*** BREAK ***													
04:15 PM	0	49	20	69	7	63	0	70	15	0	16	31	170
04:30 PM	0	49	19	68	10	59	0	69	16	0	20	36	173
04:45 PM	0	46	16	62	7	54	0	61	28	0	15	43	166
Total	0	144	55	199	24	176	0	200	59	0	51	110	509
05:00 PM	0	78	17	95	11	61	0	72	12	0	10	22	189
05:15 PM	0	64	35	99	2	61	0	63	19	0	15	34	196
05:30 PM	0	59	21	80	10	81	0	91	21	0	16	37	208
05:45 PM	0	45	13	58	10	62	0	72	25	0	19	44	174
Total	0	246	86	332	33	265	0	298	77	0	60	137	767
06:00 PM	0	57	18	75	5	62	0	67	15	0	19	34	176
Grand Total	0	790	311	1101	147	901	0	1048	288	0	238	526	2675
Apprch %	0	71.8	28.2		14	86	0		54.8	0	45.2		
Total %	0	29.5	11.6	41.2	5.5	33.7	0	39.2	10.8	0	8.9	19.7	
Passenger Vehicles	0	674	263	937	118	790	0	908	228	0	190	418	2263
% Passenger Vehicles	0	85.3	84.6	85.1	80.3	87.7	0	86.6	79.2	0	79.8	79.5	84.6
Heavy Vehicles	0	116	48	164	29	111	0	140	58	0	48	106	410
% Heavy Vehicles	0	14.7	15.4	14.9	19.7	12.3	0	13.4	20.1	0	20.2	20.2	15.3
UTurns	0	0	0	0	0	0	0	0	2	0	0	2	2
% UTurns	0	0	0	0	0	0	0	0	0.7	0	0	0.4	0.1

Start Time	OLD LAKELAND HIGHWAY Southbound				OLD LAKELAND HIGHWAY Northbound				US 98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	53	22	75	9	39	0	48	13	0	20	33	156
07:15 AM	0	44	17	61	10	56	0	66	16	0	15	31	158
07:30 AM	0	43	19	62	6	53	0	59	12	0	12	24	145
07:45 AM	0	42	18	60	8	59	0	67	20	0	11	31	158
Total Volume	0	182	76	258	33	207	0	240	61	0	58	119	617
% App. Total	0	70.5	29.5		13.8	86.2	0		51.3	0	48.7		
PHF	.000	.858	.864	.860	.825	.877	.000	.896	.763	.000	.725	.902	.976
Passenger Vehicles	0	145	67	212	31	175	0	206	45	0	35	80	498
% Passenger Vehicles	0	79.7	88.2	82.2	93.9	84.5	0	85.8	73.8	0	60.3	67.2	80.7
Heavy Vehicles	0	37	9	46	2	32	0	34	14	0	23	37	117
% Heavy Vehicles	0	20.3	11.8	17.8	6.1	15.5	0	14.2	23.0	0	39.7	31.1	19.0
UTurns	0	0	0	0	0	0	0	0	2	0	0	2	2
% UTurns	0	0	0	0	0	0	0	0	3.3	0	0	1.7	0.3



Intersection Turning Movement Count

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

File Name : OldHighway&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	OLD LAKELAND HIGHWAY Southbound				OLD LAKELAND HIGHWAY Northbound				US 98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	44	20	64	8	33	0	41	8	0	13	21	126
07:15 AM	0	35	15	50	9	45	0	54	13	0	9	22	126
07:30 AM	0	31	16	47	6	46	0	52	10	0	6	16	115
07:45 AM	0	35	16	51	8	51	0	59	14	0	7	21	131
Total	0	145	67	212	31	175	0	206	45	0	35	80	498
08:00 AM	0	27	15	42	10	34	0	44	20	0	3	23	109
08:15 AM	0	16	16	32	4	49	0	53	11	0	9	20	105
08:30 AM	0	39	18	57	4	41	0	45	15	0	6	21	123
08:45 AM	0	32	12	44	12	29	0	41	7	0	14	21	106
Total	0	114	61	175	30	153	0	183	53	0	32	85	443
*** BREAK ***													
04:15 PM	0	45	18	63	6	58	0	64	13	0	14	27	154
04:30 PM	0	46	14	60	8	51	0	59	14	0	19	33	152
04:45 PM	0	43	13	56	7	45	0	52	24	0	13	37	145
Total	0	134	45	179	21	154	0	175	51	0	46	97	451
05:00 PM	0	75	14	89	10	60	0	70	10	0	10	20	179
05:15 PM	0	61	30	91	2	55	0	57	17	0	14	31	179
05:30 PM	0	55	17	72	10	78	0	88	18	0	16	34	194
05:45 PM	0	41	12	53	10	56	0	66	23	0	19	42	161
Total	0	232	73	305	32	249	0	281	68	0	59	127	713
06:00 PM	0	49	17	66	4	59	0	63	11	0	18	29	158
Grand Total	0	674	263	937	118	790	0	908	228	0	190	418	2263
Apprch %	0	71.9	28.1		13	87	0		54.5	0	45.5		
Total %	0	29.8	11.6	41.4	5.2	34.9	0	40.1	10.1	0	8.4	18.5	

Start Time	OLD LAKELAND HIGHWAY Southbound				OLD LAKELAND HIGHWAY Northbound				US 98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	44	20	64	8	33	0	41	8	0	13	21	126
07:15 AM	0	35	15	50	9	45	0	54	13	0	9	22	126
07:30 AM	0	31	16	47	6	46	0	52	10	0	6	16	115
07:45 AM	0	35	16	51	8	51	0	59	14	0	7	21	131
Total Volume	0	145	67	212	31	175	0	206	45	0	35	80	498
% App. Total	0	68.4	31.6		15	85	0		56.2	0	43.8		
PHF	.000	.824	.838	.828	.861	.858	.000	.873	.804	.000	.673	.909	.950

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

	07:00 AM				07:15 AM				07:45 AM			
+0 mins.	0	44	20	64	9	45	0	54	14	0	7	21
+15 mins.	0	35	15	50	6	46	0	52	20	0	3	23
+30 mins.	0	31	16	47	8	51	0	59	11	0	9	20
+45 mins.	0	35	16	51	10	34	0	44	15	0	6	21
Total Volume	0	145	67	212	33	176	0	209	60	0	25	85
% App. Total	0	68.4	31.6		15.8	84.2	0		70.6	0	29.4	
PHF	.000	.824	.838	.828	.825	.863	.000	.886	.750	.000	.694	.924

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	75	14	89	10	60	0	70	10	0	10	20	179
05:15 PM	0	61	30	91	2	55	0	57	17	0	14	31	179
05:30 PM	0	55	17	72	10	78	0	88	18	0	16	34	194
05:45 PM	0	41	12	53	10	56	0	66	23	0	19	42	161
Total Volume	0	232	73	305	32	249	0	281	68	0	59	127	713
% App. Total	0	76.1	23.9		11.4	88.6	0		53.5	0	46.5		
PHF	.000	.773	.608	.838	.800	.798	.000	.798	.739	.000	.776	.756	.919

Intersection Turning Movement Count

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

File Name : OldHighway&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
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Start Time	OLD LAKELAND HIGHWAY Southbound				OLD LAKELAND HIGHWAY Northbound				US 98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:45 PM				05:00 PM				05:15 PM				
+0 mins.	0	43	13	56	10	60	0	70	17	0	14	31	
+15 mins.	0	75	14	89	2	55	0	57	18	0	16	34	
+30 mins.	0	61	30	91	10	78	0	88	23	0	19	42	
+45 mins.	0	55	17	72	10	56	0	66	11	0	18	29	
Total Volume	0	234	74	308	32	249	0	281	69	0	67	136	
% App. Total	0	76	24		11.4	88.6	0		50.7	0	49.3		
PHF	.000	.780	.617	.846	.800	.798	.000	.798	.750	.000	.882	.810	

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Intersection Turning Movement Count

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

File Name : OldHighway&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	OLD LAKELAND HIGHWAY Southbound				OLD LAKELAND HIGHWAY Northbound				US 98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	9	2	11	1	6	0	7	3	0	7	10	28
07:15 AM	0	9	2	11	1	11	0	12	3	0	6	9	32
07:30 AM	0	12	3	15	0	7	0	7	2	0	6	8	30
07:45 AM	0	7	2	9	0	8	0	8	6	0	4	10	27
Total	0	37	9	46	2	32	0	34	14	0	23	37	117
08:00 AM	0	6	3	9	10	10	0	20	4	0	0	4	33
08:15 AM	0	12	5	17	5	6	0	11	5	0	7	12	40
08:30 AM	0	13	3	16	6	10	0	16	6	0	7	13	45
08:45 AM	0	16	4	20	1	12	0	13	8	0	4	12	45
Total	0	47	15	62	22	38	0	60	23	0	18	41	163
*** BREAK ***													
04:15 PM	0	4	2	6	1	5	0	6	2	0	2	4	16
04:30 PM	0	3	5	8	2	8	0	10	2	0	1	3	21
04:45 PM	0	3	3	6	0	9	0	9	4	0	2	6	21
Total	0	10	10	20	3	22	0	25	8	0	5	13	58
05:00 PM	0	3	3	6	1	1	0	2	2	0	0	2	10
05:15 PM	0	3	5	8	0	6	0	6	2	0	1	3	17
05:30 PM	0	4	4	8	0	3	0	3	3	0	0	3	14
05:45 PM	0	4	1	5	0	6	0	6	2	0	0	2	13
Total	0	14	13	27	1	16	0	17	9	0	1	10	54
06:00 PM	0	8	1	9	1	3	0	4	4	0	1	5	18
Grand Total	0	116	48	164	29	111	0	140	58	0	48	106	410
Apprch %	0	70.7	29.3		20.7	79.3	0		54.7	0	45.3		
Total %	0	28.3	11.7	40	7.1	27.1	0	34.1	14.1	0	11.7	25.9	

Start Time	OLD LAKELAND HIGHWAY Southbound				OLD LAKELAND HIGHWAY Northbound				US 98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	6	3	9	10	10	0	20	4	0	0	4	33
08:15 AM	0	12	5	17	5	6	0	11	5	0	7	12	40
08:30 AM	0	13	3	16	6	10	0	16	6	0	7	13	45
08:45 AM	0	16	4	20	1	12	0	13	8	0	4	12	45
Total Volume	0	47	15	62	22	38	0	60	23	0	18	41	163
% App. Total	0	75.8	24.2		36.7	63.3	0		56.1	0	43.9		
PHF	.000	.734	.750	.775	.550	.792	.000	.750	.719	.000	.643	.788	.906

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

	08:00 AM				08:00 AM				08:00 AM				
+0 mins.	0	6	3	9	10	10	0	20	4	0	0	4	4
+15 mins.	0	12	5	17	5	6	0	11	5	0	7	12	12
+30 mins.	0	13	3	16	6	10	0	16	6	0	7	13	13
+45 mins.	0	16	4	20	1	12	0	13	8	0	4	12	12
Total Volume	0	47	15	62	22	38	0	60	23	0	18	41	41
% App. Total	0	75.8	24.2		36.7	63.3	0		56.1	0	43.9		
PHF	.000	.734	.750	.775	.550	.792	.000	.750	.719	.000	.643	.788	.788

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	3	5	8	2	8	0	10	2	0	1	3	21
04:45 PM	0	3	3	6	0	9	0	9	4	0	2	6	21
05:00 PM	0	3	3	6	1	1	0	2	2	0	0	2	10
05:15 PM	0	3	5	8	0	6	0	6	2	0	1	3	17
Total Volume	0	12	16	28	3	24	0	27	10	0	4	14	69
% App. Total	0	42.9	57.1		11.1	88.9	0		71.4	0	28.6		
PHF	.000	1.00	.800	.875	.375	.667	.000	.675	.625	.000	.500	.583	.821

Intersection Turning Movement Count

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

File Name : OldHighway&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
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Start Time	OLD LAKELAND HIGHWAY Southbound				OLD LAKELAND HIGHWAY Northbound				US 98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	05:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	3	5	8	1	5	0	6	2	0	2	4	
+15 mins.	0	4	4	8	2	8	0	10	2	0	1	3	
+30 mins.	0	4	1	5	0	9	0	9	4	0	2	6	
+45 mins.	0	8	1	9	1	1	0	2	2	0	0	2	
Total Volume	0	19	11	30	4	23	0	27	10	0	5	15	
% App. Total	0	63.3	36.7		14.8	85.2	0		66.7	0	33.3		
PHF	.000	.594	.550	.833	.500	.639	.000	.675	.625	.000	.625	.625	

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Intersection Turning Movement Count

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

File Name : US301&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	US 301 Southbound				US 98 Westbound					US 301 Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	51	151	0	202	6	0	8	31	45	0	113	0	0	113	360
07:15 AM	57	173	0	230	4	0	6	31	41	0	149	3	5	157	428
07:30 AM	39	201	0	240	12	0	2	30	44	0	121	1	1	123	407
07:45 AM	29	202	0	231	11	0	7	34	52	0	164	0	2	166	449
Total	176	727	0	903	33	0	23	126	182	0	547	4	8	559	1644
08:00 AM	29	194	0	223	7	0	16	21	44	0	147	1	1	149	416
08:15 AM	34	185	0	219	14	0	7	27	48	0	156	4	4	164	431
08:30 AM	26	190	0	216	11	0	13	28	52	0	149	5	3	157	425
08:45 AM	28	189	0	217	14	0	14	28	56	0	144	5	0	149	422
Total	117	758	0	875	46	0	50	104	200	0	596	15	8	619	1694
*** BREAK ***															
04:15 PM	47	161	0	208	6	0	6	34	46	0	241	3	4	248	502
04:30 PM	49	162	0	211	6	0	5	33	44	0	165	13	2	180	435
04:45 PM	54	155	0	209	4	0	13	29	46	0	188	6	3	197	452
Total	150	478	0	628	16	0	24	96	136	0	594	22	9	625	1389
05:00 PM	50	196	0	246	9	0	8	33	50	0	216	4	3	223	519
05:15 PM	41	223	0	264	13	0	27	34	74	0	239	12	2	253	591
05:30 PM	49	152	0	201	8	0	21	19	48	0	219	8	3	230	479
05:45 PM	54	149	0	203	2	0	14	37	53	0	201	9	3	213	469
Total	194	720	0	914	32	0	70	123	225	0	875	33	11	919	2058
06:00 PM	33	129	0	162	9	0	6	19	34	0	169	6	7	182	378
Grand Total	670	2812	0	3482	136	0	173	468	777	0	2781	80	43	2904	7163
Apprch %	19.2	80.8	0		17.5	0	22.3	60.2		0	95.8	2.8	1.5		
Total %	9.4	39.3	0	48.6	1.9	0	2.4	6.5	10.8	0	38.8	1.1	0.6	40.5	

Start Time	US 301 Southbound				US 98 Westbound					US 301 Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:45 AM															
07:45 AM	29	202	0	231	11	0	7	34	52	0	164	0	2	166	449
08:00 AM	29	194	0	223	7	0	16	21	44	0	147	1	1	149	416
08:15 AM	34	185	0	219	14	0	7	27	48	0	156	4	4	164	431
08:30 AM	26	190	0	216	11	0	13	28	52	0	149	5	3	157	425
Total Volume	118	771	0	889	43	0	43	110	196	0	616	10	10	636	1721
% App. Total	13.3	86.7	0		21.9	0	21.9	56.1		0	96.9	1.6	1.6		
PHF	.868	.954	.000	.962	.768	.000	.672	.809	.942	.000	.939	.500	.625	.958	.958

+0 mins.	07:15 AM				08:00 AM					07:45 AM					
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
+0 mins.	57	173	0	230	7	0	16	21	44	0	164	0	2	166	
+15 mins.	39	201	0	240	14	0	7	27	48	0	147	1	1	149	
+30 mins.	29	202	0	231	11	0	13	28	52	0	156	4	4	164	
+45 mins.	29	194	0	223	14	0	14	28	56	0	149	5	3	157	
Total Volume	154	770	0	924	46	0	50	104	200	0	616	10	10	636	
% App. Total	16.7	83.3	0		23	0	25	52		0	96.9	1.6	1.6		
PHF	.675	.953	.000	.963	.821	.000	.781	.929	.893	.000	.939	.500	.625	.958	

05:00 PM	07:15 AM				08:00 AM					07:45 AM					
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 05:00 PM															
05:00 PM	50	196	0	246	9	0	8	33	50	0	216	4	3	223	519
05:15 PM	41	223	0	264	13	0	27	34	74	0	239	12	2	253	591
05:30 PM	49	152	0	201	8	0	21	19	48	0	219	8	3	230	479
05:45 PM	54	149	0	203	2	0	14	37	53	0	201	9	3	213	469
Total Volume	194	720	0	914	32	0	70	123	225	0	875	33	11	919	2058
% App. Total	21.2	78.8	0		14.2	0	31.1	54.7		0	95.2	3.6	1.2		
PHF	.898	.807	.000	.866	.615	.000	.648	.831	.760	.000	.915	.688	.917	.908	.871

Intersection Turning Movement Count

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

File Name : US301&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
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Start Time	US 301 Southbound				US 98 Westbound					US 301 Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM					05:00 PM				
+0 mins.	49	162	0	211	9	0	8	33	50	0	216	4	3	223
+15 mins.	54	155	0	209	13	0	27	34	74	0	239	12	2	253
+30 mins.	50	196	0	246	8	0	21	19	48	0	219	8	3	230
+45 mins.	41	223	0	264	2	0	14	37	53	0	201	9	3	213
Total Volume	194	736	0	930	32	0	70	123	225	0	875	33	11	919
% App. Total	20.9	79.1	0		14.2	0	31.1	54.7		0	95.2	3.6	1.2	
PHF	.898	.825	.000	.881	.615	.000	.648	.831	.760	.000	.915	.688	.917	.908

Draft

Intersection Turning Movement Count

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

File Name : US301&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	US 301 Southbound				US 98 Westbound					US 301 Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	2	2	0	4	0	0	1	5	6	0	3	0	0	3	13
07:15 AM	4	4	0	8	1	0	1	3	5	0	5	0	0	5	18
07:30 AM	5	6	0	11	1	0	4	7	12	0	3	0	0	3	26
07:45 AM	7	6	0	13	0	0	2	3	5	0	8	0	0	8	26
Total	18	18	0	36	2	0	8	18	28	0	19	0	0	19	83
08:00 AM	6	8	0	14	1	0	3	5	9	0	5	0	0	5	28
08:15 AM	1	12	0	13	2	0	1	0	3	0	15	0	0	15	31
08:30 AM	8	9	0	17	0	0	3	5	8	0	7	0	0	7	32
08:45 AM	6	13	0	19	0	0	1	4	5	0	9	0	0	9	33
Total	21	42	0	63	3	0	8	14	25	0	36	0	0	36	124
*** BREAK ***															
04:15 PM	4	4	0	8	0	0	1	1	2	0	6	0	0	6	16
04:30 PM	2	5	0	7	0	0	2	0	2	0	3	2	0	5	14
04:45 PM	6	7	0	13	2	0	3	0	5	0	7	1	0	8	26
Total	12	16	0	28	2	0	6	1	9	0	16	3	0	19	56
05:00 PM	4	2	0	6	1	0	0	1	2	0	3	0	0	3	11
05:15 PM	1	4	0	5	0	0	2	1	3	0	3	0	0	3	11
05:30 PM	0	5	0	5	0	0	0	2	2	0	0	0	0	0	7
05:45 PM	2	7	0	9	1	0	2	1	4	0	3	0	0	3	16
Total	7	18	0	25	2	0	4	5	11	0	9	0	0	9	45
06:00 PM	5	3	0	8	0	0	0	4	4	0	0	0	0	0	12
Grand Total	63	97	0	160	9	0	26	42	77	0	80	3	0	83	320
Apprch %	39.4	60.6	0		11.7	0	33.8	54.5		0	96.4	3.6	0		
Total %	19.7	30.3	0	50	2.8	0	8.1	13.1	24.1	0	25	0.9	0	25.9	

Start Time	US 301 Southbound				US 98 Westbound					US 301 Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 08:00 AM															
08:00 AM	6	8	0	14	1	0	3	5	9	0	5	0	0	5	28
08:15 AM	1	12	0	13	2	0	1	0	3	0	15	0	0	15	31
08:30 AM	8	9	0	17	0	0	3	5	8	0	7	0	0	7	32
08:45 AM	6	13	0	19	0	0	1	4	5	0	9	0	0	9	33
Total Volume	21	42	0	63	3	0	8	14	25	0	36	0	0	36	124
% App. Total	33.3	66.7	0		12	0	32	56		0	100	0	0		
PHF	.656	.808	.000	.829	.375	.000	.667	.700	.694	.000	.600	.000	.000	.600	.939

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

	08:00 AM				07:15 AM					08:00 AM				
+0 mins.	6	8	0	14	1	0	1	3	5	0	5	0	0	5
+15 mins.	1	12	0	13	1	0	4	7	12	0	15	0	0	15
+30 mins.	8	9	0	17	0	0	2	3	5	0	7	0	0	7
+45 mins.	6	13	0	19	1	0	3	5	9	0	9	0	0	9
Total Volume	21	42	0	63	3	0	10	18	31	0	36	0	0	36
% App. Total	33.3	66.7	0		9.7	0	32.3	58.1		0	100	0	0	
PHF	.656	.808	.000	.829	.750	.000	.625	.643	.646	.000	.600	.000	.000	.600

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	4	4	0	8	0	0	1	1	2	0	6	0	0	6	16
04:30 PM	2	5	0	7	0	0	2	0	2	0	3	2	0	5	14
04:45 PM	6	7	0	13	2	0	3	0	5	0	7	1	0	8	26
05:00 PM	4	2	0	6	1	0	0	1	2	0	3	0	0	3	11
Total Volume	16	18	0	34	3	0	6	2	11	0	19	3	0	22	67
% App. Total	47.1	52.9	0		27.3	0	54.5	18.2		0	86.4	13.6	0		
PHF	.667	.643	.000	.654	.375	.000	.500	.500	.550	.000	.679	.375	.000	.688	.644

Intersection Turning Movement Count

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

File Name : US301&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 2

Start Time	US 301 Southbound				US 98 Westbound					US 301 Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				05:15 PM					04:15 PM				
+0 mins.	4	4	0	8	0	0	2	1	3	0	6	0	0	6
+15 mins.	2	5	0	7	0	0	0	2	2	0	3	2	0	5
+30 mins.	6	7	0	13	1	0	2	1	4	0	7	1	0	8
+45 mins.	4	2	0	6	0	0	0	4	4	0	3	0	0	3
Total Volume	16	18	0	34	1	0	4	8	13	0	19	3	0	22
% App. Total	47.1	52.9	0		7.7	0	30.8	61.5		0	86.4	13.6	0	
PHF	.667	.643	.000	.654	.250	.000	.500	.500	.813	.000	.679	.375	.000	.688

Draft



Intersection Turning Movement Count

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

File Name : US301&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 2

Start Time	US 301 Southbound				US 98 Westbound					US 301 Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM					04:15 PM				
+0 mins.	3	0	0	3	0	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0
+30 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0
+45 mins.	3	0	0	3	0	0	0	0	0	0	0	0	0	0
Total Volume	9	0	0	9	0	0	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	0	0	0	0	0	0	0	0	0
PHF	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Draft





Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	3	98	5	6	112	2	30	5	2	39	79	87	5	2	173	36	17	13	64	130	454
07:15 AM	2	126	9	8	145	12	20	1	4	37	81	106	1	5	193	46	19	27	72	164	539
07:30 AM	4	147	18	14	183	10	19	2	4	35	42	131	6	0	179	50	18	30	65	163	560
07:45 AM	1	147	14	10	172	14	27	5	5	51	60	145	9	2	216	55	22	12	61	150	589
Total	10	518	46	38	612	38	96	13	15	162	262	469	21	9	761	187	76	82	262	607	2142
08:00 AM	1	114	17	9	141	13	15	5	1	34	74	125	5	3	207	55	19	25	79	178	560
08:15 AM	7	134	12	18	171	12	15	2	5	34	68	112	11	2	193	56	7	21	69	153	551
08:30 AM	9	147	17	12	185	12	9	6	5	32	68	140	6	2	216	32	21	10	56	119	552
08:45 AM	3	138	10	16	167	18	16	5	3	42	63	121	8	5	197	54	16	12	54	136	542
Total	20	533	56	55	664	55	55	18	14	142	273	498	30	12	813	197	63	68	258	586	2205
*** BREAK ***																					
04:15 PM	5	121	18	28	172	21	22	5	7	55	103	167	25	4	299	66	24	15	51	156	682
04:30 PM	8	132	31	20	191	13	19	5	3	40	63	143	9	1	216	49	31	13	63	156	603
04:45 PM	12	136	17	20	185	19	35	10	5	69	88	148	12	2	250	55	30	14	56	155	659
Total	25	389	66	68	548	53	76	20	15	164	254	458	46	7	765	170	85	42	170	467	1944
05:00 PM	5	169	30	32	236	22	36	11	0	69	86	173	11	3	273	56	29	15	51	151	729
05:15 PM	3	169	22	31	225	21	31	3	4	59	86	174	15	5	280	43	33	14	65	155	719
05:30 PM	5	126	17	27	175	12	31	0	6	49	87	163	14	10	274	42	27	16	49	134	632
05:45 PM	6	104	25	20	155	16	42	5	2	65	78	165	16	3	262	59	32	17	47	155	637
Total	19	568	94	110	791	71	140	19	12	242	337	675	56	21	1089	200	121	62	212	595	2717
06:00 PM	5	106	22	21	154	13	29	7	5	54	60	125	11	5	201	44	19	7	49	119	528
Grand Total	79	2114	284	292	2769	230	396	77	61	764	1186	2225	164	54	3629	798	364	261	951	2374	9536
Apprch %	2.9	76.3	10.3	10.5		30.1	51.8	10.1	8		32.7	61.3	4.5	1.5		33.6	15.3	11	40.1		
Total %	0.8	22.2	3	3.1	29	2.4	4.2	0.8	0.6	8	12.4	23.3	1.7	0.6	38.1	8.4	3.8	2.7	10	24.9	
Passenger Vehicles	74	2021	280	286	2661	209	368	76	59	712	1076	2132	156	51	3415	726	335	246	912	2219	9007
% Passenger Vehicles	93.7	95.6	98.6	97.9	96.1	90.9	92.9	98.7	96.7	93.2	90.7	95.8	95.1	94.4	94.1	91	92	94.3	95.9	93.5	94.5
Heavy Vehicles	1	93	4	6	104	15	28	1	2	46	42	93	8	3	146	13	29	15	39	96	392
% Heavy Vehicles	1.3	4.4	1.4	2.1	3.8	6.5	7.1	1.3	3.3	6	3.5	4.2	4.9	5.6	4	1.6	8	5.7	4.1	4	4.1
UTurns	4	0	0	0	4	6	0	0	0	6	68	0	0	0	68	59	0	0	0	59	137
% UTurns	5.1	0	0	0	0.1	2.6	0	0	0	0.8	5.7	0	0	0	1.9	7.4	0	0	0	2.5	1.4

Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
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Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	4	147	18	14	183	10	19	2	4	35	42	131	6	0	179	50	18	30	65	163	560
07:45 AM	1	147	14	10	172	14	27	5	5	51	60	145	9	2	216	55	22	12	61	150	589
08:00 AM	1	114	17	9	141	13	15	5	1	34	74	125	5	3	207	55	19	25	79	178	560
08:15 AM	7	134	12	18	171	12	15	2	5	34	68	112	11	2	193	56	7	21	69	153	551
Total Volume	13	542	61	51	667	49	76	14	15	154	244	513	31	7	795	216	66	88	274	644	2260
% App. Total	1.9	81.3	9.1	7.6		31.8	49.4	9.1	9.7		30.7	64.5	3.9	0.9		33.5	10.2	13.7	42.5		
PHF	.464	.922	.847	.708	.911	.875	.704	.700	.750	.755	.824	.884	.705	.583	.920	.964	.750	.733	.867	.904	.959
Passenger Vehicles	12	516	60	49	637	46	59	14	14	133	212	485	26	6	729	206	59	84	259	608	2107
% Passenger Vehicles	92.3	95.2	98.4	96.1	95.5	93.9	77.6	100	93.3	86.4	86.9	94.5	83.9	85.7	91.7	95.4	89.4	95.5	94.5	94.4	93.2
Heavy Vehicles	1	26	1	2	30	3	17	0	1	21	20	28	5	1	54	2	7	4	15	28	133
% Heavy Vehicles	7.7	4.8	1.6	3.9	4.5	6.1	22.4	0	6.7	13.6	8.2	5.5	16.1	14.3	6.8	0.9	10.6	4.5	5.5	4.3	5.9
UTurns	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	8	0	0	0	8	20
% UTurns	0	0	0	0	0	0	0	0	0	0	4.9	0	0	0	1.5	3.7	0	0	0	1.2	0.9

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

	07:45 AM					07:00 AM					07:45 AM					07:15 AM					
+0 mins.	1	147	14	10	172	2	30	5	2	39	60	145	9	2	216	46	19	27	72	164	
+15 mins.	1	114	17	9	141	12	20	1	4	37	74	125	5	3	207	50	18	30	65	163	
+30 mins.	7	134	12	18	171	10	19	2	4	35	68	112	11	2	193	55	22	12	61	150	
+45 mins.	9	147	17	12	185	14	27	5	5	51	68	140	6	2	216	55	19	25	79	178	
Total Volume	18	542	60	49	669	38	96	13	15	162	270	522	31	9	832	206	78	94	277	655	
% App. Total	2.7	81	9	7.3		23.5	59.3	8	9.3		32.5	62.7	3.7	1.1		31.5	11.9	14.4	42.3		
PHF	.500	.922	.882	.681	.904	.679	.800	.650	.750	.794	.912	.900	.705	.750	.963	.936	.886	.783	.877	.920	
Passenger Vehicles	16	512	59	46	633	36	83	13	15	147	238	491	26	8	763	199	68	86	263	616	
% Passenger Vehicles	88.9	94.5	98.3	93.9	94.6	94.7	86.5	100	100	90.7	88.1	94.1	83.9	88.9	91.7	96.6	87.2	91.5	94.9	94	
Heavy Vehicles	0	30	1	3	34	2	13	0	0	15	18	31	5	1	55	3	10	8	14	35	
% Heavy Vehicles	0	5.5	1.7	6.1	5.1	5.3	13.5	0	0	9.3	6.7	5.9	16.1	11.1	6.6	1.5	12.8	8.5	5.1	5.3	
UTurns	2	0	0	0	2	0	0	0	0	0	14	0	0	0	14	4	0	0	0	4	
% UTurns	11.1	0	0	0	0.3	0	0	0	0	0	5.2	0	0	0	1.7	1.9	0	0	0	0.6	

Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
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Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	12	136	17	20	185	19	35	10	5	69	88	148	12	2	250	55	30	14	56	155	659
05:00 PM	5	169	30	32	236	22	36	11	0	69	86	173	11	3	273	56	29	15	51	151	729
05:15 PM	3	169	22	31	225	21	31	3	4	59	86	174	15	5	280	43	33	14	65	155	719
05:30 PM	5	126	17	27	175	12	31	0	6	49	87	163	14	10	274	42	27	16	49	134	632
Total Volume	25	600	86	110	821	74	133	24	15	246	347	658	52	20	1077	196	119	59	221	595	2739
% App. Total	3	73.1	10.5	13.4		30.1	54.1	9.8	6.1		32.2	61.1	4.8	1.9		32.9	20	9.9	37.1		
PHF	.521	.888	.717	.859	.870	.841	.924	.545	.625	.891	.986	.945	.867	.500	.962	.875	.902	.922	.850	.960	.939
Passenger Vehicles	24	583	85	110	802	71	130	24	15	240	317	645	51	20	1033	169	111	57	216	553	2628
% Passenger Vehicles	96.0	97.2	98.8	100	97.7	95.9	97.7	100	100	97.6	91.4	98.0	98.1	100	95.9	86.2	93.3	96.6	97.7	92.9	95.9
Heavy Vehicles	0	17	1	0	18	1	3	0	0	4	7	13	1	0	21	1	8	2	5	16	59
% Heavy Vehicles	0	2.8	1.2	0	2.2	1.4	2.3	0	0	1.6	2.0	2.0	1.9	0	1.9	0.5	6.7	3.4	2.3	2.7	2.2
UTurns	1	0	0	0	1	2	0	0	0	2	23	0	0	0	23	26	0	0	0	26	52
% UTurns	4.0	0	0	0	0.1	2.7	0	0	0	0.8	6.6	0	0	0	2.1	13.3	0	0	0	4.4	1.9

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:30 PM					04:45 PM					05:00 PM					04:15 PM				
+0 mins.	8	132	31	20	191	19	35	10	5	69	86	173	11	3	273	66	24	15	51	156
+15 mins.	12	136	17	20	185	22	36	11	0	69	86	174	15	5	280	49	31	13	63	156
+30 mins.	5	169	30	32	236	21	31	3	4	59	87	163	14	10	274	55	30	14	56	155
+45 mins.	3	169	22	31	225	12	31	0	6	49	78	165	16	3	262	56	29	15	51	151
Total Volume	28	606	100	103	837	74	133	24	15	246	337	675	56	21	1089	226	114	57	221	618
% App. Total	3.3	72.4	11.9	12.3		30.1	54.1	9.8	6.1		30.9	62	5.1	1.9		36.6	18.4	9.2	35.8	
PHF	.583	.896	.806	.805	.887	.841	.924	.545	.625	.891	.968	.970	.875	.525	.972	.856	.919	.950	.877	.990
Passenger Vehicles	28	590	98	102	818	71	130	24	15	240	312	662	55	21	1050	196	107	54	214	571
% Passenger Vehicles	100	97.4	98	99	97.7	95.9	97.7	100	100	97.6	92.6	98.1	98.2	100	96.4	86.7	93.9	94.7	96.8	92.4
Heavy Vehicles	0	16	2	1	19	1	3	0	0	4	4	13	1	0	18	4	7	3	7	21
% Heavy Vehicles	0	2.6	2	1	2.3	1.4	2.3	0	0	1.6	1.2	1.9	1.8	0	1.7	1.8	6.1	5.3	3.2	3.4
UTurns	0	0	0	0	0	2	0	0	0	2	21	0	0	0	21	26	0	0	0	26
% UTurns	0	0	0	0	0	2.7	0	0	0	0.8	6.2	0	0	0	1.9	11.5	0	0	0	4.2

Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	3	98	5	5	111	2	30	5	2	39	71	82	4	2	159	32	13	13	60	118	427
07:15 AM	2	120	9	8	139	11	20	1	4	36	76	100	1	5	182	44	16	23	70	153	510
07:30 AM	3	142	18	14	177	9	15	2	4	30	33	124	6	0	163	49	15	30	63	157	527
07:45 AM	1	142	14	10	167	14	18	5	5	42	55	136	8	2	201	55	20	11	55	141	551
Total	9	502	46	37	594	36	83	13	15	147	235	442	19	9	705	180	64	77	248	569	2015
08:00 AM	1	109	17	9	136	12	13	5	1	31	65	116	4	3	188	51	17	22	75	165	520
08:15 AM	7	123	11	16	157	11	13	2	4	30	59	109	8	1	177	51	7	21	66	145	509
08:30 AM	7	138	17	11	173	11	8	5	5	29	59	130	6	2	197	29	17	9	50	105	504
08:45 AM	3	123	9	16	151	15	11	5	3	34	57	108	8	4	177	50	14	12	53	129	491
Total	18	493	54	52	617	49	45	17	13	124	240	463	26	10	739	181	55	64	244	544	2024
*** BREAK ***																					
04:15 PM	5	116	18	27	166	16	21	5	6	48	97	161	25	3	286	59	23	14	50	146	646
04:30 PM	8	129	30	19	186	10	19	5	3	37	56	139	8	1	204	42	31	13	61	147	574
04:45 PM	12	129	17	20	178	17	34	10	5	66	78	143	12	2	235	47	26	13	54	140	619
Total	25	374	65	66	530	43	74	20	14	151	231	443	45	6	725	148	80	40	165	433	1839
05:00 PM	5	168	29	32	234	21	36	11	0	68	80	171	11	3	265	48	27	14	49	138	705
05:15 PM	3	164	22	31	220	21	29	3	4	57	80	169	15	5	269	36	31	14	65	146	692
05:30 PM	4	122	17	27	170	12	31	0	6	49	79	162	13	10	264	38	27	16	48	129	612
05:45 PM	5	97	25	20	147	14	41	5	2	62	73	160	16	3	252	53	32	15	47	147	608
Total	17	551	93	110	771	68	137	19	12	236	312	662	55	21	1050	175	117	59	209	560	2617
06:00 PM	5	101	22	21	149	13	29	7	5	54	58	122	11	5	196	42	19	6	46	113	512
Grand Total	74	2021	280	286	2661	209	368	76	59	712	1076	2132	156	51	3415	726	335	246	912	2219	9007
Apprch %	2.8	75.9	10.5	10.7		29.4	51.7	10.7	8.3		31.5	62.4	4.6	1.5		32.7	15.1	11.1	41.1		
Total %	0.8	22.4	3.1	3.2	29.5	2.3	4.1	0.8	0.7	7.9	11.9	23.7	1.7	0.6	37.9	8.1	3.7	2.7	10.1	24.6	

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	2	120	9	8	139	11	20	1	4	36	76	100	1	5	182	44	16	23	70	153	510
07:30 AM	3	142	18	14	177	9	15	2	4	30	33	124	6	0	163	49	15	30	63	157	527
07:45 AM	1	142	14	10	167	14	18	5	5	42	55	136	8	2	201	55	20	11	55	141	551
08:00 AM	1	109	17	9	136	12	13	5	1	31	65	116	4	3	188	51	17	22	75	165	520
Total Volume	7	513	58	41	619	46	66	13	14	139	229	476	19	10	734	199	68	86	263	616	2108
% App. Total	1.1	82.9	9.4	6.6		33.1	47.5	9.4	10.1		31.2	64.9	2.6	1.4		32.3	11	14	42.7		
PHF	.583	.903	.806	.732	.874	.821	.825	.650	.700	.827	.753	.875	.594	.500	.913	.905	.850	.717	.877	.933	.956

Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 2

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

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

Peak Hour for Each Approach Begins at:

	07:30 AM					07:00 AM					07:45 AM					07:15 AM				
+0 mins.	3	142	18	14	177	2	30	5	2	39	55	136	8	2	201	44	16	23	70	153
+15 mins.	1	142	14	10	167	11	20	1	4	36	65	116	4	3	188	49	15	30	63	157
+30 mins.	1	109	17	9	136	9	15	2	4	30	59	109	8	1	177	55	20	11	55	141
+45 mins.	7	123	11	16	157	14	18	5	5	42	59	130	6	2	197	51	17	22	75	165
Total Volume	12	516	60	49	637	36	83	13	15	147	238	491	26	8	763	199	68	86	263	616
% App. Total	1.9	81	9.4	7.7	7.7	24.5	56.5	8.8	10.2	10.2	31.2	64.4	3.4	1	9.9	32.3	11	14	42.7	9.9
PHF	.429	.908	.833	.766	.900	.643	.692	.650	.750	.875	.915	.903	.813	.667	.949	.905	.850	.717	.877	.933

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	12	129	17	20	178	17	34	10	5	66	78	143	12	2	235	47	26	13	54	140	619
05:00 PM	5	168	29	32	234	21	36	11	0	68	80	171	11	3	265	48	27	14	49	138	705
05:15 PM	3	164	22	31	220	21	29	3	4	57	80	169	15	5	269	36	31	14	65	146	692
05:30 PM	4	122	17	27	170	12	31	0	6	49	79	162	13	10	264	38	27	16	48	129	612
Total Volume	24	583	85	110	802	71	130	24	15	240	317	645	51	20	1033	169	111	57	216	553	2628
% App. Total	3	72.7	10.6	13.7	13.7	29.6	54.2	10	6.2	6.2	30.7	62.4	4.9	1.9	9.9	30.6	20.1	10.3	39.1	9.9	
PHF	.500	.868	.733	.859	.857	.845	.903	.545	.625	.882	.991	.943	.850	.500	.960	.880	.895	.891	.831	.947	.932

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:45 PM					05:00 PM					04:15 PM				
+0 mins.	8	129	30	19	186	17	34	10	5	66	80	171	11	3	265	59	23	14	50	146
+15 mins.	12	129	17	20	178	21	36	11	0	68	80	169	15	5	269	42	31	13	61	147
+30 mins.	5	168	29	32	234	21	29	3	4	57	79	162	13	10	264	47	26	13	54	140
+45 mins.	3	164	22	31	220	12	31	0	6	49	73	160	16	3	252	48	27	14	49	138
Total Volume	28	590	98	102	818	71	130	24	15	240	312	662	55	21	1050	196	107	54	214	571
% App. Total	3.4	72.1	12	12.5	12.5	29.6	54.2	10	6.2	6.2	29.7	63	5.2	2	9.9	34.3	18.7	9.5	37.5	9.9
PHF	.583	.878	.817	.797	.874	.845	.903	.545	.625	.882	.975	.968	.859	.525	.976	.831	.863	.964	.877	.971

Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	1	1	0	0	0	0	0	3	5	1	0	9	2	4	0	4	10	20
07:15 AM	0	6	0	0	6	1	0	0	0	1	2	6	0	0	8	2	3	4	2	11	26
07:30 AM	1	5	0	0	6	1	4	0	0	5	6	7	0	0	13	0	3	0	2	5	29
07:45 AM	0	5	0	0	5	0	9	0	0	9	2	9	1	0	12	0	2	1	6	9	35
Total	1	16	0	1	18	2	13	0	0	15	13	27	2	0	42	4	12	5	14	35	110
08:00 AM	0	5	0	0	5	1	2	0	0	3	4	9	1	0	14	1	2	3	4	10	32
08:15 AM	0	11	1	2	14	1	2	0	1	4	8	3	3	1	15	1	0	0	3	4	37
08:30 AM	0	9	0	1	10	1	1	1	0	3	4	10	0	0	14	0	4	1	6	11	38
08:45 AM	0	15	1	0	16	2	5	0	0	7	3	13	0	1	17	1	2	0	1	4	44
Total	0	40	2	3	45	5	10	1	1	17	19	35	4	2	60	3	8	4	14	29	151
*** BREAK ***																					
04:15 PM	0	5	0	1	6	5	1	0	1	7	1	6	0	1	8	1	1	1	1	4	25
04:30 PM	0	3	1	1	5	2	0	0	0	2	1	4	1	0	6	3	0	0	2	5	18
04:45 PM	0	7	0	0	7	0	1	0	0	1	4	5	0	0	9	0	4	1	2	7	24
Total	0	15	1	2	18	7	2	0	1	10	6	15	1	1	23	4	5	2	5	16	67
05:00 PM	0	1	1	0	2	1	0	0	0	1	1	2	0	0	3	0	2	1	2	5	11
05:15 PM	0	5	0	0	5	0	2	0	0	2	1	5	0	0	6	1	2	0	0	3	16
05:30 PM	0	4	0	0	4	0	0	0	0	0	1	1	1	0	3	0	0	0	1	1	8
05:45 PM	0	7	0	0	7	0	1	0	0	1	1	5	0	0	6	1	0	2	0	3	17
Total	0	17	1	0	18	1	3	0	0	4	4	13	1	0	18	2	4	3	3	12	52
06:00 PM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	1	3	4	12
Grand Total	1	93	4	6	104	15	28	1	2	46	42	93	8	3	146	13	29	15	39	96	392
Apprch %	1	89.4	3.8	5.8		32.6	60.9	2.2	4.3		28.8	63.7	5.5	2.1		13.5	30.2	15.6	40.6		
Total %	0.3	23.7	1	1.5	26.5	3.8	7.1	0.3	0.5	11.7	10.7	23.7	2	0.8	37.2	3.3	7.4	3.8	9.9	24.5	

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	5	0	0	5	1	2	0	0	3	4	9	1	0	14	1	2	3	4	10	32
08:15 AM	0	11	1	2	14	1	2	0	1	4	8	3	3	1	15	1	0	0	3	4	37
08:30 AM	0	9	0	1	10	1	1	1	0	3	4	10	0	0	14	0	4	1	6	11	38
08:45 AM	0	15	1	0	16	2	5	0	0	7	3	13	0	1	17	1	2	0	1	4	44
Total Volume	0	40	2	3	45	5	10	1	1	17	19	35	4	2	60	3	8	4	14	29	151
% App. Total	0	88.9	4.4	6.7		29.4	58.8	5.9	5.9		31.7	58.3	6.7	3.3		10.3	27.6	13.8	48.3		
PHF	.000	.667	.500	.375	.703	.625	.500	.250	.250	.607	.594	.673	.333	.500	.882	.750	.500	.333	.583	.659	.858

Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 2

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

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

Peak Hour for Each Approach Begins at:

	08:00 AM					07:30 AM					08:00 AM					07:00 AM					
+0 mins.	0	5	0	0	5	1	4	0	0	5	4	9	1	0	14	2	4	0	4	10	
+15 mins.	0	11	1	2	14	0	9	0	0	9	8	3	3	1	15	2	3	4	2	11	
+30 mins.	0	9	0	1	10	1	2	0	0	3	4	10	0	0	14	0	3	0	2	5	
+45 mins.	0	15	1	0	16	1	2	0	1	4	3	13	0	1	17	0	2	1	6	9	
Total Volume	0	40	2	3	45	3	17	0	1	21	19	35	4	2	60	4	12	5	14	35	
% App. Total	0	88.9	4.4	6.7		14.3	81	0	4.8		31.7	58.3	6.7	3.3		11.4	34.3	14.3	40		
PHF	.000	.667	.500	.375	.703	.750	.472	.000	.250	.583	.594	.673	.333	.500	.882	.500	.750	.313	.583	.795	

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	0	5	0	1	6	5	1	0	1	7	1	6	0	1	8	1	1	1	1	4	25
04:30 PM	0	3	1	1	5	2	0	0	0	2	1	4	1	0	6	3	0	0	2	5	18
04:45 PM	0	7	0	0	7	0	1	0	0	1	4	5	0	0	9	0	4	1	2	7	24
05:00 PM	0	1	1	0	2	1	0	0	0	1	1	2	0	0	3	0	2	1	2	5	11
Total Volume	0	16	2	2	20	8	2	0	1	11	7	17	1	1	26	4	7	3	7	21	78
% App. Total	0	80	10	10		72.7	18.2	0	9.1		26.9	65.4	3.8	3.8		19	33.3	14.3	33.3		
PHF	.000	.571	.500	.500	.714	.400	.500	.000	.250	.393	.438	.708	.250	.250	.722	.333	.438	.750	.875	.750	.780

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:15 PM					04:15 PM					04:15 PM					04:15 PM					
+0 mins.	0	5	0	0	5	5	1	0	1	7	1	6	0	1	8	1	1	1	1	4	
+15 mins.	0	4	0	0	4	2	0	0	0	2	1	4	1	0	6	3	0	0	2	5	
+30 mins.	0	7	0	0	7	0	1	0	0	1	4	5	0	0	9	0	4	1	2	7	
+45 mins.	0	5	0	0	5	1	0	0	0	1	1	2	0	0	3	0	2	1	2	5	
Total Volume	0	21	0	0	21	8	2	0	1	11	7	17	1	1	26	4	7	3	7	21	
% App. Total	0	100	0	0		72.7	18.2	0	9.1		26.9	65.4	3.8	3.8		19	33.3	14.3	33.3		
PHF	.000	.750	.000	.000	.750	.400	.500	.000	.250	.393	.438	.708	.250	.250	.722	.333	.438	.750	.875	.750	



Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- UTurns

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	2	0	0	0	2	7
07:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	3	0	0	0	3	17
08:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	3	0	0	0	3	8
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	0	0	0	4	5
08:30 AM	2	0	0	0	2	0	0	0	0	0	5	0	0	0	5	3	0	0	0	3	10
08:45 AM	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	3	0	0	0	3	7
Total	2	0	0	0	2	1	0	0	0	1	14	0	0	0	14	13	0	0	0	13	30
*** BREAK ***																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	6	0	0	0	6	11
04:30 PM	0	0	0	0	0	1	0	0	0	1	6	0	0	0	6	4	0	0	0	4	11
04:45 PM	0	0	0	0	0	2	0	0	0	2	6	0	0	0	6	8	0	0	0	8	16
Total	0	0	0	0	0	3	0	0	0	3	17	0	0	0	17	18	0	0	0	18	38
05:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	8	0	0	0	8	13
05:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	6	0	0	0	6	11
05:30 PM	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	4	0	0	0	4	12
05:45 PM	1	0	0	0	1	2	0	0	0	2	4	0	0	0	4	5	0	0	0	5	12
Total	2	0	0	0	2	2	0	0	0	2	21	0	0	0	21	23	0	0	0	23	48
06:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	4
Grand Total	4	0	0	0	4	6	0	0	0	6	68	0	0	0	68	59	0	0	0	59	137
Apprch %	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
Total %	2.9	0	0	0	2.9	4.4	0	0	0	4.4	49.6	0	0	0	49.6	43.1	0	0	0	43.1	

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	3	0	0	0	3	8
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	0	0	0	4	5
08:30 AM	2	0	0	0	2	0	0	0	0	0	5	0	0	0	5	3	0	0	0	3	10
08:45 AM	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	3	0	0	0	3	7
Total Volume	2	0	0	0	2	1	0	0	0	1	14	0	0	0	14	13	0	0	0	13	30
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.700	.000	.000	.000	.700	.813	.000	.000	.000	.813	.750

Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 2

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

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

Peak Hour for Each Approach Begins at:

	07:45 AM					08:00 AM					07:00 AM					08:00 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	3	0	0	0	3	
+15 mins.	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4	0	0	0	4	
+30 mins.	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	0	3	
+45 mins.	2	0	0	0	2	1	0	0	0	1	3	0	0	0	3	3	0	0	0	3	
Total Volume	2	0	0	0	2	1	0	0	0	1	14	0	0	0	14	13	0	0	0	13	
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.700	.000	.000	.000	.700	.813	.000	.000	.000	.813	

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

	04:45 PM					05:00 PM					05:15 PM					05:30 PM					
04:45 PM	0	0	0	0	0	2	0	0	0	2	6	0	0	0	6	8	0	0	0	8	16
05:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	8	0	0	0	8	13
05:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	6	0	0	0	6	11
05:30 PM	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	4	0	0	0	4	12
Total Volume	1	0	0	0	1	2	0	0	0	2	23	0	0	0	23	26	0	0	0	26	52
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.821	.000	.000	.000	.821	.813	.000	.000	.000	.813	.813

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					04:15 PM					04:45 PM					04:15 PM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6	0	0	0	6	
+15 mins.	0	0	0	0	0	1	0	0	0	1	5	0	0	0	5	4	0	0	0	4	
+30 mins.	1	0	0	0	1	2	0	0	0	2	5	0	0	0	5	8	0	0	0	8	
+45 mins.	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	8	0	0	0	8	
Total Volume	2	0	0	0	2	3	0	0	0	3	23	0	0	0	23	26	0	0	0	26	
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.500	.000	.000	.000	.500	.375	.000	.000	.000	.375	.821	.000	.000	.000	.821	.813	.000	.000	.000	.813	



### CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98      City/County: Dade City/Pasco  
 Direction: Northbound  
 Start Date: 5/7/2019      Start Time: 00:00  
 Stop Date: 5/7/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5
30	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
45	0	3	1	0	0	0	0	1	2	0	0	0	0	0	0	7
100	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>1</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
115	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
130	0	4	1	0	0	0	0	0	0	0	1	0	0	0	0	6
145	0	2	1	0	0	0	0	0	2	0	0	1	0	0	0	6
200	1	2	0	0	0	1	0	0	1	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>1</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
215	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
230	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
245	0	2	0	0	2	0	0	0	1	0	0	0	0	0	0	5
300	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>1</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
315	0	1	0	0	0	0	0	0	2	1	1	0	0	0	0	5
330	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	4
345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
400	0	3	2	0	0	0	0	0	1	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
415	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
430	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	6
445	3	3	4	0	0	5	0	0	0	0	0	0	0	0	0	15
500	0	10	0	0	0	2	0	0	0	0	0	0	0	0	0	12
<b>Hourly Total</b>	<b>3</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
515	1	4	3	0	1	1	0	0	2	0	0	0	0	0	0	12
530	0	15	5	0	2	2	0	0	2	0	0	0	0	0	1	27
545	3	12	4	0	3	2	0	0	0	1	0	0	0	0	0	25
600	2	11	16	0	0	2	0	0	2	1	0	0	0	0	0	34
<b>Hourly Total</b>	<b>6</b>	<b>42</b>	<b>28</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>98</b>
615	0	13	7	1	1	1	0	0	1	0	0	0	0	0	0	24
630	2	25	8	0	3	5	0	0	0	0	0	0	0	0	0	43
645	1	20	17	0	4	5	1	3	0	0	0	0	0	0	1	52
700	0	22	11	0	3	1	0	1	5	0	0	0	0	0	0	43
<b>Hourly Total</b>	<b>3</b>	<b>80</b>	<b>43</b>	<b>1</b>	<b>11</b>	<b>12</b>	<b>1</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>162</b>
715	1	20	12	0	3	3	0	0	2	0	0	0	0	0	0	41
730	6	25	25	0	4	5	0	1	3	0	0	0	0	0	1	70
745	1	21	26	0	4	4	0	1	6	0	0	0	0	0	0	63
800	1	35	16	0	4	4	0	3	3	0	0	0	0	0	2	68
<b>Hourly Total</b>	<b>9</b>	<b>101</b>	<b>79</b>	<b>0</b>	<b>15</b>	<b>16</b>	<b>0</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>242</b>
815	5	24	15	0	5	10	0	1	5	0	0	0	0	0	0	65
830	1	26	18	0	6	6	0	1	4	0	0	0	0	0	0	62
845	1	24	17	0	1	5	0	0	2	0	0	0	0	0	0	50
900	4	27	14	0	1	5	1	1	2	0	0	0	0	0	0	55
<b>Hourly Total</b>	<b>11</b>	<b>101</b>	<b>64</b>	<b>0</b>	<b>13</b>	<b>26</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>232</b>
915	5	16	10	0	0	10	0	1	3	1	0	0	0	0	0	46
930	5	20	11	0	1	11	0	1	2	0	0	0	0	0	0	51
945	2	21	13	0	2	6	1	1	9	0	0	0	0	0	0	55
1000	1	13	12	0	0	5	1	0	6	2	0	0	0	0	2	42
<b>Hourly Total</b>	<b>13</b>	<b>70</b>	<b>46</b>	<b>0</b>	<b>3</b>	<b>32</b>	<b>2</b>	<b>3</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>194</b>
1015	1	19	12	0	3	6	0	3	4	1	0	0	0	0	0	49
1030	2	13	13	0	3	9	0	0	8	1	0	0	0	0	0	49
1045	1	18	11	0	1	5	0	2	5	0	0	0	0	0	0	43
1100	5	17	15	0	2	11	0	2	7	0	0	0	0	0	0	59
<b>Hourly Total</b>	<b>9</b>	<b>67</b>	<b>51</b>	<b>0</b>	<b>9</b>	<b>31</b>	<b>0</b>	<b>7</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>200</b>
1115	1	14	12	1	2	7	2	1	5	1	0	0	0	0	0	46
1130	0	12	7	0	1	5	0	2	4	2	0	0	0	0	0	33
1145	3	23	11	0	1	6	0	2	4	2	0	0	0	0	0	52
1200	1	24	12	0	3	7	0	2	3	4	0	0	0	0	0	56
<b>Hourly Total</b>	<b>5</b>	<b>73</b>	<b>42</b>	<b>1</b>	<b>7</b>	<b>25</b>	<b>2</b>	<b>7</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>187</b>
1215	1	22	11	0	0	7	0	2	10	1	0	0	0	0	0	54
1230	2	23	13	0	0	6	0	0	4	2	0	0	0	0	1	51
1245	1	14	17	2	3	4	0	3	5	1	0	0	0	0	1	51
1300	2	19	21	0	2	5	0	0	7	2	0	0	0	0	2	60
<b>Hourly Total</b>	<b>6</b>	<b>78</b>	<b>62</b>	<b>2</b>	<b>5</b>	<b>22</b>	<b>0</b>	<b>5</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>216</b>
1315	1	26	11	0	0	8	0	2	6	2	0	0	0	0	0	56
1330	3	21	14	0	0	11	0	0	4	0	0	0	0	0	0	53
1345	2	25	12	0	3	8	0	1	4	0	0	0	0	0	1	56
1400	2	17	18	0	3	7	0	1	2	3	0	0	0	0	0	53
<b>Hourly Total</b>	<b>8</b>	<b>89</b>	<b>55</b>	<b>0</b>	<b>6</b>	<b>34</b>	<b>0</b>	<b>4</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>218</b>
1415	0	19	18	0	2	3	0	3	3	1	0	0	0	0	0	49
1430	1	15	10	0	2	7	0	1	4	0	0	0	0	0	0	40
1445	2	10	15	0	5	7	0	3	2	0	0	0	0	0	0	44
1500	0	20	12	0	0	4	0	0	8	1	0	0	0	0	0	45
<b>Hourly Total</b>	<b>3</b>	<b>64</b>	<b>55</b>	<b>0</b>	<b>9</b>	<b>21</b>	<b>0</b>	<b>7</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>178</b>
1515	1	27	15	1	4	6	0	1	5	0	0	0	0	0	2	62
1530	1	36	20	0	3	3	0	0	5	0	0	0	0	0	2	70
1545	3	34	27	0	2	9	0	0	7	0	0	0	0	0	0	82
1600	1	26	19	0	4	1	0	0	1	0	0	0	0	0	0	52
<b>Hourly Total</b>	<b>6</b>	<b>123</b>	<b>81</b>	<b>1</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>266</b>
1615	3	40	24	1	6	7	0	0	0	0	0	0	0	0	1	82
1630	2	23	19	0	5	4	0	0	2	0	0	0	0	0	0	55
1645	1	52	31	1	1	0	0	1	5	0	0	0	0	0	1	93
1700	3	36	27	0	1	2	0	0	3	1	0	0	0	0	0	73
<b>Hourly Total</b>	<b>9</b>	<b>151</b>	<b>101</b>	<b>2</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>303</b>
1715	2	31	25	0	5	2	0	2	3	0	0	0	0	0	0	70
1730	1	46	34	0	5	1	0	0	1	0	0	0	0	0	0	88
1745	0	47	24	0	5	1	0	0	1	0	0	0	0	0	1	79
1800	2	34	24	0	2	1	0	1	2	0	0	0	0	0	0	66
<b>Hourly Total</b>	<b>5</b>	<b>158</b>	<b>107</b>	<b>0</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>303</b>
1815	1	50	23	0	6	0	0	0	1	0	0	0	0	0	0	81
1830	0	36	19	1	4	0	0	0	2	0	0	0	0	0	0	62
1845	1	26	15	0	2	1	0	1	4	0	0	0	0	0	0	50
1900	0	24	17	0	3	0	0	1	2	0	0	0	0	0	0	47
<b>Hourly Total</b>	<b>2</b>	<b>136</b>	<b>74</b>	<b>1</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>240</b>
1915	1	18	14	0</												

## CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98      City/County: Dade City/Pasco  
 Direction: Southbound  
 Start Date: 5/7/2019      Start Time: 00:00  
 Stop Date: 5/7/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total	
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass		
15	0	4	2	1	0	0	0	1	0	0	0	0	0	0	0	5	13
30	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
45	1	2	2	1	0	0	0	1	0	0	0	0	0	0	0	1	8
100	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	2	6
Hourly Total	1	6	6	2	1	0	0	4	0	0	1	0	0	0	0	8	29
115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2
130	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
145	0	1	1	1	0	0	0	1	0	0	0	0	0	0	0	0	4
200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	4	2	1	0	0	0	2	0	0	0	0	0	0	0	1	10
215	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	1	5
230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
245	4	0	0	1	2	2	0	1	0	0	0	0	0	0	0	0	10
300	1	0	2	0	1	1	0	0	0	0	0	0	0	0	0	1	6
Hourly Total	5	1	4	1	4	4	0	1	0	0	0	0	0	0	0	2	22
315	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
330	0	1	2	0	1	2	0	0	0	0	0	0	0	0	0	2	8
345	0	4	2	0	0	0	0	1	0	0	0	0	0	0	0	0	7
400	1	2	3	1	0	0	0	2	0	0	0	0	0	0	0	2	11
Hourly Total	1	9	9	1	1	2	0	3	0	0	0	0	0	0	0	4	30
415	0	2	5	0	1	0	0	1	0	0	0	0	0	0	0	1	10
430	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
445	1	3	8	0	1	1	0	0	0	0	0	0	0	0	0	0	14
500	1	6	5	0	0	2	0	3	0	0	0	0	0	0	0	0	17
Hourly Total	2	12	22	0	2	3	0	4	0	0	0	0	0	0	0	1	46
515	1	9	5	1	5	1	0	2	0	0	0	0	0	0	0	0	24
530	0	10	2	0	5	0	0	4	0	0	1	0	0	0	0	0	22
545	0	25	9	0	6	0	0	4	0	0	0	0	0	0	0	0	44
600	0	19	10	0	6	0	1	1	0	0	0	0	0	0	0	0	37
Hourly Total	1	63	26	1	22	1	1	11	0	0	1	0	0	0	0	0	127
615	5	36	6	1	10	0	0	1	0	0	0	0	0	0	0	0	59
630	0	27	7	0	6	1	0	6	0	0	0	0	0	0	0	0	47
645	0	28	26	2	9	1	0	7	0	0	0	0	0	0	0	0	73
700	0	45	6	0	4	0	0	5	0	0	0	0	0	0	0	0	60
Hourly Total	5	136	45	3	29	2	0	19	0	0	0	0	0	0	0	0	239
715	1	33	12	1	5	3	0	2	0	0	0	0	0	0	0	0	57
730	3	34	10	3	18	2	0	8	0	0	0	0	0	0	0	0	78
745	1	30	11	0	9	3	0	5	0	0	0	0	0	0	0	0	59
800	0	34	6	3	9	4	0	15	0	0	0	0	0	0	0	0	71
Hourly Total	5	131	39	7	41	12	0	30	0	0	0	0	0	0	0	0	265
815	7	29	20	1	15	3	0	10	1	0	0	0	0	0	0	0	86
830	0	32	13	0	3	2	0	13	0	0	0	0	0	0	0	0	63
845	1	27	11	0	2	4	0	15	0	0	0	0	0	0	0	1	61
900	0	25	10	5	7	0	0	11	0	0	0	0	0	0	0	0	58
Hourly Total	8	113	54	6	27	9	0	49	1	0	0	0	0	0	0	1	268
915	1	27	18	1	6	1	0	10	1	0	1	0	0	0	0	1	67
930	1	19	14	1	7	1	1	8	1	0	0	0	0	0	0	0	53
945	4	15	15	1	7	0	1	9	0	0	0	0	0	0	0	0	52
1000	0	23	12	0	5	2	1	11	0	0	0	0	0	0	0	0	54
Hourly Total	6	84	59	3	25	4	3	38	2	0	1	0	0	0	0	1	226
1015	1	15	11	0	3	2	0	10	0	0	0	0	0	0	0	0	42
1030	1	12	15	2	4	2	0	15	0	0	1	0	0	0	0	0	52
1045	1	20	8	0	6	4	0	10	0	0	1	0	0	0	0	0	50
1100	3	17	13	1	2	3	2	8	0	0	1	0	0	0	0	0	50
Hourly Total	6	64	47	3	15	11	2	43	0	0	3	0	0	0	0	0	194
1115	0	24	17	1	7	1	0	10	0	0	0	0	0	0	0	0	60
1130	0	20	10	2	6	4	0	9	0	0	0	0	0	0	0	0	51
1145	0	16	13	2	6	4	0	13	0	0	0	0	0	0	0	0	54
1200	1	16	4	3	7	2	1	9	0	0	0	1	0	0	0	0	44
Hourly Total	1	76	44	8	26	11	1	41	0	0	0	1	0	0	0	0	209
1215	2	17	10	0	7	3	2	12	0	0	0	0	0	0	0	0	53
1230	1	19	10	1	6	1	1	15	0	0	1	0	0	0	0	0	55
1245	0	11	4	1	9	3	0	9	0	0	0	0	0	0	0	1	38
1300	0	16	7	0	2	1	6	2	3	1	0	0	0	0	0	0	38
Hourly Total	3	63	31	2	24	8	9	38	3	1	1	0	0	0	0	1	184
1315	0	24	12	0	0	3	3	1	8	0	0	0	0	0	0	0	51
1330	5	28	12	0	3	5	2	2	5	1	0	0	0	0	0	0	63
1345	1	27	10	1	3	3	6	1	6	1	0	0	0	0	0	0	59
1400	3	25	12	0	3	4	5	0	3	0	0	0	0	0	0	0	55
Hourly Total	9	104	46	1	9	15	16	4	22	2	0	0	0	0	0	0	228
1415	3	18	13	0	1	3	7	2	6	0	0	0	0	0	0	0	53
1430	1	28	12	0	0	1	2	1	0	0	0	0	0	0	0	1	46
1445	2	23	11	0	5	4	1	0	5	0	0	0	0	0	0	1	52
1500	2	19	13	0	1	4	5	2	3	0	0	0	0	0	0	0	49
Hourly Total	8	88	49	0	7	12	15	5	14	0	0	0	0	0	0	2	200
1515	4	20	14	0	4	8	3	0	2	0	0	0	0	0	0	0	55
1530	0	26	8	0	7	2	3	1	4	1	0	0	0	0	0	0	52
1545	2	26	10	0	3	3	1	5	4	0	0	0	0	0	0	0	54
1600	2	33	20	0	2	3	2	0	5	0	0	0	0	0	0	0	67
Hourly Total	8	105	52	0	16	16	9	6	15	1	0	0	0	0	0	0	228
1615	2	41	21	0	6	3	2	1	3	0	0	0	0	0	0	0	79
1630	1	37	24	0	3	2	0	2	3	0	0	0	0	0	0	0	72
1645	3	28	16	0	2	1	0	3	3	0	0	0	0	0	0	0	56
1700	1	41	17	1	4	1	0	1	0	0	0	0	0	0	0	0	66
Hourly Total	7	147	78	1	15	7	2	7	9	0	0	0	0	0	0	0	273
1715	0	46	19	0	5	0	1	0	1	0	0	0	0	0	0	0	72
1730	1	32	29	0	3	1	0	1	1	0	0	2	0	0	0	0	70
1745	2	33	18	0	3	0	0	3	4	0	0	0	0	0	0	0	63
1800	0	28	13	0	0	0	0	1	2	0	0	0	0	0	0	0	44
Hourly Total	3	139	79	0	11	1	1	5	8	0	0	2	0	0	0	0	249
1815	3	31	12	0	4	0	1	1	0	0	0	0	0	0	0	0	52
1830	0	25	13	1	1	0	0	1	2	0	0	0	0	0	0	1	44
1845	3	29	12	0	5	1	0	1	2	0	0	0	0	0	0	0	53
1900	0	19	15	1	0	0	0	1	1	0	0	0	0	0	0	0	37
Hourly Total	6	104	52	2	10	1	1	4	5	0	0	0	0	0	0	1	186
1915	0	19	8	0	0	0	0	4	1	0	0	0	0	0	0	0	32
1930	0	21	6	0	2	0	0	0	3	0	0	1	0	0	0	0	33
1945	1	19	7	0	0	0	0	0	1	0	0	0	0	0	0	0	28
2000	1	17	11	0	1	0	0	3	1	0	0	0	0	0	0	0	34
Hourly Total	2	76	32	0	3	0	0	7	6	0	0	1	0	0	0	0	127
2015	0	27	13	0	1	0	0	1	2	0	0	0	0	0	0	1	45
2030	1	14	3	0													

# CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98      City/County: Dade City/Pasco  
 Direction: Combined  
 Start Date: 5/7/2019      Start Time: 00:00  
 Stop Date: 5/7/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	6	4	1	0	0	0	1	1	0	0	0	0	0	5	18
30	1	5	1	0	0	0	0	1	0	0	1	0	0	0	0	9
45	1	5	3	1	0	0	0	2	2	0	0	0	0	0	1	15
100	0	1	3	0	1	0	0	1	1	0	0	0	0	0	2	9
<b>Hourly Total</b>	<b>2</b>	<b>17</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>51</b>
115	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	4
130	0	4	2	0	0	0	0	1	0	0	1	0	0	0	0	8
145	0	3	2	1	0	0	0	1	2	0	0	1	0	0	0	10
200	1	4	0	0	0	1	0	0	1	0	0	0	0	0	0	7
<b>Hourly Total</b>	<b>1</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>29</b>
215	1	4	3	0	1	1	0	0	0	0	0	0	0	0	1	11
230	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
245	4	2	0	1	4	2	0	1	1	0	0	0	0	0	0	15
300	1	2	5	0	1	1	0	0	0	0	0	0	0	0	1	11
<b>Hourly Total</b>	<b>6</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>42</b>
315	0	3	2	0	0	0	0	0	2	1	1	0	0	0	0	9
330	0	1	3	0	1	2	0	0	3	0	0	0	0	0	2	12
345	0	5	2	0	0	0	0	1	0	0	0	0	0	0	0	8
400	1	5	5	1	0	0	0	2	1	0	0	0	0	0	2	17
<b>Hourly Total</b>	<b>1</b>	<b>14</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>46</b>
415	0	3	6	0	1	0	0	1	0	0	0	0	0	0	1	12
430	0	6	4	0	0	0	0	1	0	0	0	0	0	0	0	11
445	4	6	12	0	1	6	0	0	0	0	0	0	0	0	0	29
500	1	16	5	0	0	4	0	3	0	0	0	0	0	0	0	29
<b>Hourly Total</b>	<b>5</b>	<b>31</b>	<b>27</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>81</b>
515	2	13	8	1	6	2	0	2	2	0	0	0	0	0	0	36
530	0	25	7	0	7	2	0	4	2	0	1	0	0	0	1	49
545	3	37	13	0	9	2	0	4	0	1	0	0	0	0	0	69
600	2	30	26	0	6	2	1	1	2	1	0	0	0	0	0	71
<b>Hourly Total</b>	<b>7</b>	<b>105</b>	<b>54</b>	<b>1</b>	<b>28</b>	<b>8</b>	<b>1</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>225</b>
615	5	49	13	2	11	1	0	1	1	0	0	0	0	0	0	83
630	2	52	15	0	9	6	0	6	0	0	0	0	0	0	0	90
645	1	48	43	2	13	6	1	10	0	0	0	0	0	0	1	125
700	0	67	17	0	7	1	0	6	5	0	0	0	0	0	0	103
<b>Hourly Total</b>	<b>8</b>	<b>216</b>	<b>88</b>	<b>4</b>	<b>40</b>	<b>14</b>	<b>1</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>401</b>
715	2	53	24	1	8	6	0	2	2	0	0	0	0	0	0	98
730	9	59	35	3	22	7	0	9	3	0	0	0	0	0	1	148
745	2	51	37	0	13	7	0	6	6	0	0	0	0	0	0	122
800	1	69	22	3	13	8	0	18	3	0	0	0	0	0	2	139
<b>Hourly Total</b>	<b>14</b>	<b>232</b>	<b>118</b>	<b>7</b>	<b>56</b>	<b>28</b>	<b>0</b>	<b>35</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>507</b>
815	12	53	35	1	20	13	0	11	6	0	0	0	0	0	0	151
830	1	58	31	0	9	8	0	14	4	0	0	0	0	0	0	125
845	2	51	28	0	3	9	0	15	2	0	0	0	0	0	1	111
900	4	52	24	5	8	5	1	12	2	0	0	0	0	0	0	113
<b>Hourly Total</b>	<b>19</b>	<b>214</b>	<b>118</b>	<b>6</b>	<b>40</b>	<b>35</b>	<b>1</b>	<b>52</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>500</b>
915	6	43	28	1	6	11	0	11	4	1	1	0	0	0	1	113
930	6	39	25	1	8	12	1	9	3	0	0	0	0	0	0	104
945	6	36	28	1	9	6	2	10	9	0	0	0	0	0	0	107
1000	1	36	24	0	5	7	2	11	6	2	0	0	0	0	2	96
<b>Hourly Total</b>	<b>19</b>	<b>154</b>	<b>105</b>	<b>3</b>	<b>28</b>	<b>36</b>	<b>5</b>	<b>41</b>	<b>22</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>420</b>
1015	2	34	23	0	6	8	0	13	4	1	0	0	0	0	0	91
1030	3	25	28	2	7	11	0	15	8	1	1	0	0	0	0	101
1045	2	38	19	0	7	9	0	12	5	0	1	0	0	0	0	93
1100	8	34	28	1	4	14	2	10	7	0	1	0	0	0	0	109
<b>Hourly Total</b>	<b>15</b>	<b>131</b>	<b>98</b>	<b>3</b>	<b>24</b>	<b>42</b>	<b>2</b>	<b>50</b>	<b>24</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>394</b>
1115	1	38	29	2	9	8	2	11	5	1	0	0	0	0	0	106
1130	0	32	17	2	7	9	0	11	4	2	0	0	0	0	0	84
1145	3	39	24	2	7	10	0	15	4	2	0	0	0	0	0	106
1200	2	40	16	3	10	9	1	11	3	4	0	1	0	0	0	100
<b>Hourly Total</b>	<b>6</b>	<b>149</b>	<b>86</b>	<b>9</b>	<b>33</b>	<b>36</b>	<b>3</b>	<b>48</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>396</b>
1215	3	39	21	0	7	10	2	14	10	1	0	0	0	0	0	107
1230	3	42	23	1	6	7	1	15	4	2	1	0	0	0	1	106
1245	1	25	21	3	12	7	0	12	5	1	0	0	0	0	2	89
1300	2	35	28	0	4	6	6	2	10	3	0	0	0	0	2	98
<b>Hourly Total</b>	<b>9</b>	<b>141</b>	<b>93</b>	<b>4</b>	<b>29</b>	<b>30</b>	<b>9</b>	<b>43</b>	<b>29</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>400</b>
1315	1	50	23	0	0	11	3	3	14	2	0	0	0	0	0	107
1330	8	49	26	0	3	16	2	2	9	1	0	0	0	0	0	116
1345	3	52	22	1	6	11	6	2	10	1	0	0	0	0	1	115
1400	5	42	30	0	6	11	5	1	5	3	0	0	0	0	0	108
<b>Hourly Total</b>	<b>17</b>	<b>193</b>	<b>101</b>	<b>1</b>	<b>15</b>	<b>49</b>	<b>16</b>	<b>8</b>	<b>38</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>446</b>
1415	3	37	31	0	3	6	7	5	9	1	0	0	0	0	0	102
1430	2	43	22	0	2	8	2	2	4	0	0	0	0	0	1	86
1445	4	33	26	0	10	11	1	3	7	0	0	0	0	0	1	96
1500	2	39	25	0	1	8	5	2	11	1	0	0	0	0	0	94
<b>Hourly Total</b>	<b>11</b>	<b>152</b>	<b>104</b>	<b>0</b>	<b>16</b>	<b>33</b>	<b>15</b>	<b>12</b>	<b>31</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>378</b>
1515	5	47	29	1	8	14	3	1	7	0	0	0	0	0	2	117
1530	1	62	28	0	10	5	3	1	9	1	0	0	0	0	2	122
1545	5	60	37	0	5	12	1	5	11	0	0	0	0	0	0	136
1600	3	59	39	0	6	4	2	0	6	0	0	0	0	0	0	119
<b>Hourly Total</b>	<b>14</b>	<b>228</b>	<b>133</b>	<b>1</b>	<b>29</b>	<b>35</b>	<b>9</b>	<b>7</b>	<b>33</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>494</b>
1615	5	81	45	1	12	10	2	1	3	0	0	0	0	0	1	161
1630	3	60	43	0	8	6	0	2	5	0	0	0	0	0	0	127
1645	4	80	47	1	3	1	0	4	8	0	0	0	0	0	1	149
1700	4	77	44	1	5	3	0	1	3	1	0	0	0	0	0	139
<b>Hourly Total</b>	<b>16</b>	<b>298</b>	<b>179</b>	<b>3</b>	<b>28</b>	<b>20</b>	<b>2</b>	<b>8</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>576</b>
1715	2	77	44	0	10	2	1	2	4	0	0	0	0	0	0	142
1730	2	78	63	0	8	2	0	1	2	0	0	2	0	0	0	158
1745	2	80	42	0	8	1	0	3	5	0	0	0	0	0	1	142
1800	2	62	37	0	2	1	0	2	4	0	0	0	0	0	0	110
<b>Hourly Total</b>	<b>8</b>	<b>297</b>	<b>186</b>	<b>0</b>	<b>28</b>	<b>6</b>	<b>1</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>552</b>
1815	4	81	35	0	10	0	1	1	1	0	0	0	0	0	0	133
1830	0	61	32	2	5	0	0	1	4	0	0	0	0	0	1	106
1845	4	55	27	0	7	2	0	2	6	0	0	0	0	0	0	103
1900	0	43	32	1	3	0	0	2	3	0	0	0	0	0	0	84
<b>Hourly Total</b>	<b>8</b>	<b>240</b>	<b>126</b>	<b>3</b>	<b>25</b>											

## CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98      City/County: Dade City/Pasco  
 Direction: Northbound  
 Start Date: 5/8/2019      Start Time: 00:00  
 Stop Date: 5/8/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
30	1	2	4	0	1	1	0	0	0	0	0	0	0	0	0	9
45	0	3	1	0	1	0	0	0	1	0	0	0	0	0	0	6
100	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>1</b>	<b>12</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>
115	0	2	1	0	1	0	0	0	1	0	0	1	0	0	0	6
130	0	3	0	0	2	0	0	0	0	0	0	1	0	0	0	6
145	1	1	2	0	0	1	0	0	1	0	1	0	0	0	0	7
200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>1</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>
215	0	2	3	0	0	0	0	0	1	0	0	0	0	0	0	6
230	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
245	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
300	0	2	0	0	0	0	0	1	1	1	0	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
315	0	1	0	0	0	0	0	0	2	0	1	0	0	0	0	4
330	1	0	2	0	0	1	0	0	1	0	0	0	0	0	0	5
345	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	4
400	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
415	0	1	3	0	0	0	0	0	1	0	0	0	0	0	0	5
430	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
445	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
500	1	9	1	0	0	1	0	0	0	0	0	0	0	0	0	12
<b>Hourly Total</b>	<b>1</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
515	0	10	2	0	2	0	0	0	3	0	0	0	0	0	0	17
530	0	11	5	0	1	1	0	0	2	0	0	0	0	0	0	20
545	0	11	7	0	3	1	0	0	1	0	0	0	0	0	0	23
600	0	14	7	0	1	0	0	0	2	0	0	0	0	0	0	24
<b>Hourly Total</b>	<b>0</b>	<b>46</b>	<b>21</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84</b>
615	0	7	11	0	2	2	1	0	3	0	0	0	0	0	0	26
630	3	10	14	0	2	3	0	1	1	0	0	0	0	0	0	34
645	0	30	13	0	3	2	1	0	4	0	0	0	0	0	0	53
700	1	24	23	0	1	2	0	2	1	0	0	0	0	0	0	54
<b>Hourly Total</b>	<b>4</b>	<b>71</b>	<b>61</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>167</b>
715	1	15	15	0	2	4	1	1	1	2	0	0	0	0	0	42
730	9	34	18	0	2	10	0	0	1	0	0	0	0	0	0	74
745	0	22	23	0	5	2	0	1	4	0	0	0	0	0	0	57
800	1	27	20	0	5	1	0	2	4	0	0	0	0	0	0	60
<b>Hourly Total</b>	<b>11</b>	<b>98</b>	<b>76</b>	<b>0</b>	<b>14</b>	<b>17</b>	<b>1</b>	<b>4</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>233</b>
815	3	24	13	0	3	14	0	1	3	0	0	1	0	0	0	62
830	2	32	17	0	2	7	0	0	3	0	0	0	0	0	0	63
845	1	21	17	0	3	8	0	1	6	0	0	0	0	0	0	57
900	4	20	13	0	3	4	0	1	6	0	0	0	0	0	0	51
<b>Hourly Total</b>	<b>10</b>	<b>97</b>	<b>60</b>	<b>0</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>3</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>233</b>
915	1	24	12	2	1	6	0	1	5	0	0	0	0	0	0	52
930	3	22	8	1	1	10	0	0	4	0	0	0	0	0	0	49
945	1	20	10	0	0	9	0	0	4	0	0	0	0	0	0	44
1000	0	12	11	0	0	2	0	0	4	0	0	0	0	0	0	29
<b>Hourly Total</b>	<b>5</b>	<b>78</b>	<b>41</b>	<b>3</b>	<b>2</b>	<b>27</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>174</b>
1015	1	17	14	0	0	6	1	3	3	0	0	0	0	0	0	45
1030	1	23	14	0	2	10	1	2	5	0	0	0	0	0	1	59
1045	0	13	13	1	1	9	0	2	1	0	0	0	0	0	0	40
1100	3	20	10	0	0	5	0	0	3	0	0	0	0	0	0	41
<b>Hourly Total</b>	<b>5</b>	<b>73</b>	<b>51</b>	<b>1</b>	<b>3</b>	<b>30</b>	<b>2</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>185</b>
1115	1	18	17	1	1	4	0	3	6	0	0	0	0	0	0	51
1130	0	20	11	0	0	9	0	1	4	0	0	0	0	0	1	46
1145	1	18	17	0	0	7	0	0	2	2	0	0	0	0	0	47
1200	3	13	10	0	3	11	0	1	5	1	0	0	0	0	1	48
<b>Hourly Total</b>	<b>5</b>	<b>69</b>	<b>55</b>	<b>1</b>	<b>4</b>	<b>31</b>	<b>0</b>	<b>5</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>192</b>
1215	1	16	15	0	1	3	0	1	2	1	0	0	0	0	0	40
1230	1	18	16	0	1	3	1	1	6	1	0	0	0	0	1	49
1245	3	15	19	0	2	8	0	0	4	3	0	0	0	0	0	54
1300	2	18	19	0	4	6	0	0	3	1	0	0	0	0	0	53
<b>Hourly Total</b>	<b>7</b>	<b>67</b>	<b>69</b>	<b>0</b>	<b>8</b>	<b>20</b>	<b>1</b>	<b>2</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>196</b>
1315	1	27	12	0	4	8	0	0	3	0	0	0	0	0	0	55
1330	5	18	13	0	1	11	0	1	5	1	0	0	0	0	0	55
1345	1	26	18	0	1	7	0	2	6	0	0	0	0	0	1	62
1400	2	22	11	0	3	8	0	2	5	0	0	0	0	0	0	53
<b>Hourly Total</b>	<b>9</b>	<b>93</b>	<b>54</b>	<b>0</b>	<b>9</b>	<b>34</b>	<b>0</b>	<b>5</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>225</b>
1415	1	12	10	0	3	5	0	4	5	0	0	0	0	0	0	40
1430	0	7	16	0	1	5	0	0	2	3	0	0	0	0	0	34
1445	3	19	19	0	3	10	0	0	3	2	0	0	0	0	0	59
1500	2	24	18	0	2	4	1	2	4	1	0	0	0	0	0	58
<b>Hourly Total</b>	<b>6</b>	<b>62</b>	<b>63</b>	<b>0</b>	<b>9</b>	<b>24</b>	<b>1</b>	<b>6</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>191</b>
1515	3	23	18	1	4	11	0	1	1	0	0	0	0	0	0	62
1530	2	35	15	0	4	4	0	2	5	1	0	0	0	0	0	68
1545	0	27	21	0	5	2	0	4	3	0	0	0	0	0	1	63
1600	3	26	24	0	4	6	0	3	3	0	0	0	0	0	0	69
<b>Hourly Total</b>	<b>8</b>	<b>111</b>	<b>78</b>	<b>1</b>	<b>17</b>	<b>23</b>	<b>0</b>	<b>10</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>262</b>
1615	0	32	28	0	7	0	0	2	2	0	0	0	0	0	0	71
1630	0	37	25	0	3	0	0	0	3	0	0	0	0	0	0	68
1645	1	32	24	0	3	2	0	0	4	0	0	0	0	0	1	67
1700	3	36	16	1	4	3	0	2	3	0	0	0	0	0	1	69
<b>Hourly Total</b>	<b>4</b>	<b>137</b>	<b>93</b>	<b>1</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>275</b>
1715	1	34	29	0	6	2	0	0	0	0	0	0	0	0	0	72
1730	2	42	20	0	2	1	0	0	4	0	0	0	0	0	0	71
1745	1	55	39	0	6	0	0	0	2	0	0	0	0	0	0	103
1800	1	45	29	0	2	2	0	0	2	0	0	0	0	0	0	81
<b>Hourly Total</b>	<b>5</b>	<b>176</b>	<b>117</b>	<b>0</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>327</b>
1815	2	39	21	0	6	2	0	0	2	0	0	0	0	0	0	72
1830	1	35	25	0	2	1	0	1	2	0	0	0	0	0	0	67
1845	0	38	22	0	3	0	0	0	0	0	0	0	0	0	0	63
1900	1	35	17	0	3	0	0	1	1	0	0	0	0	0	0	58
<b>Hourly Total</b>	<b>4</b>	<b>147</b>	<b>85</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>260</b>
1915	0	28	15													





### CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98      City/County: Dade City/Pasco  
 Direction: Combined  
 Start Date: 5/8/2019      Start Time: 00:00  
 Stop Date: 5/8/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclssd	
15	1	8	4	0	1	0	0	0	4	0	0	0	0	0	0	18
30	1	6	4	0	1	1	0	0	0	0	0	0	0	0	0	13
45	0	6	2	0	1	0	0	0	4	0	1	0	0	0	0	14
100	0	9	6	0	0	0	0	0	0	0	0	0	0	0	0	15
<b>Hourly Total</b>	<b>2</b>	<b>29</b>	<b>16</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>
115	0	3	1	0	2	0	0	0	3	0	0	1	0	0	0	10
130	0	5	2	0	2	0	0	0	1	0	0	1	0	0	0	11
145	1	2	4	0	0	1	0	0	1	0	1	0	0	0	0	10
200	1	2	1	0	0	0	0	1	3	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>2</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>
215	0	5	3	0	0	0	0	0	3	0	0	0	0	0	0	11
230	0	6	2	0	0	0	0	0	2	0	0	0	0	0	0	10
245	0	7	3	0	0	0	0	0	6	0	0	0	0	0	0	16
300	0	4	2	0	0	1	0	1	5	1	0	0	0	0	0	14
<b>Hourly Total</b>	<b>0</b>	<b>22</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>
315	0	3	4	0	0	0	0	0	3	0	1	0	0	0	0	11
330	1	2	6	0	0	1	0	1	1	0	0	0	0	0	0	12
345	0	5	1	0	0	0	0	0	3	0	0	0	0	0	0	9
400	0	2	0	0	1	1	0	0	3	0	0	0	0	0	0	7
<b>Hourly Total</b>	<b>1</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>
415	0	5	9	0	2	0	0	0	3	0	0	0	0	0	0	19
430	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
445	0	10	6	0	0	1	0	1	4	0	0	0	0	0	0	22
500	2	23	10	0	0	2	0	0	3	0	0	0	0	0	1	41
<b>Hourly Total</b>	<b>2</b>	<b>48</b>	<b>28</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>95</b>
515	2	15	7	0	4	0	0	0	4	0	0	0	0	0	0	32
530	1	23	17	0	2	1	1	0	6	1	0	1	0	0	0	53
545	1	22	25	0	10	1	0	1	2	0	0	0	0	0	0	62
600	0	32	26	0	2	0	0	0	7	0	0	0	0	0	0	67
<b>Hourly Total</b>	<b>4</b>	<b>92</b>	<b>75</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>214</b>
615	0	31	27	0	4	2	1	2	6	1	0	0	0	0	0	74
630	3	39	33	0	5	3	0	2	5	1	0	0	0	0	0	91
645	1	58	37	0	8	2	1	1	5	0	0	0	0	0	0	113
700	1	57	53	0	7	3	0	2	4	0	0	0	0	0	0	127
<b>Hourly Total</b>	<b>5</b>	<b>185</b>	<b>150</b>	<b>0</b>	<b>24</b>	<b>10</b>	<b>2</b>	<b>7</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>405</b>
715	2	42	38	0	7	6	6	3	7	3	0	0	0	0	0	114
730	11	70	39	0	7	12	7	2	5	0	0	0	0	0	0	153
745	2	46	36	0	8	7	5	3	10	1	0	0	0	0	0	118
800	2	56	35	0	6	5	3	2	6	0	0	0	0	0	0	115
<b>Hourly Total</b>	<b>17</b>	<b>214</b>	<b>148</b>	<b>0</b>	<b>28</b>	<b>30</b>	<b>21</b>	<b>10</b>	<b>28</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500</b>
815	5	42	22	1	7	16	0	1	7	2	0	1	0	0	1	105
830	3	51	28	0	3	12	5	0	10	0	0	0	0	0	1	113
845	2	46	32	0	8	12	7	3	12	1	0	0	0	0	0	123
900	4	53	29	0	7	5	2	3	13	5	0	0	0	0	0	121
<b>Hourly Total</b>	<b>14</b>	<b>192</b>	<b>111</b>	<b>1</b>	<b>25</b>	<b>45</b>	<b>14</b>	<b>7</b>	<b>42</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>462</b>
915	3	42	27	2	7	9	2	7	5	0	0	0	0	0	1	105
930	6	36	19	1	5	15	6	1	9	1	0	0	0	0	0	99
945	4	38	19	0	4	16	6	3	6	2	0	0	0	0	0	98
1000	2	41	23	0	2	6	6	3	5	0	0	0	0	0	1	89
<b>Hourly Total</b>	<b>15</b>	<b>157</b>	<b>88</b>	<b>3</b>	<b>18</b>	<b>46</b>	<b>20</b>	<b>14</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>391</b>
1015	3	34	23	0	2	9	2	4	5	0	0	0	0	0	1	83
1030	1	38	26	0	3	12	4	5	9	1	0	0	0	0	1	100
1045	1	31	26	1	6	11	5	4	5	0	0	0	0	0	0	90
1100	4	42	19	0	2	8	4	1	9	0	0	0	0	0	0	89
<b>Hourly Total</b>	<b>9</b>	<b>145</b>	<b>94</b>	<b>1</b>	<b>13</b>	<b>40</b>	<b>15</b>	<b>14</b>	<b>28</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>362</b>
1115	2	36	28	1	3	9	6	5	8	0	0	0	0	0	0	98
1130	2	49	21	0	6	13	2	2	13	0	0	0	0	0	1	109
1145	3	39	28	0	1	8	2	2	6	3	0	0	0	0	0	92
1200	3	30	27	0	7	13	7	2	8	1	0	0	0	0	1	99
<b>Hourly Total</b>	<b>10</b>	<b>154</b>	<b>104</b>	<b>1</b>	<b>17</b>	<b>43</b>	<b>17</b>	<b>11</b>	<b>35</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>398</b>
1215	3	37	27	0	5	6	5	2	9	1	0	0	0	0	0	95
1230	2	32	28	0	5	5	7	6	9	1	0	0	0	0	1	96
1245	4	37	29	0	4	10	4	3	8	3	0	0	0	0	0	102
1300	4	43	30	0	4	11	2	5	5	1	0	0	0	0	0	105
<b>Hourly Total</b>	<b>13</b>	<b>149</b>	<b>114</b>	<b>0</b>	<b>18</b>	<b>32</b>	<b>18</b>	<b>16</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>398</b>
1315	2	36	26	0	9	11	5	1	7	0	0	0	0	0	0	97
1330	7	36	25	0	2	12	5	2	9	1	0	0	0	0	0	99
1345	4	50	32	0	3	11	5	3	10	1	0	0	0	0	3	122
1400	4	41	25	0	5	11	5	2	7	4	0	0	0	0	0	104
<b>Hourly Total</b>	<b>17</b>	<b>163</b>	<b>108</b>	<b>0</b>	<b>19</b>	<b>45</b>	<b>20</b>	<b>8</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>422</b>
1415	1	32	20	0	6	9	2	6	13	0	0	0	0	0	0	89
1430	5	26	25	0	2	10	5	0	6	6	0	0	0	0	0	85
1445	3	49	32	0	9	11	4	0	5	2	0	0	0	0	0	115
1500	3	45	26	0	4	5	6	3	6	2	0	0	0	0	1	101
<b>Hourly Total</b>	<b>12</b>	<b>152</b>	<b>103</b>	<b>0</b>	<b>21</b>	<b>35</b>	<b>17</b>	<b>9</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>390</b>
1515	4	51	31	1	6	13	3	1	3	0	0	0	0	0	0	113
1530	6	62	31	0	11	8	3	4	8	1	0	0	0	0	0	134
1545	2	59	40	0	9	5	5	9	9	0	0	0	0	0	1	139
1600	5	61	41	0	4	10	2	5	6	1	0	0	0	0	1	136
<b>Hourly Total</b>	<b>17</b>	<b>233</b>	<b>143</b>	<b>1</b>	<b>30</b>	<b>36</b>	<b>13</b>	<b>19</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>522</b>
1615	1	57	42	0	13	2	0	4	5	0	0	0	0	0	0	124
1630	2	84	39	0	7	1	2	0	4	0	0	2	0	0	0	141
1645	3	65	43	0	4	3	0	0	5	0	0	0	0	0	1	124
1700	5	73	34	1	8	5	0	3	5	0	0	0	0	0	1	135
<b>Hourly Total</b>	<b>11</b>	<b>279</b>	<b>158</b>	<b>1</b>	<b>32</b>	<b>11</b>	<b>2</b>	<b>7</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>524</b>
1715	1	82	61	0	9	2	0	2	3	0	0	0	0	0	0	160
1730	2	93	37	0	5	1	0	2	5	0	0	0	0	0	0	145
1745	2	80	67	0	8	0	0	1	5	0	0	0	0	0	0	163
1800	3	81	47	0	6	3	0	0	5	0	0	0	0	0	0	145
<b>Hourly Total</b>	<b>8</b>	<b>336</b>	<b>212</b>	<b>0</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>613</b>
1815	3	79	47	0	10	2	0	0	8	0	0	1	0	0	0	150
1830	1	68	44	0	5	1	0	3	4	0	0	0	0	0	0	126
1845	0	71	36	0	5	0	0	2	4	0	0	0	0	0	0	118
1900	2	54	35	0	6	0	0	2	4	0	0	0	0	0	0	103
<b>Hourly Total</b>	<b>6</b>	<b>272</b>	<b>162</b>	<b>0</b>	<b>26</b>	<b>3</b>										

### CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98      City/County: Dade City/Pasco  
 Direction: Northbound  
 Start Date: 5/9/2019      Start Time: 00:00  
 Stop Date: 5/9/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	1	4	4	0	0	1	0	0	1	0	0	0	0	0	0	11
30	1	1	3	0	0	0	0	0	1	0	0	0	0	0	1	7
45	0	2	2	0	0	0	0	0	0	0	0	2	0	0	6	
100	0	4	1	0	0	0	0	0	1	0	0	0	0	0	6	
<b>Hourly Total</b>	<b>2</b>	<b>11</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>30</b>
115	0	4	2	0	0	0	0	0	2	0	0	1	0	0	9	
130	0	6	0	0	0	0	0	0	1	0	1	0	0	0	8	
145	0	3	1	0	0	0	0	0	0	0	0	1	0	0	5	
200	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	
<b>Hourly Total</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
215	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	
230	0	6	3	0	0	0	0	0	2	0	0	0	0	0	12	
245	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	
300	1	0	1	0	0	1	0	0	0	0	0	0	0	0	3	
<b>Hourly Total</b>	<b>1</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>25</b>
315	0	1	0	0	1	0	0	0	1	1	0	0	0	0	4	
330	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
345	1	1	1	0	0	1	0	0	0	0	1	0	0	0	5	
400	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
<b>Hourly Total</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
415	0	2	4	0	1	0	0	0	0	0	0	0	0	0	7	
430	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	
445	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7	
500	0	7	0	0	2	0	0	0	4	0	0	0	0	0	14	
<b>Hourly Total</b>	<b>0</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>33</b>
515	0	11	3	0	1	1	0	0	1	0	0	0	0	0	17	
530	0	11	4	0	2	0	1	0	2	0	0	0	0	0	20	
545	1	10	7	0	4	2	0	0	0	0	0	0	0	0	24	
600	2	14	7	0	2	3	0	0	3	0	0	0	0	0	31	
<b>Hourly Total</b>	<b>3</b>	<b>46</b>	<b>21</b>	<b>0</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>92</b>
615	2	10	10	0	2	2	0	0	0	0	0	0	0	0	26	
630	1	14	10	0	0	1	0	0	2	0	0	0	0	0	28	
645	3	18	15	0	4	5	1	1	3	0	0	0	0	0	50	
700	1	21	21	0	4	3	0	1	4	0	0	0	0	0	55	
<b>Hourly Total</b>	<b>7</b>	<b>63</b>	<b>56</b>	<b>0</b>	<b>10</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>159</b>
715	0	22	15	0	5	3	0	1	3	1	0	0	0	0	50	
730	1	29	15	0	1	3	0	1	2	1	0	0	0	0	53	
745	0	19	18	0	4	2	1	2	4	0	0	0	0	0	50	
800	5	33	11	1	2	8	1	1	4	0	0	0	0	0	67	
<b>Hourly Total</b>	<b>6</b>	<b>103</b>	<b>59</b>	<b>1</b>	<b>12</b>	<b>16</b>	<b>2</b>	<b>5</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>220</b>
815	1	24	22	0	2	8	0	1	4	0	0	0	0	0	62	
830	2	19	22	0	3	8	0	3	3	0	0	0	0	0	60	
845	3	17	19	1	1	6	0	0	1	0	0	0	0	0	48	
900	2	25	12	0	1	8	2	2	2	0	0	0	0	0	54	
<b>Hourly Total</b>	<b>8</b>	<b>85</b>	<b>75</b>	<b>1</b>	<b>7</b>	<b>30</b>	<b>2</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>224</b>
915	5	24	7	0	0	9	1	0	2	0	0	0	0	0	48	
930	1	15	14	0	0	9	0	0	5	0	0	0	0	0	44	
945	1	19	8	0	1	5	0	2	3	0	0	0	0	0	39	
1000	4	26	14	0	2	11	2	1	1	1	0	0	0	0	63	
<b>Hourly Total</b>	<b>11</b>	<b>84</b>	<b>43</b>	<b>0</b>	<b>3</b>	<b>34</b>	<b>3</b>	<b>3</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>194</b>
1015	0	14	8	0	0	6	0	1	3	0	0	0	0	0	32	
1030	0	9	5	0	3	3	1	1	6	1	0	0	0	0	30	
1045	2	18	17	0	2	9	0	0	4	2	0	0	0	0	54	
1100	3	17	14	0	4	9	1	0	4	0	0	0	0	0	52	
<b>Hourly Total</b>	<b>5</b>	<b>58</b>	<b>44</b>	<b>0</b>	<b>9</b>	<b>27</b>	<b>2</b>	<b>2</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>168</b>
1115	2	16	16	0	1	9	0	0	5	1	0	0	0	0	50	
1130	0	10	17	0	2	7	0	1	9	1	0	0	0	0	49	
1145	4	26	11	0	2	5	0	0	2	1	0	0	0	0	51	
1200	2	21	8	0	0	3	0	1	3	0	0	0	0	0	38	
<b>Hourly Total</b>	<b>8</b>	<b>73</b>	<b>52</b>	<b>0</b>	<b>5</b>	<b>24</b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>188</b>
1215	4	16	10	0	3	9	1	0	7	0	0	0	0	0	50	
1230	0	18	14	0	0	5	0	0	1	1	0	0	0	0	40	
1245	1	21	9	0	0	7	0	1	3	0	0	0	0	0	42	
1300	2	28	12	2	1	9	0	2	4	0	0	0	0	0	60	
<b>Hourly Total</b>	<b>7</b>	<b>83</b>	<b>45</b>	<b>2</b>	<b>4</b>	<b>30</b>	<b>1</b>	<b>3</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>192</b>
1315	2	25	9	0	6	4	0	0	2	0	0	0	0	0	48	
1330	3	20	10	0	0	8	0	1	0	0	0	0	0	0	42	
1345	0	16	7	0	0	3	1	0	0	2	0	0	0	0	29	
1400	0	20	23	0	3	6	0	0	1	0	0	0	0	0	53	
<b>Hourly Total</b>	<b>5</b>	<b>81</b>	<b>49</b>	<b>0</b>	<b>9</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>172</b>
1415	5	18	19	0	1	11	0	0	1	2	0	0	0	0	57	
1430	2	18	21	2	5	11	0	1	4	0	0	0	0	0	65	
1445	2	19	17	0	6	6	1	2	4	0	0	0	0	0	57	
1500	3	28	20	0	4	6	0	0	7	0	0	0	0	0	68	
<b>Hourly Total</b>	<b>12</b>	<b>83</b>	<b>77</b>	<b>2</b>	<b>16</b>	<b>34</b>	<b>1</b>	<b>3</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>247</b>
1515	3	26	11	1	2	7	0	0	2	1	0	0	0	0	53	
1530	1	24	20	0	0	5	0	4	0	0	0	0	0	0	54	
1545	1	33	28	0	4	2	0	1	1	0	0	0	0	0	71	
1600	3	28	25	0	2	5	0	0	3	0	0	0	0	0	66	
<b>Hourly Total</b>	<b>8</b>	<b>111</b>	<b>84</b>	<b>1</b>	<b>8</b>	<b>19</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>244</b>
1615	2	38	27	0	6	3	0	1	5	0	0	0	0	0	83	
1630	2	42	20	0	2	5	0	1	5	0	0	0	0	0	77	
1645	3	45	24	2	5	0	0	1	4	0	0	0	0	0	84	
1700	3	43	24	0	3	1	0	0	1	0	0	0	0	0	75	
<b>Hourly Total</b>	<b>10</b>	<b>168</b>	<b>95</b>	<b>2</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>319</b>
1715	0	45	22	0	6	1	0	6	3	0	0	0	0	0	83	
1730	0	53	15	0	1	1	0	3	0	0	0	0	0	0	73	
1745	2	41	31	0	10	2	0	0	2	0	0	0	0	0	88	
1800	0	38	32	0	4	0	0	2	1	0	0	0	0	0	77	
<b>Hourly Total</b>	<b>2</b>	<b>177</b>	<b>100</b>	<b>0</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>321</b>
1815	2	33	13	1	2	1	0	0	1	0	0	0	0	0	53	
1830	1	37	28	0	3	1	0	0	3	0	0	0	0	0	73	
1845	1	27	14	0	1	1	0	1	3	0	0	0	0	0	48	
1900	0	26	15	0	1	0	0	0	1	0	0	0	0	0	43	
<b>Hourly Total</b>	<b>4</b>	<b>123</b>	<b>70</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>217</b>
1915	0	32	13	0	0	0	0	0	1	0	0	0	0	0	46	
1930	0	27	18	0	1	0	0	0	2	0	0	0	0	0	48	
1945	0	19	9	0	1	0	0	0	3	0	0	0	0	0	32	
2000	0	13	3	0	1	0	0	0	0	0	0	0	0	0	17	
<b>Hourly Total</b>	<b>0</b>	<b>91</b>	<b>43</b>													

# CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98      City/County: Dade City/Pasco  
 Direction: Southbound  
 Start Date: 5/9/2019      Start Time: 00:00  
 Stop Date: 5/9/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
30	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
45	0	1	1	0	0	0	0	0	2	0	1	0	0	0	0	5
100	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
115	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	6
130	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
145	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
200	0	3	0	0	0	0	0	1	4	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
215	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	4
230	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
245	0	2	2	0	1	0	0	0	3	0	0	0	0	0	0	8
300	0	2	0	0	1	0	0	0	2	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
315	0	2	2	0	0	0	0	1	1	0	0	0	0	0	0	6
330	0	1	3	0	0	0	0	0	1	0	0	0	0	0	0	5
345	0	10	2	0	2	0	0	1	0	0	0	0	0	0	0	15
400	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>
415	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
430	0	3	3	0	1	0	0	0	5	0	0	0	0	0	0	12
445	2	9	6	0	0	2	0	0	1	0	0	1	0	0	0	21
500	2	6	8	0	1	0	0	0	3	1	0	0	0	0	0	21
<b>Hourly Total</b>	<b>4</b>	<b>22</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>
515	0	2	8	0	3	0	1	1	3	4	0	0	0	0	0	22
530	3	14	13	0	2	1	1	1	3	2	0	0	0	0	0	41
545	0	11	17	0	4	1	0	2	2	0	0	0	0	0	0	37
600	0	22	13	0	2	1	0	1	1	2	0	0	0	0	0	42
<b>Hourly Total</b>	<b>3</b>	<b>49</b>	<b>51</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>142</b>
615	0	19	24	0	1	2	0	1	5	1	0	0	0	0	0	53
630	0	27	21	0	3	0	0	1	1	1	0	0	0	0	0	54
645	0	38	20	0	3	1	1	1	1	0	0	0	0	0	0	65
700	0	34	25	0	6	1	0	3	2	3	0	0	0	0	1	75
<b>Hourly Total</b>	<b>0</b>	<b>118</b>	<b>90</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>247</b>
715	1	28	15	0	2	3	3	4	4	0	0	0	0	0	0	60
730	3	26	19	0	5	6	5	1	3	0	0	0	0	0	0	68
745	2	20	15	0	3	3	4	5	3	0	1	0	0	0	0	56
800	4	33	15	0	6	5	4	3	7	1	0	1	0	0	0	79
<b>Hourly Total</b>	<b>10</b>	<b>107</b>	<b>64</b>	<b>0</b>	<b>16</b>	<b>17</b>	<b>16</b>	<b>13</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>263</b>
815	1	17	13	0	6	3	5	3	6	1	0	0	0	0	0	55
830	3	22	21	0	4	7	3	2	4	0	0	0	0	0	0	66
845	3	25	13	0	4	6	5	4	3	1	0	0	0	0	0	64
900	0	24	9	0	7	2	4	3	7	0	0	0	0	0	0	56
<b>Hourly Total</b>	<b>7</b>	<b>88</b>	<b>56</b>	<b>0</b>	<b>21</b>	<b>18</b>	<b>17</b>	<b>12</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>241</b>
915	1	17	20	0	5	3	3	2	2	1	0	0	0	0	0	54
930	1	16	12	0	5	2	4	1	4	0	0	0	0	0	0	45
945	2	15	9	0	0	5	6	3	4	2	0	0	0	0	0	46
1000	2	23	6	0	0	5	4	2	3	2	0	0	0	0	0	47
<b>Hourly Total</b>	<b>6</b>	<b>71</b>	<b>47</b>	<b>0</b>	<b>10</b>	<b>15</b>	<b>17</b>	<b>8</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>192</b>
1015	1	18	15	0	4	2	4	0	5	0	0	0	0	0	0	49
1030	1	18	12	0	3	2	3	3	4	0	0	0	0	0	1	47
1045	2	14	8	0	2	5	5	2	3	1	0	0	0	0	0	42
1100	1	19	8	0	1	1	5	0	1	0	0	0	0	0	0	36
<b>Hourly Total</b>	<b>5</b>	<b>69</b>	<b>43</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>17</b>	<b>5</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>174</b>
1115	0	18	7	0	0	2	1	2	3	0	0	0	0	0	1	34
1130	2	18	15	0	2	4	5	1	4	1	0	0	0	0	0	52
1145	1	16	14	0	3	4	2	2	4	2	0	0	0	0	0	48
1200	0	18	10	0	2	2	7	3	4	0	0	0	0	0	0	46
<b>Hourly Total</b>	<b>3</b>	<b>70</b>	<b>46</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>15</b>	<b>8</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>180</b>
1215	1	22	12	0	3	1	4	3	3	0	0	0	0	0	0	49
1230	1	25	12	0	5	1	3	3	7	1	0	0	0	0	0	58
1245	1	16	11	0	4	4	4	2	3	0	0	0	0	0	0	45
1300	2	16	7	0	3	1	5	2	3	0	0	0	0	0	0	39
<b>Hourly Total</b>	<b>5</b>	<b>79</b>	<b>42</b>	<b>0</b>	<b>15</b>	<b>7</b>	<b>16</b>	<b>10</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>191</b>
1315	1	18	8	0	2	5	6	0	4	1	0	0	1	0	0	46
1330	2	20	5	0	1	4	5	1	1	0	0	0	0	0	0	39
1345	2	29	11	0	0	4	0	3	2	0	0	0	0	0	0	51
1400	1	26	11	0	1	5	5	0	4	3	0	0	0	0	1	57
<b>Hourly Total</b>	<b>6</b>	<b>93</b>	<b>35</b>	<b>0</b>	<b>4</b>	<b>18</b>	<b>16</b>	<b>4</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>193</b>
1415	1	24	15	0	0	2	4	1	4	0	0	0	0	0	1	52
1430	4	30	12	0	4	1	5	0	3	0	0	0	0	0	0	59
1445	2	18	14	0	3	1	5	1	3	2	0	0	0	0	0	49
1500	4	28	7	0	4	6	0	3	1	0	0	0	0	0	0	53
<b>Hourly Total</b>	<b>11</b>	<b>100</b>	<b>48</b>	<b>0</b>	<b>11</b>	<b>10</b>	<b>14</b>	<b>5</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>213</b>
1515	0	26	21	0	3	5	4	0	1	0	0	0	0	0	0	60
1530	0	35	7	1	6	1	5	0	4	1	0	0	0	0	1	61
1545	3	33	11	0	5	5	2	1	0	1	0	0	0	0	0	61
1600	3	26	18	0	2	5	1	3	4	1	0	0	0	0	2	65
<b>Hourly Total</b>	<b>6</b>	<b>120</b>	<b>57</b>	<b>1</b>	<b>16</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>247</b>
1615	2	35	20	0	4	2	2	1	5	0	0	2	0	0	0	73
1630	1	34	15	0	4	1	0	1	4	0	0	0	0	0	1	61
1645	3	40	23	0	5	2	0	5	2	0	0	0	0	0	0	80
1700	1	41	14	0	3	1	0	2	3	0	0	0	0	0	0	65
<b>Hourly Total</b>	<b>7</b>	<b>150</b>	<b>72</b>	<b>0</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>279</b>
1715	0	50	14	1	1	0	0	4	6	0	0	0	0	0	1	77
1730	0	52	24	0	2	0	0	2	5	0	0	0	0	0	3	88
1745	0	46	12	0	3	0	0	0	0	0	0	0	0	0	1	62
1800	0	41	10	0	0	0	0	3	2	0	0	0	0	0	0	56
<b>Hourly Total</b>	<b>0</b>	<b>189</b>	<b>60</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>283</b>
1815	1	39	10	0	3	0	0	1	0	0	0	0	0	0	1	55
1830	0	35	9	0	0	1	0	0	0	0	0	1	0	0	0	46
1845	1	23	3	1	0	0	0	1	2	0	0	0	0	0	1	32
1900	0	29	5	0	0	0	0	1	1	0	0	0	0	0	0	36
<b>Hourly Total</b>	<b>2</b>	<b>126</b>	<b>27</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>169</b>
1915	0	23	8													

CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98 City/County: Dade City/Pasco  
 Direction: Combined  
 Start Date: 5/9/2019 Start Time: 00:00  
 Stop Date: 5/9/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	1	9	5	0	0	1	0	0	1	0	0	0	0	0	0	17
30	1	4	3	0	0	0	0	0	0	2	0	0	0	0	0	11
45	0	3	3	0	0	0	0	0	2	0	1	2	0	0	11	
100	0	6	1	0	0	0	0	0	1	0	0	0	0	0	8	
Hourly Total	2	22	12	0	0	1	0	0	6	0	1	2	0	0	47	
115	0	8	3	0	0	0	0	1	2	0	0	1	0	0	15	
130	0	10	0	0	0	0	0	2	0	1	0	0	0	0	13	
145	0	7	1	0	0	0	0	1	0	0	1	0	0	0	10	
200	0	4	0	0	0	0	0	2	4	0	0	0	0	0	10	
Hourly Total	0	29	4	0	0	0	0	3	9	0	1	2	0	0	48	
215	0	6	1	0	0	0	0	2	0	0	0	0	0	0	9	
230	0	12	5	0	0	0	0	2	0	0	0	0	0	1	20	
245	0	6	3	0	1	0	0	3	0	0	0	0	0	0	13	
300	1	2	1	0	1	1	0	0	2	0	0	0	0	0	8	
Hourly Total	1	26	10	0	2	1	0	0	9	0	0	0	0	0	50	
315	0	3	2	0	1	0	0	1	2	1	0	0	0	0	10	
330	0	3	3	0	0	0	0	0	1	0	0	0	0	0	7	
345	1	11	3	0	2	1	0	1	0	0	1	0	0	0	20	
400	0	3	2	0	0	0	0	0	2	0	0	0	0	0	7	
Hourly Total	1	20	10	0	3	1	0	2	5	1	1	0	0	0	44	
415	0	6	7	0	1	0	0	0	0	0	0	0	0	0	14	
430	0	7	4	0	1	0	0	0	5	0	0	0	0	0	17	
445	2	15	7	0	0	2	0	0	1	0	0	1	0	0	28	
500	2	13	8	0	3	0	0	0	7	1	0	0	0	1	35	
Hourly Total	4	41	26	0	5	2	0	0	13	1	0	1	0	0	94	
515	0	13	11	0	4	1	1	1	4	4	0	0	0	0	39	
530	3	25	17	0	4	2	2	1	5	2	0	0	0	0	61	
545	1	21	24	0	8	3	0	2	2	0	0	0	0	0	61	
600	2	36	20	0	4	4	0	1	4	2	0	0	0	0	73	
Hourly Total	6	95	72	0	20	10	3	5	15	8	0	0	0	0	234	
615	2	29	34	0	3	4	0	1	5	1	0	0	0	0	79	
630	1	41	31	0	3	1	0	1	3	1	0	0	0	0	82	
645	3	56	35	0	7	6	2	2	4	0	0	0	0	0	115	
700	1	55	46	0	10	4	0	4	6	3	0	0	0	1	130	
Hourly Total	7	181	146	0	23	15	2	8	18	5	0	0	0	0	406	
715	1	50	30	0	7	6	3	5	7	1	0	0	0	0	110	
730	4	55	34	0	6	9	5	2	5	1	0	0	0	0	121	
745	2	39	33	0	7	5	5	7	7	0	1	0	0	0	106	
800	9	66	26	1	8	13	5	4	11	1	0	1	0	1	146	
Hourly Total	16	210	123	1	28	33	18	18	30	3	1	1	0	0	483	
815	2	41	35	0	8	11	5	4	10	1	0	0	0	0	117	
830	5	41	43	0	7	15	3	5	7	0	0	0	0	0	126	
845	6	42	32	1	5	12	5	4	4	1	0	0	0	0	112	
900	2	49	21	0	8	10	6	5	9	0	0	0	0	0	110	
Hourly Total	15	173	131	1	28	48	19	18	30	2	0	0	0	0	465	
915	6	41	27	0	5	12	4	2	4	1	0	0	0	0	102	
930	2	31	26	0	5	11	4	1	9	0	0	0	0	0	89	
945	3	34	17	0	1	10	6	5	7	2	0	0	0	0	85	
1000	6	49	20	0	2	16	6	3	4	3	0	0	0	1	110	
Hourly Total	17	155	90	0	13	49	20	11	24	6	0	0	0	0	386	
1015	1	32	23	0	4	8	4	1	8	0	0	0	0	0	81	
1030	1	27	17	0	6	5	4	4	10	1	0	0	0	2	77	
1045	4	32	25	0	4	14	5	2	7	3	0	0	0	0	96	
1100	4	36	22	0	5	10	6	0	5	0	0	0	0	0	88	
Hourly Total	10	127	87	0	19	37	19	7	30	4	0	0	0	0	342	
1115	2	34	23	0	1	11	1	2	8	1	0	0	0	1	84	
1130	2	28	32	0	4	11	5	2	13	2	0	0	0	2	101	
1145	5	42	25	0	5	9	2	2	6	3	0	0	0	0	99	
1200	2	39	18	0	2	5	7	4	7	0	0	0	0	0	84	
Hourly Total	11	143	98	0	12	36	15	10	34	6	0	0	0	0	368	
1215	5	38	22	0	6	10	5	3	10	0	0	0	0	0	99	
1230	1	43	26	0	5	6	3	3	8	2	0	0	0	1	98	
1245	2	37	20	0	4	11	4	3	6	0	0	0	0	0	87	
1300	4	44	19	2	4	10	5	4	7	0	0	0	0	0	99	
Hourly Total	12	162	87	2	19	37	17	13	31	2	0	0	0	0	383	
1315	3	43	17	0	8	9	6	0	6	1	0	0	1	0	94	
1330	5	40	15	0	1	12	5	2	1	0	0	0	0	0	81	
1345	2	45	18	0	0	7	1	3	2	2	0	0	0	0	80	
1400	1	46	34	0	4	11	5	0	5	3	0	0	0	1	110	
Hourly Total	11	174	84	0	13	39	17	5	14	6	0	0	1	0	365	
1415	6	42	34	0	1	13	4	1	5	2	0	0	0	1	109	
1430	6	48	33	2	9	12	5	1	7	0	0	0	0	1	124	
1445	4	37	31	0	9	7	6	3	7	2	0	0	0	0	106	
1500	7	56	27	0	8	12	0	3	8	0	0	0	0	0	121	
Hourly Total	23	183	125	2	27	44	15	8	27	4	0	0	0	0	460	
1515	3	52	32	1	5	12	4	0	3	1	0	0	0	0	113	
1530	1	59	27	1	6	6	5	4	4	1	0	0	0	1	115	
1545	4	66	39	0	9	7	2	2	1	1	0	0	0	1	132	
1600	6	54	43	0	4	10	1	3	7	1	0	0	0	2	131	
Hourly Total	14	231	141	2	24	35	12	9	15	4	0	0	0	4	491	
1615	4	73	47	0	10	5	2	2	10	0	0	2	0	1	156	
1630	3	76	35	0	6	6	0	2	9	0	0	0	0	1	138	
1645	6	85	47	2	10	2	0	6	6	0	0	0	0	0	164	
1700	4	84	38	0	6	2	0	2	4	0	0	0	0	0	140	
Hourly Total	17	318	167	2	32	15	2	12	29	0	0	2	0	2	598	
1715	0	95	36	1	7	1	0	10	9	0	0	0	0	1	160	
1730	0	105	39	0	3	1	0	5	5	0	0	0	0	3	161	
1745	2	87	43	0	13	2	0	0	2	0	0	0	0	1	150	
1800	0	79	42	0	4	0	0	5	3	0	0	0	0	0	133	
Hourly Total	2	366	160	1	27	4	0	20	19	0	0	0	0	5	604	
1815	3	72	23	1	5	1	0	1	1	0	0	0	0	1	108	
1830	1	72	37	0	3	2	0	0	3	0	0	1	0	0	119	
1845	2	50	17	1	1	1	0	2	5	0	0	0	0	1	80	
1900	0	55	20	0	1	0	0	1	2	0	0	0	0	0	79	
Hourly Total	6	249	97	2	10	4	0	4	11	0	0	1	0	2	386	
1915	0	55	21	0	1	1	0	1	3	0	0	0	0	1	83	
1930	0	46	22	0	1	0	0	1	4	0	0	0	0	1	75	
1945	0	40	16	0	1	0	0	3	3	0	0	0	0	0	63	
2000	1	37	9	0	1	0	0	0	0	0	0	0	0	0	48	
Hourly Total	1	178	68	0	4	1	0	5	10	0	0	0	0	2	269	
2015	0	39	13	0	1	0	0	0	4	0	0	0	0	0	57	
2030	1	26	10	0	2	1	0	0	2	0	0	1	0	1	44	
2045	0	28	11	1	2	0	0	0	2	0	0	0	0	0	44	
2100	0	24	15	0	1	1	0	0	4	0	0	0	0	1	46	
Hourly Total	1	117	49	1	6	2	0	0	12	0	0	1	0	2	191	
2115	0	25	6	0	2	1	0	1	0	0	2	0	0	1	38	
2130	1	28	13	0	0	0	0	1	4	0	0	0	0	1	48	
2145	0	21	3	0	1	0	0	0	0	0	0	0	0	0	25	
2200	1	19	7	0	1	1	0	1	1	0	0	0	0	2	33	
Hourly Total	2	93	29	0	4	2	0	3	5	0	2	0	0	4	144	
2215	0	29	1	0	0	0	0	0	0	1	0	0	0	0	31	
2230	1	20	8	0	1	0										

# Volume Count Report

Start Date: May 7, 2019	Start Time: 0:00	
Stop Date: May 8, 2019	Stop Time: 0:00	
City: Dade City	County: Pasco	
Location: Old Lakeland Hwy north of US 98		

## Northbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	16	11	13	8	19	38	50	103	66	75	68
30	9	11	5	14	7	41	49	88	74	54	74	49
45	14	10	9	4	21	29	66	88	68	74	62	66
00	13	10	6	10	21	53	66	87	74	72	91	83
<b>Hr Total</b>	<b>40</b>	<b>47</b>	<b>31</b>	<b>41</b>	<b>57</b>	<b>142</b>	<b>219</b>	<b>313</b>	<b>319</b>	<b>266</b>	<b>302</b>	<b>266</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	71	71	75	73	98	82	93	48	46	32	18	13
30	80	64	64	74	79	102	61	47	39	16	13	14
45	65	73	62	106	116	83	59	37	28	28	23	11
00	91	76	73	62	86	79	64	38	23	20	12	7
<b>Hr Total</b>	<b>307</b>	<b>284</b>	<b>274</b>	<b>315</b>	<b>379</b>	<b>346</b>	<b>277</b>	<b>170</b>	<b>136</b>	<b>96</b>	<b>66</b>	<b>45</b>

24 Hour Total:	4,738		
AM Peak Hour begins:	7:15	AM Peak Volume:	366
PM Peak Hour begins:	16:30	PM Peak Volume:	386
		AM Peak Hour Factor:	0.89
		PM Peak Hour Factor:	0.83

## Southbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	7	9	11	13	56	65	66	105	79	57	61
30	9	8	6	10	9	61	78	93	98	69	77	85
45	9	6	18	15	29	42	97	77	87	61	74	63
00	9	7	16	15	34	61	74	102	71	69	57	74
<b>Hr Total</b>	<b>43</b>	<b>28</b>	<b>49</b>	<b>51</b>	<b>85</b>	<b>220</b>	<b>314</b>	<b>338</b>	<b>361</b>	<b>278</b>	<b>265</b>	<b>283</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	66	75	72	99	102	70	37	51	33	19	12
30	64	96	60	87	97	84	54	29	31	32	19	11
45	66	55	72	80	77	82	73	34	22	26	16	11
00	55	57	68	84	75	58	48	42	51	29	15	17
<b>Hr Total</b>	<b>260</b>	<b>274</b>	<b>275</b>	<b>323</b>	<b>348</b>	<b>326</b>	<b>245</b>	<b>142</b>	<b>155</b>	<b>120</b>	<b>69</b>	<b>51</b>

24 Hour Total:	4,903		
AM Peak Hour begins:	7:45	AM Peak Volume:	392
PM Peak Hour begins:	15:30	PM Peak Volume:	360
		AM Peak Hour Factor:	0.93
		PM Peak Hour Factor:	0.91

## Total Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	23	20	24	21	75	103	116	208	145	132	129
30	18	19	11	24	16	102	127	181	172	123	151	134
45	23	16	27	19	50	71	163	165	155	135	136	129
00	22	17	22	25	55	114	140	189	145	141	148	157
<b>Hr Total</b>	<b>83</b>	<b>75</b>	<b>80</b>	<b>92</b>	<b>142</b>	<b>362</b>	<b>533</b>	<b>651</b>	<b>680</b>	<b>544</b>	<b>567</b>	<b>549</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	146	137	150	145	197	184	163	85	97	65	37	25
30	144	160	124	161	176	186	115	76	70	48	32	25
45	131	128	134	186	193	165	132	71	50	54	39	22
00	146	133	141	146	161	137	112	80	74	49	27	24
<b>Hr Total</b>	<b>567</b>	<b>558</b>	<b>549</b>	<b>638</b>	<b>727</b>	<b>672</b>	<b>522</b>	<b>312</b>	<b>291</b>	<b>216</b>	<b>135</b>	<b>96</b>

24 Hour Total:	9,641		
AM Peak Hour begins:	7:15	AM Peak Volume:	743
PM Peak Hour begins:	16:00	PM Peak Volume:	727
		AM Peak Hour Factor:	0.89
		PM Peak Hour Factor:	0.92

# Volume Count Report

Start Date: May 8, 2019	Start Time: 0:00	
Stop Date: May 9, 2019	Stop Time: 0:00	
City: Dade City	County: Pasco	
Location: Old Lakeland Hwy north of US 98		

## Northbound Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	12	8	13	11	27	46	63	86	72	58	81
30	7	14	7	12	9	30	54	96	83	75	73	64
45	7	11	9	11	6	34	73	75	88	60	53	60
00	11	4	12	5	14	32	78	92	83	54	61	64
<b>Hr Total</b>	<b>31</b>	<b>41</b>	<b>36</b>	<b>41</b>	<b>40</b>	<b>123</b>	<b>251</b>	<b>326</b>	<b>340</b>	<b>261</b>	<b>245</b>	<b>269</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	63	67	73	83	76	81	53	32	23	18	10
30	74	78	53	84	79	92	73	47	56	17	22	14
45	75	83	73	84	88	108	73	41	28	19	20	1
00	62	81	83	91	101	103	62	46	33	13	7	9
<b>Hr Total</b>	<b>253</b>	<b>305</b>	<b>276</b>	<b>332</b>	<b>351</b>	<b>379</b>	<b>289</b>	<b>187</b>	<b>149</b>	<b>72</b>	<b>67</b>	<b>34</b>

24 Hour Total:	4,698		
AM Peak Hour begins:	7:15	AM Peak Volume:	349
PM Peak Hour begins:	17:15	PM Peak Volume:	384
		AM Peak Hour Factor:	0.91
		PM Peak Hour Factor:	0.89

## Southbound Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	6	10	14	20	37	79	91	61	79	56	64
30	7	12	7	14	6	57	71	80	76	59	64	77
45	14	3	18	13	29	53	79	76	94	78	70	59
00	5	17	15	9	41	55	78	70	90	69	65	70
<b>Hr Total</b>	<b>41</b>	<b>38</b>	<b>50</b>	<b>50</b>	<b>96</b>	<b>202</b>	<b>307</b>	<b>317</b>	<b>321</b>	<b>285</b>	<b>255</b>	<b>270</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	79	65	81	63	86	108	89	43	32	28	16	14
30	61	59	69	81	72	107	61	57	25	25	23	5
45	68	70	73	99	81	89	54	33	38	25	23	13
00	59	62	56	89	63	56	52	26	38	18	26	9
<b>Hr Total</b>	<b>267</b>	<b>256</b>	<b>279</b>	<b>332</b>	<b>302</b>	<b>360</b>	<b>256</b>	<b>159</b>	<b>133</b>	<b>96</b>	<b>88</b>	<b>41</b>

24 Hour Total:	4,801		
AM Peak Hour begins:	8:15	AM Peak Volume:	339
PM Peak Hour begins:	16:45	PM Peak Volume:	367
		AM Peak Hour Factor:	0.90
		PM Peak Hour Factor:	0.85

## Total Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	18	18	27	31	64	125	154	147	151	114	145
30	14	26	14	26	15	87	125	176	159	134	137	141
45	21	14	27	24	35	87	152	151	182	138	123	119
00	16	21	27	14	55	87	156	162	173	123	126	134
<b>Hr Total</b>	<b>72</b>	<b>79</b>	<b>86</b>	<b>91</b>	<b>136</b>	<b>325</b>	<b>558</b>	<b>643</b>	<b>661</b>	<b>546</b>	<b>500</b>	<b>539</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	128	148	136	169	184	170	96	64	51	34	24
30	135	137	122	165	151	199	134	104	81	42	45	19
45	143	153	146	183	169	197	127	74	66	44	43	14
00	121	143	139	180	164	159	114	72	71	31	33	18
<b>Hr Total</b>	<b>520</b>	<b>561</b>	<b>555</b>	<b>664</b>	<b>653</b>	<b>739</b>	<b>545</b>	<b>346</b>	<b>282</b>	<b>168</b>	<b>155</b>	<b>75</b>

24 Hour Total:	9,499		
AM Peak Hour begins:	8:15	AM Peak Volume:	665
PM Peak Hour begins:	16:45	PM Peak Volume:	744
		AM Peak Hour Factor:	0.91
		PM Peak Hour Factor:	0.93

## Volume Count Report

Start Date: May 7, 2019  
 Stop Date: May 8, 2019  
 City: Dade City  
 Location: US 98 west of Old Lakeland Hwy

Start Time: 0:00  
 Stop Time: 0:00  
 County: Pasco

### Eastbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	0	0	0	2	16	49	60	35	35	29	28
30	1	6	6	6	7	28	47	52	45	23	28	22
45	6	3	1	4	9	28	44	40	46	51	47	25
00	2	6	1	5	14	33	33	47	39	43	23	29
<b>Hr Total</b>	<b>19</b>	<b>15</b>	<b>8</b>	<b>15</b>	<b>32</b>	<b>105</b>	<b>173</b>	<b>199</b>	<b>165</b>	<b>152</b>	<b>127</b>	<b>104</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	24	34	59	34	47	51	25	20	21	14	8
30	33	43	36	46	46	54	32	16	18	11	12	9
45	29	26	42	39	46	51	30	27	15	20	11	9
00	23	27	40	41	49	38	22	23	10	5	4	14
<b>Hr Total</b>	<b>120</b>	<b>120</b>	<b>152</b>	<b>185</b>	<b>175</b>	<b>190</b>	<b>135</b>	<b>91</b>	<b>63</b>	<b>57</b>	<b>41</b>	<b>40</b>

24 Hour Total: 2,483  
 AM Peak Hour begins: 7:00 AM Peak Volume: 199 AM Peak Hour Factor: 0.83  
 PM Peak Hour begins: 16:45 PM Peak Volume: 201 PM Peak Hour Factor: 0.93

### Westbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	4	0	3	9	28	37	63	43	42	28
30	5	5	1	4	6	13	34	39	48	40	36	40
45	2	2	1	2	3	23	39	55	47	38	32	33
00	4	3	1	9	13	13	45	62	33	28	28	38
<b>Hr Total</b>	<b>15</b>	<b>13</b>	<b>7</b>	<b>15</b>	<b>25</b>	<b>58</b>	<b>146</b>	<b>193</b>	<b>191</b>	<b>149</b>	<b>138</b>	<b>139</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	53	40	33	47	43	45	22	23	18	11	14
30	34	34	34	41	36	47	35	23	26	8	9	6
45	41	44	36	42	52	74	36	19	25	12	5	6
00	64	47	37	55	41	44	39	27	19	15	12	5
<b>Hr Total</b>	<b>185</b>	<b>178</b>	<b>147</b>	<b>171</b>	<b>176</b>	<b>208</b>	<b>155</b>	<b>91</b>	<b>93</b>	<b>53</b>	<b>37</b>	<b>31</b>

24 Hour Total: 2,614  
 AM Peak Hour begins: 7:30 AM Peak Volume: 228 AM Peak Hour Factor: 0.90  
 PM Peak Hour begins: 17:15 PM Peak Volume: 210 PM Peak Hour Factor: 0.71

### Total Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	3	4	0	5	25	77	97	98	78	71	56
30	6	11	7	10	13	41	81	91	93	63	64	62
45	8	5	2	6	12	51	83	95	93	89	79	58
00	6	9	2	14	27	46	78	109	72	71	51	67
<b>Hr Total</b>	<b>34</b>	<b>28</b>	<b>15</b>	<b>30</b>	<b>57</b>	<b>163</b>	<b>319</b>	<b>392</b>	<b>356</b>	<b>301</b>	<b>265</b>	<b>243</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	81	77	74	92	81	90	96	47	43	39	25	22
30	67	77	70	87	82	101	67	39	44	19	21	15
45	70	70	78	81	98	125	66	46	40	32	16	15
00	87	74	77	96	90	82	61	50	29	20	16	19
<b>Hr Total</b>	<b>305</b>	<b>298</b>	<b>299</b>	<b>356</b>	<b>351</b>	<b>398</b>	<b>290</b>	<b>182</b>	<b>156</b>	<b>110</b>	<b>78</b>	<b>71</b>

24 Hour Total: 5,097  
 AM Peak Hour begins: 7:30 AM Peak Volume: 395 AM Peak Hour Factor: 0.91  
 PM Peak Hour begins: 16:45 PM Peak Volume: 406 PM Peak Hour Factor: 0.81

## Volume Count Report

Start Date: May 8, 2019  
 Stop Date: May 9, 2019  
 City: Dade City  
 Location: US 98 west of Old Lakeland Hwy

Start Time: 0:00  
 Stop Time: 0:00  
 County: Pasco

### Eastbound Volume

Wednesday, May 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	1	7	7	10	36	64	34	28	30	27
30	3	3	5	7	3	26	51	60	40	52	26	29
45	4	3	3	4	14	27	49	57	46	47	32	33
00	0	1	4	8	9	31	43	50	48	38	24	31
<b>Hr Total</b>	<b>14</b>	<b>10</b>	<b>13</b>	<b>26</b>	<b>33</b>	<b>94</b>	<b>179</b>	<b>231</b>	<b>168</b>	<b>165</b>	<b>112</b>	<b>120</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	22	37	40	55	42	44	26	9	12	12	5
30	31	27	23	34	44	38	34	24	18	13	18	8
45	26	31	27	41	52	52	30	23	11	24	10	2
00	18	28	41	45	61	44	35	17	22	14	9	5
<b>Hr Total</b>	<b>99</b>	<b>108</b>	<b>128</b>	<b>160</b>	<b>212</b>	<b>176</b>	<b>143</b>	<b>90</b>	<b>60</b>	<b>63</b>	<b>49</b>	<b>20</b>

24 Hour Total: 2,473  
 AM Peak Hour begins: 7:00 AM Peak Volume: 231 AM Peak Hour Factor: 0.90  
 PM Peak Hour begins: 16:00 PM Peak Volume: 212 PM Peak Hour Factor: 0.87

### Westbound Volume

Wednesday, May 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	3	0	6	28	32	49	51	46	41	29
30	5	7	0	3	5	8	32	42	39	35	54	32
45	11	1	2	5	9	19	38	60	45	28	26	39
00	5	12	0	5	13	14	40	57	40	31	44	42
<b>Hr Total</b>	<b>28</b>	<b>21</b>	<b>5</b>	<b>13</b>	<b>33</b>	<b>69</b>	<b>142</b>	<b>208</b>	<b>175</b>	<b>140</b>	<b>165</b>	<b>142</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	37	43	33	58	42	23	21	32	16	12	5
30	50	42	28	52	44	58	34	36	25	9	8	4
45	36	39	45	44	35	45	28	19	24	17	11	10
00	45	35	32	54	46	58	27	23	16	10	5	5
<b>Hr Total</b>	<b>173</b>	<b>153</b>	<b>148</b>	<b>183</b>	<b>183</b>	<b>203</b>	<b>112</b>	<b>99</b>	<b>97</b>	<b>52</b>	<b>36</b>	<b>24</b>

24 Hour Total: 2,604  
 AM Peak Hour begins: 7:15 AM Peak Volume: 210 AM Peak Hour Factor: 0.88  
 PM Peak Hour begins: 15:15 PM Peak Volume: 208 PM Peak Hour Factor: 0.90

### Total Volume

Wednesday, May 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	4	4	7	13	38	68	113	85	74	71	56
30	8	10	5	10	8	34	83	102	79	87	80	61
45	15	4	5	9	23	46	87	117	91	75	58	72
00	5	13	4	13	22	45	83	107	88	69	68	73
<b>Hr Total</b>	<b>42</b>	<b>31</b>	<b>18</b>	<b>39</b>	<b>66</b>	<b>163</b>	<b>321</b>	<b>439</b>	<b>343</b>	<b>305</b>	<b>277</b>	<b>262</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	59	80	73	113	84	67	47	41	28	24	10
30	81	69	51	86	88	96	68	60	43	22	26	12
45	62	70	72	85	87	97	58	42	35	41	21	12
00	63	63	73	99	107	102	62	40	38	24	14	10
<b>Hr Total</b>	<b>272</b>	<b>261</b>	<b>276</b>	<b>343</b>	<b>395</b>	<b>379</b>	<b>255</b>	<b>189</b>	<b>157</b>	<b>115</b>	<b>85</b>	<b>44</b>

24 Hour Total: 5,077  
 AM Peak Hour begins: 7:00 AM Peak Volume: 439 AM Peak Hour Factor: 0.94  
 PM Peak Hour begins: 16:00 PM Peak Volume: 395 PM Peak Hour Factor: 0.87



## CLASS COUNT REPORT

Location: US 98 east of Old Lakeland Hwy  
 Direction: Eastbound  
 Start Date: 5/7/2019  
 Stop Date: 5/7/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	4	3	0	0	0	0	0	2	0	0	0	0	0	0	9
30	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
45	0	2	1	0	0	0	0	0	2	0	0	0	0	0	0	5
100	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	10	5	1	0	0	0	0	4	0	0	0	0	0	0	20
115	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
130	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
145	0	0	1	0	0	1	0	0	3	0	0	0	0	0	0	5
200	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
Hourly Total	0	5	1	0	0	1	0	0	8	0	0	0	0	0	0	15
215	0	1	1	0	0	2	0	0	1	0	0	0	0	0	0	5
230	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
245	0	0	1	0	3	0	0	0	1	0	0	0	0	0	0	5
300	0	2	1	0	1	0	0	0	2	0	0	0	0	0	0	6
Hourly Total	0	4	3	0	4	2	0	0	6	0	0	0	0	0	0	19
315	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
330	0	3	2	0	0	0	0	0	2	0	0	0	0	0	0	7
345	2	2	0	0	1	2	0	0	1	0	0	0	0	0	0	8
400	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
Hourly Total	2	5	5	0	1	2	0	0	5	0	0	0	0	0	0	20
415	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	6
430	0	5	0	0	0	0	0	0	2	0	0	0	0	0	0	7
445	0	2	6	0	0	0	0	0	2	2	0	0	0	0	0	12
500	1	7	9	0	3	0	0	0	2	0	0	0	0	0	0	22
Hourly Total	1	16	16	0	3	3	0	0	6	2	0	0	0	0	0	47
515	0	9	8	0	4	0	0	0	6	0	0	0	0	0	0	27
530	1	20	9	0	3	3	1	0	4	5	0	0	0	0	0	46
545	2	10	12	0	2	2	0	1	2	0	0	0	0	0	0	31
600	1	21	17	0	4	4	1	2	1	0	0	0	0	0	0	47
Hourly Total	4	60	46	0	9	9	2	3	13	5	0	0	0	0	0	151
615	1	18	13	0	3	4	1	0	3	0	0	0	0	0	0	43
630	1	26	19	0	2	5	0	0	3	0	0	0	0	0	0	56
645	1	26	16	0	9	7	0	0	3	1	0	0	0	0	0	63
700	0	27	18	0	2	0	0	0	0	0	0	0	0	0	0	47
Hourly Total	3	97	66	0	16	16	1	0	9	1	0	0	0	0	0	209
715	0	31	20	0	2	2	0	0	5	0	0	0	0	0	0	60
730	2	42	14	0	1	2	0	3	1	1	0	0	0	0	0	66
745	0	29	13	0	1	3	0	0	2	2	0	0	0	0	0	50
800	1	23	18	0	4	2	0	1	5	1	0	0	0	0	0	55
Hourly Total	3	125	65	0	8	9	0	4	13	4	0	0	0	0	0	231
815	1	20	12	0	2	8	0	1	2	0	0	0	0	0	0	46
830	0	22	15	0	2	7	0	0	6	2	0	0	0	0	0	54
845	2	32	8	0	1	5	0	1	3	1	0	0	0	0	0	53
900	3	17	8	0	1	6	0	3	4	0	0	0	0	0	0	42
Hourly Total	6	91	43	0	6	26	0	5	15	3	0	0	0	0	0	195
915	0	17	17	0	1	7	0	2	3	1	0	0	0	0	0	48
930	0	18	5	0	1	5	0	2	2	0	0	0	0	0	1	34
945	0	24	17	0	2	5	0	1	5	0	0	0	0	0	0	54
1000	2	16	3	0	2	8	0	1	6	1	0	0	0	0	0	39
Hourly Total	2	75	42	0	6	25	0	6	16	2	0	0	0	0	1	175
1015	1	17	4	0	0	5	0	0	1	0	0	0	0	0	1	29
1030	0	30	13	0	1	6	0	3	3	0	0	0	0	0	0	56
1045	1	17	15	0	1	5	0	1	5	0	0	0	0	0	0	45
1100	0	19	7	0	1	5	1	3	2	0	0	0	0	0	1	39
Hourly Total	2	83	39	0	3	21	1	7	11	0	0	0	0	0	2	169
1115	0	13	10	0	0	5	0	0	4	0	0	0	0	0	2	34
1130	0	17	9	0	1	6	0	0	2	0	0	0	0	0	0	35
1145	0	13	7	0	2	3	0	1	4	0	0	0	0	0	0	30
1200	0	11	10	0	1	7	3	2	4	0	0	0	0	0	0	38
Hourly Total	0	54	36	0	4	21	3	3	14	0	0	0	0	0	2	137
1215	1	20	13	0	2	5	0	3	3	1	0	0	0	0	0	48
1230	0	21	8	0	3	7	0	0	0	0	0	0	0	0	1	40
1245	0	14	9	0	2	4	0	1	2	0	0	0	0	0	1	33
1300	0	19	8	1	1	3	0	0	3	0	0	0	0	0	1	36
Hourly Total	1	74	38	1	8	19	0	4	8	1	0	0	0	0	3	157
1315	1	13	8	0	1	6	0	0	0	0	0	0	0	0	0	29
1330	2	19	16	0	1	10	0	0	1	0	0	0	0	0	0	49
1345	0	14	7	0	3	6	0	0	0	0	0	0	0	0	0	30
1400	1	25	6	0	0	5	0	1	1	0	0	0	0	0	0	39
Hourly Total	4	71	37	0	5	27	0	1	2	0	0	0	0	0	0	147
1415	1	20	12	0	4	3	0	0	4	0	0	0	0	0	0	44
1430	0	15	15	0	2	4	0	0	2	0	0	0	0	0	0	38
1445	0	22	18	0	1	4	1	0	3	0	0	0	0	0	0	49
1500	0	21	12	0	5	3	0	0	3	0	0	0	0	0	0	44
Hourly Total	1	78	57	0	12	14	1	0	12	0	0	0	0	0	0	175
1515	2	26	15	0	4	5	0	2	8	0	0	0	0	0	0	62
1530	0	24	16	1	2	3	0	0	5	0	0	0	0	0	1	52
1545	3	27	23	0	1	2	0	2	3	0	0	0	0	0	0	61
1600	2	24	17	0	4	4	0	0	4	0	0	0	0	0	0	55
Hourly Total	7	101	71	1	11	14	0	4	20	0	0	0	0	0	1	230
1615	0	24	11	0	1	1	0	3	2	0	0	0	0	0	0	42
1630	1	25	15	0	3	2	0	1	1	0	0	0	0	0	1	49
1645	1	21	22	0	4	0	0	0	4	0	1	0	0	0	0	53
1700	2	26	14	0	2	2	0	0	4	0	0	0	0	0	0	50
Hourly Total	4	96	62	0	10	5	0	4	11	0	1	0	0	0	1	194
1715	1	22	19	0	3	0	0	0	5	0	0	0	0	0	0	50
1730	1	30	19	0	2	1	0	0	2	0	0	0	0	0	0	55
1745	0	33	14	0	3	1	0	1	4	0	0	0	0	0	0	56
1800	1	27	7	0	2	1	0	2	4	0	0	0	0	0	0	44
Hourly Total	3	112	59	0	10	3	0	3	15	0	0	0	0	0	0	205
1815	0	35	11	0	0	0	0	1	1	0	0	0	0	0	0	48
1830	0	14	15	2	1	0	0	1	4	0	0	0	0	0	0	37
1845	0	15	12	1	3	0	0	0	2	0	0	0	0	0	0	33
1900	1	23	8	0	1	1	0	0	2	0	0	0	0	0	0	36
Hourly Total	1	87	46	3	5	1	0	2	9	0	0	0	0	0	0	154
1915	1	19	8	0	0	1	0	0	1	0	0	0	0	0	0	30
1930	0	5	4	0	0	0	0	0	0	0	0	0	0	0	0	9
1945	1	13	5	0	0	1	0	2	0	0	0	0	0	0	0	22
2000	2	18	5	0	0	2	0	0	2	0	0	0	0	0	0	29
Hourly Total	4	55	22	0	0	4	0	2	3	0	0	0	0	0	0	90
2015	0	13	6	0	0	0	0	2	2	0	0	0	0	0	0	23
2030	1	11	4	0	2	1	0	1	0	0	0	0	0	0	0	20
2045	0	13	5	0	1	0	0	0	2	0	0	0	0	0	0	21
2100	1	6	6	0	0	1	0	0	3	0	0	0	0	0	0	17
Hourly Total	2	43	21	0	3	2	0	3	7	0	0	0	0	0	0	81
2115	0	11	8	0	0	0	0	0	0	0	0	0	0	0	0	19
2130	2	4	1	0	1	1	0	1	2	0	0	0	0			

### CLASS COUNT REPORT

Location: US 98 east of Old Lakeland Hwy      City/County: Dade City/Pasco  
 Direction: Westbound  
 Start Date: 5/7/2019      Start Time: 00:00  
 Stop Date: 5/7/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
30	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
45	0	1	1	0	1	0	0	0	1	0	0	0	0	0	0	4
100	1	5	2	0	1	0	0	0	2	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>1</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
115	0	5	0	0	0	1	0	0	3	0	0	0	0	0	0	9
130	1	3	0	0	0	0	0	0	1	0	0	0	0	0	0	5
145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
200	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
215	0	2	1	0	0	0	0	0	2	0	0	0	0	0	0	5
230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
245	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
300	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
330	1	3	1	0	1	1	0	0	0	0	0	0	0	0	0	7
345	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
400	0	2	0	0	0	1	0	1	2	1	0	0	0	0	0	7
<b>Hourly Total</b>	<b>1</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
415	0	3	1	0	1	0	0	0	0	1	0	0	0	0	0	6
430	0	3	4	0	0	0	0	0	1	0	0	0	0	0	0	8
445	0	3	0	1	3	0	0	0	1	0	0	0	0	0	0	8
500	0	6	2	0	1	1	0	0	2	1	0	0	0	0	0	13
<b>Hourly Total</b>	<b>0</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
515	1	3	3	0	0	0	0	1	2	0	0	0	0	0	0	10
530	1	5	5	1	1	2	1	0	1	2	0	0	0	0	0	19
545	0	11	5	0	1	0	0	1	4	1	0	0	0	0	0	23
600	0	10	3	0	3	0	0	0	4	1	0	0	0	0	0	21
<b>Hourly Total</b>	<b>2</b>	<b>29</b>	<b>16</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73</b>
615	1	12	9	0	4	1	0	0	2	0	0	0	0	0	0	29
630	0	25	16	0	1	1	0	2	2	0	0	0	0	0	0	47
645	2	14	20	0	0	2	0	0	2	0	0	0	0	0	0	40
700	2	29	14	1	1	0	0	0	4	0	0	0	0	0	0	51
<b>Hourly Total</b>	<b>5</b>	<b>80</b>	<b>59</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>167</b>
715	1	23	13	0	1	0	3	0	0	1	0	0	0	0	0	42
730	0	18	13	0	6	0	5	0	2	0	0	0	0	0	1	45
745	2	25	8	0	1	2	3	2	7	0	0	0	0	0	0	50
800	1	31	18	0	5	0	5	0	4	1	0	0	0	0	0	65
<b>Hourly Total</b>	<b>4</b>	<b>97</b>	<b>52</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>16</b>	<b>2</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>202</b>
815	2	36	15	1	7	0	4	1	9	0	0	0	0	0	0	75
830	0	24	12	0	1	1	5	2	4	0	0	0	0	0	0	49
845	0	27	11	1	3	1	6	1	4	0	0	0	0	0	0	54
900	0	19	14	0	1	3	2	2	0	2	0	0	0	0	0	43
<b>Hourly Total</b>	<b>2</b>	<b>106</b>	<b>52</b>	<b>2</b>	<b>12</b>	<b>5</b>	<b>17</b>	<b>6</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>221</b>
915	1	24	9	0	2	1	3	2	6	0	0	0	0	0	0	48
930	0	16	10	1	2	1	3	1	3	0	0	0	0	0	0	37
945	0	10	9	0	1	0	5	0	6	1	0	0	0	0	0	32
1000	1	20	13	1	1	2	4	0	1	1	0	0	0	0	0	44
<b>Hourly Total</b>	<b>2</b>	<b>70</b>	<b>41</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>15</b>	<b>3</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>161</b>
1015	3	17	7	0	3	6	3	1	8	1	0	0	0	0	0	49
1030	0	21	13	1	6	0	3	0	5	0	0	0	0	0	1	50
1045	0	20	9	1	2	1	2	1	2	0	0	0	0	0	0	38
1100	0	23	9	0	3	0	4	0	4	1	0	0	0	0	0	44
<b>Hourly Total</b>	<b>3</b>	<b>81</b>	<b>38</b>	<b>2</b>	<b>14</b>	<b>7</b>	<b>12</b>	<b>2</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>181</b>
1115	0	12	9	0	1	1	4	1	4	0	0	0	0	0	1	33
1130	0	16	10	0	0	2	4	0	3	0	0	0	0	0	0	35
1145	3	17	11	0	1	1	6	1	2	0	0	0	0	0	0	42
1200	4	19	12	0	2	5	1	2	6	1	0	0	0	0	0	52
<b>Hourly Total</b>	<b>7</b>	<b>64</b>	<b>42</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>15</b>	<b>4</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>162</b>
1215	0	18	7	0	5	0	4	0	4	0	0	0	0	0	0	38
1230	1	18	14	0	1	1	5	1	3	0	0	0	0	0	1	45
1245	1	13	12	0	2	4	4	1	7	0	0	0	0	0	2	46
1300	2	22	19	0	1	5	4	1	9	4	0	0	0	0	1	68
<b>Hourly Total</b>	<b>4</b>	<b>71</b>	<b>52</b>	<b>0</b>	<b>9</b>	<b>10</b>	<b>17</b>	<b>3</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>197</b>
1315	2	19	11	0	2	3	2	0	4	2	0	0	0	0	0	45
1330	0	18	6	0	0	0	3	1	6	2	0	0	0	0	0	36
1345	0	22	12	0	2	1	5	1	4	2	0	0	0	0	0	49
1400	0	25	13	0	6	2	4	0	8	1	0	0	0	0	0	59
<b>Hourly Total</b>	<b>2</b>	<b>84</b>	<b>42</b>	<b>0</b>	<b>10</b>	<b>6</b>	<b>14</b>	<b>2</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>189</b>
1415	3	19	10	0	3	4	4	0	3	1	0	0	0	0	0	47
1430	0	18	12	0	6	1	2	2	4	1	0	0	0	0	1	47
1445	0	27	9	0	2	0	2	0	4	0	0	0	0	0	0	44
1500	1	13	14	0	2	5	4	0	5	1	0	0	0	0	1	46
<b>Hourly Total</b>	<b>4</b>	<b>77</b>	<b>45</b>	<b>0</b>	<b>13</b>	<b>10</b>	<b>12</b>	<b>2</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>184</b>
1515	1	17	6	0	1	2	2	0	2	1	0	0	0	0	0	32
1530	0	20	8	0	3	2	2	2	1	0	0	0	0	0	0	38
1545	2	24	10	1	2	3	0	0	7	0	0	0	0	0	0	49
1600	2	27	14	0	3	2	2	0	4	1	0	0	0	0	0	55
<b>Hourly Total</b>	<b>5</b>	<b>88</b>	<b>38</b>	<b>1</b>	<b>9</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>174</b>
1615	0	20	24	0	3	4	0	0	4	0	0	0	0	0	0	55
1630	0	27	15	0	3	0	0	0	1	0	0	0	0	0	0	46
1645	1	33	13	0	4	2	0	1	4	0	0	0	0	0	0	58
1700	0	22	20	0	2	0	0	5	1	0	0	0	0	0	0	50
<b>Hourly Total</b>	<b>1</b>	<b>102</b>	<b>72</b>	<b>0</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>209</b>
1715	0	34	12	0	0	1	0	1	2	0	0	0	0	0	0	50
1730	1	31	18	0	1	1	0	0	2	0	0	0	0	0	0	54
1745	0	49	21	0	0	0	0	1	3	0	0	0	0	0	0	74
1800	1	35	12	0	0	2	0	1	3	0	0	0	0	0	0	54
<b>Hourly Total</b>	<b>2</b>	<b>149</b>	<b>63</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>232</b>
1815	1	38	12	0	1	1	0	0	1	0	0	0	0	0	0	54
1830	0	18	11	0	3	0	0	0	3	0	0	0	0	0	0	35
1845	0	26	14	0	2	0	0	1	3	0	0	0	0	0	0	46
1900	0	18	13	0	1	1	0	1	1	0	0	0	0	0	0	35
<b>Hourly Total</b>	<b>1</b>	<b>100</b>	<b>50</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>170</b>
1915	0	21	6	0	1	0	0	0								

### CLASS COUNT REPORT

Location: US 98 east of Old Lakeland Hwy City/County: Dade City/Pasco  
 Direction: Combined  
 Start Date: 5/7/2019 Start Time: 00:00  
 Stop Date: 5/7/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	8	3	0	0	0	0	0	3	0	0	0	0	0	0	14
30	0	5	0	1	0	0	0	0	1	0	0	0	0	0	0	7
45	0	3	2	0	1	0	0	0	3	0	0	0	0	0	0	9
100	1	7	3	0	1	0	0	0	2	0	0	0	0	0	0	14
<b>Hourly Total</b>	<b>1</b>	<b>23</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>
115	0	6	0	0	0	1	0	0	5	0	0	0	0	0	0	12
130	1	4	0	0	0	0	0	0	3	0	0	0	0	0	0	8
145	0	1	1	0	0	1	0	0	3	0	0	0	0	0	0	6
200	0	4	1	0	0	0	0	0	3	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>1</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>
215	0	3	2	0	0	2	0	0	3	0	0	0	0	0	0	10
230	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	4
245	0	3	2	0	3	0	0	0	2	0	0	0	0	0	0	10
300	0	3	2	0	1	0	0	0	2	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>
315	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
330	1	6	3	0	1	1	0	0	2	0	0	0	0	0	0	14
345	2	4	1	0	1	2	0	0	1	0	0	0	0	0	0	11
400	0	2	2	0	0	1	0	1	3	1	0	0	0	0	0	10
<b>Hourly Total</b>	<b>3</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>
415	0	5	2	0	1	3	0	0	0	1	0	0	0	0	0	12
430	0	8	4	0	0	0	0	0	3	0	0	0	0	0	0	15
445	0	5	6	1	3	0	0	0	3	2	0	0	0	0	0	20
500	1	13	11	0	4	1	0	0	4	1	0	0	0	0	0	35
<b>Hourly Total</b>	<b>1</b>	<b>31</b>	<b>23</b>	<b>1</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82</b>
515	1	12	11	0	4	0	0	1	8	0	0	0	0	0	0	37
530	2	25	14	1	4	5	2	0	5	7	0	0	0	0	0	65
545	2	21	17	0	3	2	0	2	6	1	0	0	0	0	0	54
600	1	31	20	0	3	4	1	2	5	1	0	0	0	0	0	68
<b>Hourly Total</b>	<b>6</b>	<b>89</b>	<b>62</b>	<b>1</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>5</b>	<b>24</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>224</b>
615	2	30	22	0	7	5	1	0	5	0	0	0	0	0	0	72
630	1	51	35	0	3	6	0	2	5	0	0	0	0	0	0	103
645	3	40	36	0	9	9	0	0	5	1	0	0	0	0	0	103
700	2	56	32	1	3	0	0	0	4	0	0	0	0	0	0	98
<b>Hourly Total</b>	<b>8</b>	<b>177</b>	<b>125</b>	<b>1</b>	<b>22</b>	<b>20</b>	<b>1</b>	<b>2</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>376</b>
715	1	54	33	0	3	2	3	0	5	1	0	0	0	0	0	102
730	2	60	27	0	7	2	5	3	3	1	0	0	0	0	1	111
745	2	54	21	0	2	5	3	2	9	2	0	0	0	0	0	100
800	2	54	36	0	9	2	5	1	9	2	0	0	0	0	0	120
<b>Hourly Total</b>	<b>7</b>	<b>222</b>	<b>117</b>	<b>0</b>	<b>21</b>	<b>11</b>	<b>16</b>	<b>6</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>433</b>
815	3	56	27	1	9	8	4	2	11	0	0	0	0	0	0	121
830	0	46	27	0	3	8	5	2	10	2	0	0	0	0	0	103
845	2	59	19	1	4	6	6	2	7	1	0	0	0	0	0	107
900	3	36	22	0	2	9	2	5	4	2	0	0	0	0	0	85
<b>Hourly Total</b>	<b>8</b>	<b>197</b>	<b>95</b>	<b>2</b>	<b>18</b>	<b>31</b>	<b>17</b>	<b>11</b>	<b>32</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>416</b>
915	1	41	26	0	3	8	3	4	9	1	0	0	0	0	0	96
930	0	34	15	1	3	6	3	3	5	0	0	0	0	0	1	71
945	0	34	26	0	3	5	5	1	11	1	0	0	0	0	0	86
1000	3	36	16	1	3	10	4	1	7	2	0	0	0	0	0	83
<b>Hourly Total</b>	<b>4</b>	<b>145</b>	<b>83</b>	<b>2</b>	<b>12</b>	<b>29</b>	<b>15</b>	<b>9</b>	<b>32</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>336</b>
1015	4	34	11	0	3	11	3	1	9	1	0	0	0	0	1	78
1030	0	51	26	1	7	6	3	3	8	0	0	0	0	0	1	106
1045	1	37	24	1	3	6	2	2	7	0	0	0	0	0	0	83
1100	0	42	16	0	4	5	5	3	6	1	0	0	0	0	1	83
<b>Hourly Total</b>	<b>5</b>	<b>164</b>	<b>77</b>	<b>2</b>	<b>17</b>	<b>28</b>	<b>13</b>	<b>9</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>350</b>
1115	0	25	19	0	1	6	4	1	8	0	0	0	0	0	3	67
1130	0	33	19	0	1	8	4	0	5	0	0	0	0	0	0	70
1145	3	30	18	0	3	4	6	2	6	0	0	0	0	0	0	72
1200	4	30	22	0	3	12	4	4	10	1	0	0	0	0	0	90
<b>Hourly Total</b>	<b>7</b>	<b>118</b>	<b>78</b>	<b>0</b>	<b>8</b>	<b>30</b>	<b>18</b>	<b>7</b>	<b>29</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>299</b>
1215	1	38	20	0	7	5	4	3	7	1	0	0	0	0	0	86
1230	1	39	22	0	4	8	5	1	3	0	0	0	0	0	2	85
1245	1	27	21	0	4	8	4	2	9	0	0	0	0	0	3	79
1300	2	41	27	1	2	8	4	1	12	4	0	0	0	0	2	104
<b>Hourly Total</b>	<b>5</b>	<b>145</b>	<b>90</b>	<b>1</b>	<b>17</b>	<b>29</b>	<b>17</b>	<b>7</b>	<b>31</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>354</b>
1315	3	32	19	0	3	9	2	0	4	2	0	0	0	0	0	74
1330	2	37	22	0	1	10	3	1	7	2	0	0	0	0	1	85
1345	0	36	19	0	5	7	5	1	4	2	0	0	0	0	0	79
1400	1	50	19	0	6	7	4	1	9	1	0	0	0	0	0	98
<b>Hourly Total</b>	<b>6</b>	<b>155</b>	<b>79</b>	<b>0</b>	<b>15</b>	<b>33</b>	<b>14</b>	<b>3</b>	<b>24</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>336</b>
1415	4	39	22	0	7	7	4	0	7	1	0	0	0	0	0	91
1430	0	33	27	0	8	5	2	2	6	1	0	0	0	0	1	85
1445	0	49	27	0	3	4	3	0	7	0	0	0	0	0	0	93
1500	1	34	26	0	7	8	4	0	8	1	0	0	0	0	1	90
<b>Hourly Total</b>	<b>5</b>	<b>155</b>	<b>102</b>	<b>0</b>	<b>25</b>	<b>24</b>	<b>13</b>	<b>2</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>359</b>
1515	3	43	21	0	5	7	2	2	10	1	0	0	0	0	0	94
1530	0	44	24	1	5	5	2	2	6	0	0	0	0	0	1	90
1545	5	51	33	1	3	5	0	2	10	0	0	0	0	0	0	110
1600	4	51	31	0	7	6	2	0	8	1	0	0	0	0	0	110
<b>Hourly Total</b>	<b>12</b>	<b>189</b>	<b>109</b>	<b>2</b>	<b>20</b>	<b>23</b>	<b>6</b>	<b>6</b>	<b>34</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>404</b>
1615	0	44	35	0	4	5	0	3	6	0	0	0	0	0	0	97
1630	1	52	30	0	6	2	0	1	2	0	0	0	0	0	1	95
1645	2	54	35	0	8	2	0	1	8	0	1	0	0	0	0	111
1700	2	48	34	0	4	2	0	5	5	0	0	0	0	0	0	100
<b>Hourly Total</b>	<b>5</b>	<b>198</b>	<b>134</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>10</b>	<b>21</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>403</b>
1715	1	56	31	0	3	1	0	1	7	0	0	0	0	0	0	100
1730	2	61	37	0	3	2	0	0	4	0	0	0	0	0	0	109
1745	0	82	35	0	3	1	0	2	7	0	0	0	0	0	0	130
1800	2	62	19	0	2	3	0	3	7	0	0	0	0	0	0	98
<b>Hourly Total</b>	<b>5</b>	<b>261</b>	<b>122</b>	<b>0</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>6</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>437</b>
1815	1	73	23	0	1	1	0	1	2	0	0	0	0	0	0	102
1830	0	32	26	2	4	0	0	1	7	0	0	0	0	0	0	72
1845	0	41	26	1	5	0	0	1	5	0	0	0	0	0	0	79
1900	1	41	21	0	2	2	0	1	3	0	0	0	0	0	1	71
<b>Hourly Total</b>	<b>2</b>	<b>187</b>	<b>96</b>	<b>3</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b> </			

# CLASS COUNT REPORT

Location: US 98 east of Old Lakeland Hwy  
 Direction: Eastbound  
 Start Date: 5/8/2019  
 Stop Date: 5/8/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
30	0	3	0	0	1	1	0	0	1	0	0	0	0	0	0	6
45	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
100	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	6	3	0	1	1	0	0	3	0	0	0	0	0	0	14
115	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
130	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	4
145	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
200	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	3	2	0	0	0	0	0	4	0	0	0	0	0	0	9
215	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
230	0	1	1	0	0	1	0	0	1	0	0	0	0	0	0	4
245	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	3
300	0	1	0	0	1	0	0	0	2	0	0	0	0	0	0	4
Hourly Total	0	4	1	0	1	2	0	0	6	0	0	0	0	0	0	14
315	0	4	1	0	0	0	0	0	3	0	0	0	0	0	0	8
330	0	4	1	0	0	1	0	0	2	0	0	0	0	0	0	8
345	0	1	0	0	1	1	0	0	3	0	0	0	0	0	0	6
400	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	4
Hourly Total	0	10	3	0	1	2	0	0	10	0	0	0	0	0	0	26
415	1	4	0	0	0	1	0	0	2	0	0	0	0	0	0	8
430	0	2	3	0	0	0	0	0	1	0	0	0	0	0	0	6
445	1	10	6	0	0	1	0	0	0	0	0	0	0	0	0	18
500	1	5	12	0	0	0	0	0	0	0	0	0	0	0	0	18
Hourly Total	3	21	21	0	0	2	0	0	3	0	0	0	0	0	0	50
515	0	5	4	0	3	1	0	1	2	2	0	0	0	0	0	18
530	0	13	14	0	3	2	0	3	1	1	0	0	0	0	0	37
545	0	16	8	0	1	2	0	0	4	1	0	0	0	0	0	32
600	0	16	17	0	0	0	0	0	4	0	0	0	0	0	0	37
Hourly Total	0	50	43	0	7	5	0	4	11	4	0	0	0	0	0	124
615	1	18	14	0	2	4	0	1	6	0	1	0	0	0	0	47
630	1	21	26	0	4	1	1	4	5	0	0	0	0	0	0	63
645	0	20	19	0	2	4	0	0	6	2	0	0	0	0	0	53
700	0	21	12	0	3	2	0	0	5	0	0	0	0	0	0	43
Hourly Total	2	80	71	0	11	11	1	5	22	2	1	0	0	0	0	206
715	1	42	15	0	2	3	0	0	2	0	0	0	0	0	0	65
730	0	31	14	1	5	2	0	2	3	0	0	0	0	0	0	58
745	0	32	21	0	5	0	0	5	3	0	0	0	0	0	0	66
800	0	27	16	0	5	0	0	1	3	2	0	0	0	0	0	54
Hourly Total	1	132	66	1	17	5	0	8	11	2	0	0	0	0	0	243
815	0	25	13	0	1	10	0	0	2	0	0	0	0	0	0	51
830	0	30	12	0	4	8	0	0	6	0	0	0	0	0	0	60
845	2	15	16	0	4	7	0	1	6	0	0	0	0	0	0	51
900	1	23	10	0	3	2	0	3	5	0	0	0	0	0	0	47
Hourly Total	3	93	51	0	12	27	0	4	19	0	0	0	0	0	0	209
915	0	25	11	0	2	4	0	1	5	0	0	0	0	0	0	48
930	3	21	9	1	2	7	0	1	7	0	0	0	0	0	1	52
945	1	21	7	0	3	8	0	1	7	0	0	0	0	0	0	48
1000	0	12	13	0	2	3	0	1	8	0	0	0	0	0	0	39
Hourly Total	4	79	40	1	9	22	0	4	27	0	0	0	0	0	1	187
1015	0	14	11	0	2	6	0	1	2	1	0	0	0	0	1	38
1030	1	15	7	0	1	10	0	3	5	0	0	0	0	0	0	42
1045	1	14	13	0	1	6	0	1	4	0	0	0	0	0	0	40
1100	1	13	12	0	4	5	0	2	0	0	0	0	0	0	0	37
Hourly Total	3	56	43	0	8	27	0	7	11	1	0	0	0	0	1	157
1115	1	13	7	0	1	4	0	1	3	0	0	0	0	0	0	30
1130	1	19	10	0	3	6	0	0	6	0	0	0	0	0	1	46
1145	3	15	7	0	2	10	0	2	2	0	0	0	0	0	0	41
1200	2	10	7	0	2	9	0	0	6	0	0	0	0	0	0	36
Hourly Total	7	57	31	0	8	29	0	3	17	0	0	0	0	0	1	153
1215	1	14	8	1	2	1	0	4	5	0	0	0	0	0	0	36
1230	0	15	13	1	3	2	0	0	2	0	0	0	0	0	0	36
1245	1	13	5	0	2	4	0	0	7	0	0	0	0	0	0	32
1300	0	13	3	0	2	7	0	1	2	0	0	0	0	0	0	28
Hourly Total	2	55	29	2	9	14	0	5	16	0	0	0	0	0	0	132
1315	0	15	11	0	0	8	0	0	4	0	0	0	0	0	0	38
1330	0	15	7	0	2	2	1	0	4	0	0	0	0	0	1	32
1345	2	16	9	0	0	7	0	1	4	0	0	0	0	0	0	39
1400	1	10	7	0	4	4	0	0	5	0	0	0	0	0	0	31
Hourly Total	3	56	34	0	6	21	1	1	17	0	0	0	0	0	1	140
1415	1	17	12	0	2	6	0	0	4	1	0	0	0	0	0	43
1430	0	15	11	0	3	5	1	1	1	0	0	0	0	0	0	37
1445	0	12	7	1	4	5	0	0	6	1	0	0	0	0	0	36
1500	0	21	13	0	1	4	3	1	6	0	0	0	0	0	0	49
Hourly Total	1	65	43	1	10	20	4	2	17	2	0	0	0	0	0	165
1515	0	18	15	0	1	4	0	0	3	0	0	0	0	0	0	41
1530	1	18	13	0	3	5	1	2	3	0	0	0	0	0	0	46
1545	1	22	15	0	2	2	0	1	2	0	0	0	0	0	0	45
1600	0	29	13	0	5	2	0	2	4	0	0	0	0	0	0	55
Hourly Total	2	87	56	0	11	13	1	5	12	0	0	0	0	0	0	187
1615	1	27	18	0	2	2	0	0	5	0	0	0	0	0	0	55
1630	1	27	19	0	1	2	0	0	2	0	0	0	0	0	0	52
1645	1	26	6	0	3	1	0	1	2	0	0	0	0	0	0	40
1700	1	35	18	0	1	0	0	2	5	0	0	0	0	0	0	62
Hourly Total	4	115	61	0	7	5	0	3	14	0	0	0	0	0	0	209
1715	1	34	15	0	0	1	0	0	1	0	0	0	0	0	0	52
1730	1	34	14	0	2	1	0	1	4	0	0	0	0	0	0	57
1745	0	29	23	2	2	0	0	0	2	0	0	0	0	0	0	58
1800	0	23	15	0	2	0	0	1	2	0	0	0	0	0	0	43
Hourly Total	2	120	67	2	6	2	0	2	9	0	0	0	0	0	0	210
1815	0	20	11	0	1	1	0	0	3	0	0	0	0	0	0	36
1830	0	33	5	0	2	0	0	0	3	0	0	0	0	0	0	43
1845	0	12	7	0	3	0	0	1	1	0	0	0	0	0	0	24
1900	1	29	14	0	0	1	0	0	0	0	0	0	0	0	0	45
Hourly Total	1	94	37	0	6	2	0	1	7	0	0	0	0	0	0	148
1915	0	14	9	1	0	0	0	0	1	0	0	1	0	0	0	26
1930	0	13	7	0	1	0	0	0	0	0	0	0	0	0	0	21
1945	0	9	8	0	0	0	0	1	1	0	0	0	0	0	0	19
2000	0	7	5	1	1	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	0	43	29	2	2	0	0	1	2	0	0	1	0	0	0	80
2015	1	12	3	0	2	1	0	0	1	0	0	0	0	0	0	20
2030	1	10	8	0	0	1	0	0	3	0	0	0	0	0	0	23
2045	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
2100	1	9	3	0	2	1	0	1	3	0	0	0	0	0	0	20
Hourly Total	3	39	17	0	4	3	0	1	7	0	0	0	0	0	0	74
2115	0	3	5	0	1	0	0	0	0	0	0	0	0	0	0	9
2130	1	5	4	0	1	0	0	0	2	0	0	0	0			

**CLASS COUNT REPORT**

Location: US 98 east of Old Lakeland Hwy      City/County: Dade City/Pasco  
 Direction: Westbound  
 Start Date: 5/8/2019      Start Time: 00:00  
 Stop Date: 5/8/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	4	2	0	0	0	0	0	1	0	0	0	0	0	0	7
30	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	5
45	1	5	1	0	1	0	0	0	1	0	0	0	0	0	0	9
100	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>1</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
115	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
130	0	3	1	0	0	0	0	0	2	0	0	0	0	0	0	6
145	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
200	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
215	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
245	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	3
300	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>
315	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
330	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	4
345	0	2	2	0	2	0	0	0	1	0	0	0	0	0	0	7
400	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
415	0	6	1	0	1	1	0	0	1	0	0	0	0	0	0	10
430	0	3	0	0	0	1	0	0	2	0	0	0	0	0	0	6
445	0	3	2	0	0	1	0	0	1	1	0	0	0	0	0	8
500	0	2	3	0	2	0	0	1	1	1	0	0	0	0	0	10
<b>Hourly Total</b>	<b>0</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>
515	0	7	6	1	1	0	1	1	6	2	0	0	0	0	0	25
530	0	5	5	0	0	0	0	0	1	0	0	0	0	0	0	11
545	0	3	7	0	0	0	0	1	5	2	0	0	0	0	0	18
600	0	9	6	0	2	0	0	0	3	0	0	0	0	0	0	20
<b>Hourly Total</b>	<b>0</b>	<b>24</b>	<b>24</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>
615	0	14	6	0	2	0	0	2	5	1	0	0	0	0	0	30
630	0	23	13	0	3	0	0	0	2	2	0	0	0	0	0	43
645	0	22	14	1	2	0	0	0	3	2	0	0	0	0	0	44
700	2	30	13	1	1	0	1	1	0	0	0	0	0	0	0	49
<b>Hourly Total</b>	<b>2</b>	<b>89</b>	<b>46</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>166</b>
715	1	12	14	1	5	3	4	2	7	0	0	0	0	0	0	49
730	1	17	12	1	1	1	5	1	8	0	0	0	0	0	0	47
745	2	26	9	0	1	3	3	2	4	4	0	0	0	0	0	54
800	1	25	22	0	2	1	4	3	4	1	0	0	0	0	0	63
<b>Hourly Total</b>	<b>5</b>	<b>80</b>	<b>57</b>	<b>2</b>	<b>9</b>	<b>8</b>	<b>16</b>	<b>8</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>213</b>
815	5	46	10	1	2	6	0	0	5	0	0	0	0	0	0	75
830	1	17	10	0	4	4	5	0	3	0	0	0	0	0	0	44
845	0	32	7	0	3	0	6	4	7	0	0	0	0	0	0	59
900	3	18	9	0	3	3	1	1	8	2	0	0	0	0	0	48
<b>Hourly Total</b>	<b>9</b>	<b>113</b>	<b>36</b>	<b>1</b>	<b>12</b>	<b>13</b>	<b>12</b>	<b>5</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>226</b>
915	0	16	10	2	0	3	3	2	7	0	0	0	0	0	0	43
930	1	17	10	0	1	2	6	0	2	2	0	0	0	0	0	41
945	0	19	10	0	2	1	5	1	1	0	0	1	0	0	0	40
1000	1	15	6	0	2	5	3	3	8	1	0	0	0	0	0	41
<b>Hourly Total</b>	<b>2</b>	<b>67</b>	<b>36</b>	<b>2</b>	<b>3</b>	<b>8</b>	<b>19</b>	<b>6</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>165</b>
1015	0	15	8	0	3	3	1	2	3	1	0	0	0	0	0	36
1030	1	19	9	0	2	3	4	2	6	3	0	0	0	0	0	49
1045	0	9	8	0	2	3	5	1	4	1	0	0	0	0	0	33
1100	1	18	7	0	0	3	5	1	8	1	0	0	0	0	1	45
<b>Hourly Total</b>	<b>2</b>	<b>61</b>	<b>32</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>15</b>	<b>6</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>163</b>
1115	1	18	12	0	2	3	4	1	2	0	0	0	0	0	0	43
1130	0	16	11	0	1	2	2	0	5	1	0	0	0	0	0	38
1145	0	12	12	0	1	1	2	0	7	2	0	0	0	0	0	37
1200	1	14	8	1	1	3	3	0	6	5	0	0	0	0	0	42
<b>Hourly Total</b>	<b>2</b>	<b>60</b>	<b>43</b>	<b>1</b>	<b>5</b>	<b>9</b>	<b>11</b>	<b>1</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>160</b>
1215	0	18	3	0	0	0	6	1	4	0	0	0	0	0	0	32
1230	0	17	11	0	2	2	5	1	9	0	0	0	0	0	0	47
1245	2	15	6	0	2	2	2	2	7	2	0	0	0	0	0	38
1300	0	12	9	0	1	0	1	2	6	2	0	0	0	0	0	33
<b>Hourly Total</b>	<b>2</b>	<b>62</b>	<b>29</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>14</b>	<b>6</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150</b>
1315	0	21	3	0	2	0	6	1	9	1	0	0	0	0	0	43
1330	1	15	4	0	2	4	4	1	6	3	0	0	0	0	0	40
1345	1	18	12	0	3	2	3	0	4	2	0	0	0	0	0	45
1400	0	16	10	0	2	3	3	1	6	1	0	0	0	0	0	43
<b>Hourly Total</b>	<b>2</b>	<b>70</b>	<b>29</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>16</b>	<b>3</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>171</b>
1415	0	17	14	0	3	0	3	2	5	2	0	0	0	0	0	46
1430	0	16	13	0	1	0	5	2	3	0	0	0	0	0	0	40
1445	0	18	14	0	4	1	2	3	6	2	0	0	0	0	2	52
1500	0	14	13	0	3	1	5	0	3	1	0	0	0	0	2	42
<b>Hourly Total</b>	<b>0</b>	<b>65</b>	<b>54</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>15</b>	<b>7</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>180</b>
1515	0	15	12	0	1	3	2	0	5	0	0	0	0	0	0	38
1530	0	18	7	0	4	1	4	2	2	2	0	0	0	0	1	41
1545	1	16	14	1	2	1	5	1	5	0	0	0	0	0	0	46
1600	2	28	21	0	4	1	1	2	3	0	0	0	0	0	0	62
<b>Hourly Total</b>	<b>3</b>	<b>77</b>	<b>54</b>	<b>1</b>	<b>11</b>	<b>6</b>	<b>12</b>	<b>5</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>187</b>
1615	1	35	19	0	2	1	1	2	5	0	0	0	0	0	0	66
1630	1	21	16	0	4	0	1	0	3	0	0	0	0	0	0	46
1645	1	26	19	0	1	0	1	0	2	0	0	0	0	0	1	51
1700	0	25	24	0	3	1	0	1	3	0	0	0	0	0	0	57
<b>Hourly Total</b>	<b>3</b>	<b>107</b>	<b>78</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>220</b>
1715	0	28	11	1	1	0	0	0	2	0	0	0	0	0	0	43
1730	0	40	22	0	1	1	0	4	1	0	0	0	0	0	0	69
1745	1	34	16	0	2	1	0	1	4	0	0	0	0	0	0	59
1800	2	47	17	0	2	2	0	0	2	0	0	0	0	0	0	72
<b>Hourly Total</b>	<b>3</b>	<b>149</b>	<b>66</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>243</b>
1815	0	20	7	0	2	1	0	1	3	0	0	0	0	0	0	34
1830	0	24	13	0	2	0	0	0	2	0	0	0	0	0	0	41
1845	1	30	7	0	2	1	0	0	2	0	0	0	0	0	0	43
1900	0	15	7	0	0	1	0	0	2	0	0	0	0	0	0	25
<b>Hourly Total</b>	<b>1</b>	<b>89</b>	<b>34</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>143</b>
1915	1	21	6	0	0	0	0	0	3	0	0					



## CLASS COUNT REPORT

Location: US 98 east of Old Lakeland Hwy  
 Direction: Combined  
 Start Date: 5/8/2019  
 Stop Date: 5/8/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	6	3	0	0	0	0	0	2	0	0	0	0	0	0	11
30	0	6	0	0	3	1	0	0	1	0	0	0	0	0	0	11
45	1	5	2	0	1	0	0	0	2	0	0	0	0	0	0	11
100	0	5	2	0	0	0	0	1	0	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>1</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>
115	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	4
130	0	4	2	0	0	0	0	0	4	0	0	0	0	0	0	10
145	0	2	0	0	0	0	0	0	3	0	0	0	0	0	0	5
200	0	1	2	0	0	0	0	0	3	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
215	0	4	0	0	0	0	0	0	2	0	0	0	0	0	0	6
230	0	2	1	0	0	1	0	0	1	0	0	0	0	0	0	5
245	0	1	0	0	1	1	0	0	2	0	0	0	0	0	1	6
300	0	1	0	0	1	0	0	0	3	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>22</b>
315	0	6	1	0	0	0	0	0	4	0	0	0	0	0	0	11
330	0	6	1	0	0	1	0	0	3	1	0	0	0	0	0	12
345	0	3	2	0	3	1	0	0	4	0	0	0	0	0	0	13
400	0	2	1	0	0	0	0	0	2	1	0	0	0	0	0	6
<b>Hourly Total</b>	<b>0</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>
415	1	10	1	0	1	2	0	0	3	0	0	0	0	0	0	18
430	0	5	3	0	0	1	0	0	3	0	0	0	0	0	0	12
445	1	13	8	0	0	2	0	0	1	1	0	0	0	0	0	26
500	1	7	15	0	2	0	0	1	1	1	0	0	0	0	0	28
<b>Hourly Total</b>	<b>3</b>	<b>35</b>	<b>27</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84</b>
515	0	12	10	1	4	1	1	2	8	4	0	0	0	0	0	43
530	0	18	19	0	3	2	0	3	2	1	0	0	0	0	0	48
545	0	19	15	0	1	2	0	1	9	3	0	0	0	0	0	50
600	0	25	23	0	2	0	0	0	7	0	0	0	0	0	0	57
<b>Hourly Total</b>	<b>0</b>	<b>74</b>	<b>67</b>	<b>1</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>26</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>198</b>
615	1	32	20	0	4	4	0	3	11	1	1	0	0	0	0	77
630	1	44	39	0	7	1	1	4	7	2	0	0	0	0	0	106
645	0	42	33	1	4	4	0	0	9	4	0	0	0	0	0	97
700	2	51	25	1	4	2	1	1	5	0	0	0	0	0	0	92
<b>Hourly Total</b>	<b>4</b>	<b>169</b>	<b>117</b>	<b>2</b>	<b>19</b>	<b>11</b>	<b>2</b>	<b>8</b>	<b>32</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>372</b>
715	2	54	29	1	7	6	4	2	9	0	0	0	0	0	0	114
730	1	48	26	2	6	3	5	3	11	0	0	0	0	0	0	105
745	2	58	30	0	6	3	3	7	7	4	0	0	0	0	0	120
800	1	52	38	0	7	1	4	4	7	3	0	0	0	0	0	117
<b>Hourly Total</b>	<b>6</b>	<b>212</b>	<b>123</b>	<b>3</b>	<b>26</b>	<b>13</b>	<b>16</b>	<b>16</b>	<b>34</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>456</b>
815	5	71	23	1	3	16	0	0	7	0	0	0	0	0	0	126
830	1	47	22	0	8	12	5	0	9	0	0	0	0	0	0	104
845	2	47	23	0	7	7	6	5	13	0	0	0	0	0	0	110
900	4	41	19	0	6	5	1	4	13	2	0	0	0	0	0	95
<b>Hourly Total</b>	<b>12</b>	<b>206</b>	<b>87</b>	<b>1</b>	<b>24</b>	<b>40</b>	<b>12</b>	<b>9</b>	<b>42</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>435</b>
915	0	41	21	2	2	7	3	3	12	0	0	0	0	0	0	91
930	4	38	19	1	3	9	6	1	9	2	0	0	0	0	1	93
945	1	40	17	0	5	9	5	2	8	0	0	1	0	0	0	88
1000	1	27	19	0	2	5	5	4	16	1	0	0	0	0	0	80
<b>Hourly Total</b>	<b>6</b>	<b>146</b>	<b>76</b>	<b>3</b>	<b>12</b>	<b>30</b>	<b>19</b>	<b>10</b>	<b>45</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>352</b>
1015	0	29	19	0	5	9	1	3	5	2	0	0	0	0	1	74
1030	2	34	16	0	3	13	4	5	11	3	0	0	0	0	0	91
1045	1	23	21	0	3	9	5	2	8	1	0	0	0	0	0	73
1100	2	31	19	0	4	8	5	3	8	1	0	0	0	0	1	82
<b>Hourly Total</b>	<b>5</b>	<b>117</b>	<b>75</b>	<b>0</b>	<b>15</b>	<b>39</b>	<b>15</b>	<b>13</b>	<b>32</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>320</b>
1115	2	31	19	0	3	7	4	2	5	0	0	0	0	0	0	73
1130	1	35	21	0	4	8	2	0	11	1	0	0	0	0	1	84
1145	3	27	19	0	3	11	2	2	9	2	0	0	0	0	0	78
1200	3	24	15	1	3	12	3	0	12	5	0	0	0	0	0	78
<b>Hourly Total</b>	<b>9</b>	<b>117</b>	<b>74</b>	<b>1</b>	<b>13</b>	<b>38</b>	<b>11</b>	<b>4</b>	<b>37</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>313</b>
1215	1	32	11	1	2	1	6	5	9	0	0	0	0	0	0	68
1230	0	32	24	1	5	4	5	1	11	0	0	0	0	0	0	83
1245	3	28	11	0	2	6	2	2	14	2	0	0	0	0	0	70
1300	0	25	12	0	3	7	1	3	8	2	0	0	0	0	0	61
<b>Hourly Total</b>	<b>4</b>	<b>117</b>	<b>58</b>	<b>2</b>	<b>12</b>	<b>18</b>	<b>14</b>	<b>11</b>	<b>42</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>282</b>
1315	0	36	14	0	2	8	6	1	13	1	0	0	0	0	0	81
1330	1	30	11	0	4	6	5	1	10	3	0	0	0	0	1	72
1345	3	34	21	0	3	9	3	1	8	2	0	0	0	0	0	84
1400	1	26	17	0	6	7	3	1	11	1	0	0	0	0	1	74
<b>Hourly Total</b>	<b>5</b>	<b>126</b>	<b>63</b>	<b>0</b>	<b>15</b>	<b>30</b>	<b>17</b>	<b>4</b>	<b>42</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>311</b>
1415	1	34	26	0	5	6	3	2	9	3	0	0	0	0	0	89
1430	0	31	24	0	4	5	6	3	4	0	0	0	0	0	0	77
1445	0	30	21	1	8	6	2	3	12	3	0	0	0	0	2	88
1500	0	35	26	0	4	5	8	1	9	1	0	0	0	0	2	91
<b>Hourly Total</b>	<b>1</b>	<b>130</b>	<b>97</b>	<b>1</b>	<b>21</b>	<b>22</b>	<b>19</b>	<b>9</b>	<b>34</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>345</b>
1515	0	33	27	0	2	7	2	0	8	0	0	0	0	0	0	79
1530	1	36	20	0	7	6	5	4	5	2	0	0	0	0	1	87
1545	2	38	29	1	4	3	5	2	7	0	0	0	0	0	0	91
1600	2	57	34	0	9	3	1	4	7	0	0	0	0	0	0	117
<b>Hourly Total</b>	<b>5</b>	<b>164</b>	<b>110</b>	<b>1</b>	<b>22</b>	<b>19</b>	<b>13</b>	<b>10</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>374</b>
1615	2	62	37	0	4	3	1	2	10	0	0	0	0	0	0	121
1630	2	48	35	0	5	2	1	0	5	0	0	0	0	0	0	98
1645	2	52	25	0	3	2	0	2	4	0	0	0	0	0	1	91
1700	1	60	42	0	4	1	0	3	8	0	0	0	0	0	0	119
<b>Hourly Total</b>	<b>7</b>	<b>222</b>	<b>139</b>	<b>0</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>7</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>429</b>
1715	1	62	26	1	1	1	0	0	3	0	0	0	0	0	0	95
1730	1	74	36	0	3	2	0	5	5	0	0	0	0	0	0	126
1745	1	63	39	2	4	1	0	1	6	0	0	0	0	0	0	117
1800	2	70	32	0	4	2	0	1	4	0	0	0	0	0	0	115
<b>Hourly Total</b>	<b>5</b>	<b>269</b>	<b>133</b>	<b>3</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>453</b>
1815	0	40	18	0	3	2	0	1	6	0	0	0	0	0	0	70
1830	0	57	18	0	4	0	0	0	5	0	0	0	0	0	0	84
1845	1	42	14	0	5	1	0	1	3	0	0	0	0	0	0	67
1900	1	44	21	0	0	2	0	0	2	0	0	0	0	0	0	70
<b>Hourly Total</b>	<b>2</b>	<b>183</b>	<b>71</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>2</b>								

### CLASS COUNT REPORT

Location: US 98 east of Old Lakeland Hwy City/County: Dade City/Pasco  
 Direction: Eastbound  
 Start Date: 5/9/2019 Start Time: 00:00  
 Stop Date: 5/9/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
30	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
45	1	3	2	0	1	1	0	0	1	0	0	0	0	0	9	
100	0	3	2	0	0	0	0	0	1	0	0	0	0	0	6	
Hourly Total	1	10	6	0	1	1	0	0	3	0	0	0	0	0	22	
115	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3	
130	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5	
145	0	1	0	0	0	1	0	0	1	0	0	0	0	0	3	
200	0	1	0	0	0	0	0	0	3	0	0	0	0	0	4	
Hourly Total	0	6	1	0	0	1	0	0	7	0	0	0	0	0	15	
215	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	
230	0	1	0	0	0	0	0	0	2	0	0	0	0	0	3	
245	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	
300	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
Hourly Total	0	2	1	0	1	1	0	0	4	0	0	0	0	0	9	
315	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	
330	0	3	1	0	0	0	0	0	3	0	0	0	0	0	7	
345	0	3	0	0	0	0	0	0	3	0	0	0	0	0	6	
400	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4	
Hourly Total	0	9	2	0	0	0	0	0	9	0	0	0	0	0	20	
415	1	6	0	0	1	0	0	1	0	2	0	0	0	0	11	
430	0	2	4	0	0	0	0	1	3	0	0	0	0	0	10	
445	0	2	1	0	0	0	0	0	3	1	0	0	0	0	7	
500	1	9	9	0	1	0	0	1	3	2	0	0	0	0	26	
Hourly Total	2	19	14	0	2	0	0	3	9	5	0	0	0	0	54	
515	0	9	9	0	1	1	0	2	6	1	0	0	0	0	29	
530	1	15	9	0	3	0	0	0	2	0	0	0	1	0	31	
545	0	10	15	0	3	1	0	2	3	0	0	0	0	0	34	
600	0	14	16	0	3	2	0	1	4	0	0	0	0	0	40	
Hourly Total	1	48	49	0	10	4	0	5	15	1	0	0	1	0	134	
615	2	18	15	0	4	0	0	2	1	1	0	0	0	0	43	
630	2	23	25	0	1	4	0	2	8	0	0	0	0	0	65	
645	0	27	17	0	2	4	0	1	5	1	0	0	0	0	57	
700	0	19	15	0	5	1	0	0	4	0	0	0	0	0	44	
Hourly Total	4	87	72	0	12	9	0	5	18	2	0	0	0	0	209	
715	0	29	14	0	6	3	0	0	0	0	0	0	0	0	52	
730	2	36	17	0	0	5	0	3	4	1	0	0	0	0	68	
745	0	35	19	0	3	0	0	3	7	1	0	0	0	0	68	
800	2	21	17	0	6	3	0	3	8	1	0	0	0	1	62	
Hourly Total	4	121	67	0	15	11	0	9	19	3	0	0	0	1	250	
815	0	32	18	0	0	2	0	0	6	2	0	0	0	0	60	
830	2	24	14	0	2	7	0	0	2	4	0	0	0	0	55	
845	1	14	17	0	2	4	0	1	1	2	0	0	0	0	42	
900	2	16	3	0	3	7	0	1	6	0	0	0	0	0	38	
Hourly Total	5	86	52	0	7	20	0	2	15	8	0	0	0	0	195	
915	0	23	16	0	1	7	0	1	8	0	0	0	0	0	56	
930	0	13	13	0	2	6	0	0	5	0	0	0	0	0	39	
945	0	23	13	0	0	6	0	3	7	0	0	0	0	2	54	
1000	0	21	7	0	3	3	0	1	3	0	0	0	0	0	38	
Hourly Total	0	80	49	0	6	22	0	5	23	0	0	0	0	2	187	
1015	0	24	12	0	1	4	0	2	2	0	0	0	0	0	45	
1030	1	14	14	0	0	6	0	0	7	1	0	0	0	0	43	
1045	5	23	6	0	1	4	0	0	1	0	0	0	0	0	40	
1100	1	19	16	0	3	6	0	0	3	0	0	0	0	0	48	
Hourly Total	7	80	48	0	5	20	0	2	13	1	0	0	0	0	176	
1115	2	16	14	0	2	2	0	0	5	0	0	0	0	1	42	
1130	0	17	9	0	1	8	0	1	6	2	0	0	0	0	44	
1145	0	13	16	0	2	4	0	0	4	1	0	0	0	0	40	
1200	0	18	9	0	1	4	0	1	2	0	0	0	0	0	35	
Hourly Total	2	64	48	0	6	18	0	2	17	3	0	0	0	1	161	
1215	0	12	18	0	3	5	0	0	4	0	0	0	0	0	42	
1230	0	20	11	0	0	2	1	0	5	0	0	0	0	0	39	
1245	0	16	11	0	2	6	0	0	0	0	0	0	0	0	35	
1300	0	22	16	0	2	6	0	0	4	0	0	0	0	0	50	
Hourly Total	0	70	56	0	7	19	1	0	13	0	0	0	0	0	166	
1315	1	16	12	0	1	4	0	2	4	0	0	0	0	0	40	
1330	1	13	14	0	1	6	1	1	4	1	0	0	0	0	42	
1345	1	14	8	0	5	3	0	2	5	0	0	0	0	0	38	
1400	0	17	8	1	1	4	0	0	4	0	0	0	0	0	35	
Hourly Total	3	60	42	1	8	17	1	5	17	1	0	0	0	0	155	
1415	1	15	12	0	5	7	0	0	2	0	0	0	0	1	43	
1430	0	25	18	0	4	3	0	2	2	0	0	0	0	0	54	
1445	0	22	6	0	4	3	2	1	1	0	0	0	0	0	39	
1500	0	24	16	0	1	3	0	0	1	0	0	0	0	0	45	
Hourly Total	1	86	52	0	14	16	2	3	6	0	0	0	0	1	181	
1515	1	18	17	0	3	5	0	0	3	0	0	0	0	0	47	
1530	1	25	19	0	2	2	0	1	3	1	0	0	0	0	54	
1545	0	22	15	0	5	0	0	0	4	0	0	0	0	0	46	
1600	1	23	22	1	3	2	0	1	5	0	0	0	0	1	59	
Hourly Total	3	88	73	1	13	9	0	2	15	1	0	0	0	1	206	
1615	0	25	19	0	7	0	0	1	2	0	0	0	0	0	54	
1630	2	25	9	1	3	3	0	1	4	0	0	0	0	0	48	
1645	0	27	15	0	3	1	0	1	5	0	0	0	0	1	53	
1700	2	28	14	0	2	1	0	0	5	0	0	0	0	0	52	
Hourly Total	4	105	57	1	15	5	0	3	16	0	0	0	0	1	207	
1715	1	29	20	0	2	2	0	1	5	0	0	0	0	0	60	
1730	2	30	19	0	1	1	0	1	1	0	0	0	0	0	55	
1745	2	29	14	0	5	0	0	0	0	0	0	0	0	0	50	
1800	0	34	21	3	1	0	0	0	3	0	0	0	0	0	62	
Hourly Total	5	122	74	3	9	3	0	2	9	0	0	0	0	0	227	
1815	1	30	11	1	1	2	0	0	6	0	0	0	0	0	52	
1830	0	25	7	0	4	1	0	0	3	0	0	0	0	0	40	
1845	0	26	12	0	1	0	0	1	2	0	0	0	0	0	42	
1900	0	22	13	1	1	0	0	0	0	0	0	0	0	0	37	
Hourly Total	1	103	43	2	7	3	0	1	11	0	0	0	0	0	171	
1915	0	20	9	0	3	0	0	0	3	0	0	0	0	0	35	
1930	0	13	9	0	2	0	0	0	1	0	0	0	0	0	25	
1945	1	12	7	0	2	2	0	0	1	0	0	0	0	0	25	
2000	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11	
Hourly Total	1	52	29	0	7	2	0	0	5	0	0	0	0	0	96	
2015	0	11	6	0	0	0	0	0	1	0	0	0	0	0	18	
2030	0	9	7	0	0	0	0	0	7	0	0	0	0	0	23	
2045	0	15	4	0	1	0	0	0	1	0	0	0	0	0	21	
2100	2	14	7	0	1	2	0	0	0	0	0	0	0	0	26	
Hourly Total	2	49	24	0	2	2	0	0	9	0	0	0	0	0	88	
2115	0	9	6	0	0	0	0	0	0	0	0	0	0	0	15	
2130	0	13	5	0	1	0	0	0	2	0	0	0	0	0	21	
2145	1	8	5	0	0	1	0	0	2	0	0	0	0	0	17	
2200	0	3	2	0	0	0	0	0	1	0	0	0	0	0	6	
Hourly Total	1	33	18	0	1	1	0	0	5	0	0	0	0	0	59	
2215	0	9	0	0	1	0	0	0	1	0	0	0	0	0	11	
2230	0	5	2	0	1	0	0	0	4	0	0	0	0	0	12	
2245	0	4	5	0	0	0	0	0	1	0	0	0	0	0	10	

**CLASS COUNT REPORT**

Location: US 98 east of Old Lakeland Hwy City/County: Dade City/Pasco  
 Direction: Westbound  
 Start Date: 5/9/2019 Start Time: 00:00  
 Stop Date: 5/9/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
30	0	5	2	0	1	0	0	0	2	0	0	0	0	0	0	10
45	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
100	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
115	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	7
130	0	6	1	0	1	0	0	0	0	0	0	0	0	0	0	8
145	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	5
200	0	2	1	0	1	0	0	0	1	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
215	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	5
230	0	3	4	1	0	0	0	0	1	0	0	0	0	0	0	9
245	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
300	0	1	2	0	2	0	0	0	3	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
315	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
330	0	2	0	0	1	0	0	1	3	0	0	0	0	0	0	7
345	0	3	2	0	2	1	0	0	2	0	0	0	0	0	0	10
400	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
415	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	6
430	0	7	0	0	0	0	0	0	2	1	0	0	0	0	0	10
445	0	3	0	0	1	0	0	0	4	0	0	0	0	0	0	8
500	1	4	3	0	0	1	1	1	0	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>1</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
515	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	13
530	0	10	6	0	0	0	0	2	2	0	0	0	0	0	0	20
545	1	5	7	0	1	2	0	1	3	1	0	0	0	0	0	21
600	0	9	6	0	2	0	0	0	4	1	0	0	0	0	0	22
<b>Hourly Total</b>	<b>1</b>	<b>32</b>	<b>24</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>76</b>
615	0	8	8	0	3	0	0	0	2	1	0	0	0	0	0	22
630	0	22	9	0	2	0	0	1	2	0	0	0	0	0	0	36
645	0	30	7	1	3	0	0	0	3	1	0	0	0	0	0	45
700	5	23	18	0	4	1	0	0	1	0	0	0	0	0	0	52
<b>Hourly Total</b>	<b>5</b>	<b>83</b>	<b>42</b>	<b>1</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>155</b>
715	0	19	17	1	2	0	2	0	5	0	0	0	0	0	0	46
730	0	15	12	1	3	0	3	3	4	0	0	0	0	0	0	41
745	2	30	20	0	5	3	4	0	5	1	0	0	0	0	0	70
800	1	23	14	1	0	1	4	1	5	0	0	0	0	0	0	50
<b>Hourly Total</b>	<b>3</b>	<b>87</b>	<b>63</b>	<b>3</b>	<b>10</b>	<b>4</b>	<b>13</b>	<b>4</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>207</b>
815	0	25	8	2	4	0	5	2	5	2	0	0	0	0	0	53
830	2	31	12	0	3	3	3	0	3	0	0	0	0	0	0	57
845	0	22	9	0	4	2	4	4	1	1	0	0	0	0	0	47
900	0	23	11	0	2	2	3	1	3	0	0	0	0	0	0	45
<b>Hourly Total</b>	<b>2</b>	<b>101</b>	<b>40</b>	<b>2</b>	<b>13</b>	<b>7</b>	<b>15</b>	<b>7</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>202</b>
915	0	17	17	0	1	1	4	2	3	1	0	0	0	0	0	46
930	1	17	11	1	3	1	3	1	7	2	0	0	0	0	0	47
945	3	17	16	0	2	4	4	0	2	0	0	0	0	0	0	48
1000	0	13	5	0	3	0	5	1	2	1	0	0	0	0	0	30
<b>Hourly Total</b>	<b>4</b>	<b>64</b>	<b>49</b>	<b>1</b>	<b>9</b>	<b>6</b>	<b>16</b>	<b>4</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>171</b>
1015	0	14	4	0	3	3	2	0	1	0	0	0	0	0	0	27
1030	1	23	7	0	3	2	3	0	8	1	0	0	0	0	0	48
1045	2	17	13	0	1	1	5	0	3	0	0	0	0	0	0	42
1100	1	15	11	0	1	0	4	1	5	1	0	0	0	0	0	39
<b>Hourly Total</b>	<b>4</b>	<b>69</b>	<b>35</b>	<b>0</b>	<b>8</b>	<b>6</b>	<b>14</b>	<b>1</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>156</b>
1115	0	12	5	0	3	1	0	3	7	0	0	0	0	0	0	31
1130	1	15	12	1	1	0	3	0	8	0	0	0	0	0	0	41
1145	1	14	13	0	0	2	3	2	5	3	0	0	0	0	1	44
1200	1	16	15	0	1	3	4	0	5	0	0	0	0	0	0	45
<b>Hourly Total</b>	<b>3</b>	<b>57</b>	<b>45</b>	<b>1</b>	<b>5</b>	<b>6</b>	<b>10</b>	<b>5</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>161</b>
1215	0	14	9	0	0	0	4	2	9	1	0	0	0	0	0	39
1230	2	25	9	1	1	3	2	0	6	0	0	0	0	0	0	49
1245	0	22	11	0	3	1	3	0	4	2	0	0	0	0	0	46
1300	2	18	11	1	1	3	2	1	3	0	0	0	0	0	0	42
<b>Hourly Total</b>	<b>4</b>	<b>79</b>	<b>40</b>	<b>2</b>	<b>5</b>	<b>7</b>	<b>11</b>	<b>3</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>176</b>
1315	2	13	10	0	1	2	5	2	8	0	0	0	0	0	0	43
1330	5	19	7	0	1	3	4	1	5	3	0	0	0	0	1	49
1345	0	14	10	0	3	1	1	1	0	1	0	0	0	0	0	31
1400	1	22	16	0	6	3	3	1	10	1	0	0	0	0	0	63
<b>Hourly Total</b>	<b>8</b>	<b>68</b>	<b>43</b>	<b>0</b>	<b>11</b>	<b>9</b>	<b>13</b>	<b>5</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>186</b>
1415	1	17	7	0	3	2	4	1	4	2	0	0	0	0	0	41
1430	0	19	9	0	6	2	4	1	3	3	0	0	0	0	0	47
1445	0	22	16	0	2	0	5	0	6	1	0	0	0	0	0	52
1500	1	17	12	0	0	2	0	0	2	1	0	0	0	0	0	35
<b>Hourly Total</b>	<b>2</b>	<b>75</b>	<b>44</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>13</b>	<b>2</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>175</b>
1515	2	25	14	0	0	2	4	1	2	0	0	0	0	0	0	50
1530	1	14	16	0	4	3	3	1	4	2	0	0	0	0	0	48
1545	0	21	23	0	4	0	2	0	6	0	0	0	0	0	0	56
1600	2	22	19	0	1	0	0	2	2	0	0	0	0	0	2	50
<b>Hourly Total</b>	<b>5</b>	<b>82</b>	<b>72</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>9</b>	<b>4</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>204</b>
1615	0	31	23	0	3	1	1	2	3	0	0	0	0	0	0	64
1630	0	40	12	0	3	1	0	1	5	0	0	0	0	0	0	62
1645	0	34	20	0	4	1	0	1	2	0	0	0	0	0	0	62
1700	0	39	28	0	5	0	0	1	1	0	0	0	0	0	1	75
<b>Hourly Total</b>	<b>0</b>	<b>144</b>	<b>83</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>263</b>
1715	0	29	20	0	3	0	0	0	0	0	0	0	0	0	0	52
1730	1	42	13	0	2	1	0	1	2	0	0	0	0	0	0	62
1745	0	32	19	0	2	0	0	0	2	0	0	0	0	0	0	55
1800	0	41	22	0	2	0	0	1	1	0	0	0	0	0	0	67
<b>Hourly Total</b>	<b>1</b>	<b>144</b>	<b>74</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>236</b>
1815	0	37	14	0	5	2	0	2	2	0	0	0	0	0	1	63
1830	0	27	12	0	1	0	0	2	3	0	0	0	0	0	0	45
1845	0	27	17	0	3	0	0	0	1	0	0	0	0	0	0	48
1900	0	22	7	0	2	0	0	1	3	0	0	0	0	0	0	35
<b>Hourly Total</b>	<b>0</b>	<b>113</b>	<b>50</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>191</b>
1915	0	23	9	0	2	0	1	1	1	0						



## CLASS COUNT REPORT

Location: US 98 east of Old Lakeland Hwy      City/County: Dade City/Pasco  
 Direction: Combined  
 Start Date: 5/9/2019      Start Time: 00:00  
 Stop Date: 5/9/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS																Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass		
15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	
30	0	8	3	0	1	0	0	0	3	0	0	0	0	0	0	15	
45	1	5	3	0	1	1	0	0	2	0	0	0	0	0	0	13	
100	0	3	3	0	0	0	0	1	2	0	0	0	0	0	0	9	
<b>Hourly Total</b>	<b>1</b>	<b>19</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	
115	0	7	0	0	0	0	0	0	3	0	0	0	0	0	0	10	
130	0	9	2	0	1	0	0	0	1	0	0	0	0	0	0	13	
145	0	5	0	0	0	1	0	1	1	0	0	0	0	0	0	8	
200	0	3	1	0	1	0	0	0	4	0	0	0	0	0	0	9	
<b>Hourly Total</b>	<b>0</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	
215	0	3	0	0	0	1	0	0	3	0	0	0	0	0	0	7	
230	0	4	4	1	0	0	0	0	3	0	0	0	0	0	0	12	
245	0	1	1	0	1	0	0	0	1	0	0	0	0	0	0	4	
300	0	2	3	0	2	0	0	0	3	0	0	0	0	0	0	10	
<b>Hourly Total</b>	<b>0</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	
315	0	4	0	0	0	0	0	0	3	0	0	0	0	0	0	7	
330	0	5	1	0	1	0	0	1	6	0	0	0	0	0	0	14	
345	0	6	2	0	2	1	0	0	5	0	0	0	0	0	0	16	
400	0	4	2	0	0	0	0	0	2	0	0	0	0	0	0	8	
<b>Hourly Total</b>	<b>0</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	
415	1	11	0	0	1	0	0	2	0	2	0	0	0	0	0	17	
430	0	9	4	0	0	0	0	1	5	1	0	0	0	0	0	20	
445	0	5	1	0	1	0	0	0	7	1	0	0	0	0	0	15	
500	2	13	12	0	1	1	1	2	3	2	0	0	0	0	0	37	
<b>Hourly Total</b>	<b>3</b>	<b>38</b>	<b>17</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>89</b>	
515	0	17	14	0	1	1	0	2	6	1	0	0	0	0	0	42	
530	1	25	15	0	3	0	0	2	4	0	0	0	1	0	0	51	
545	1	15	22	0	4	3	0	3	6	1	0	0	0	0	0	55	
600	0	23	22	0	5	2	0	1	8	1	0	0	0	0	0	62	
<b>Hourly Total</b>	<b>2</b>	<b>80</b>	<b>73</b>	<b>0</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>210</b>	
615	2	26	23	0	7	0	0	2	3	2	0	0	0	0	0	65	
630	2	45	34	0	3	4	0	3	10	0	0	0	0	0	0	101	
645	0	57	24	1	5	4	0	1	8	2	0	0	0	0	0	102	
700	5	42	33	0	9	2	0	0	5	0	0	0	0	0	0	96	
<b>Hourly Total</b>	<b>9</b>	<b>170</b>	<b>114</b>	<b>1</b>	<b>24</b>	<b>10</b>	<b>0</b>	<b>6</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>364</b>	
715	0	48	31	1	8	3	2	0	5	0	0	0	0	0	0	98	
730	2	51	29	1	3	5	3	6	8	1	0	0	0	0	0	109	
745	2	65	39	0	8	3	4	3	12	2	0	0	0	0	0	138	
800	3	44	31	1	6	4	4	4	13	1	0	0	0	0	1	112	
<b>Hourly Total</b>	<b>7</b>	<b>208</b>	<b>130</b>	<b>3</b>	<b>25</b>	<b>15</b>	<b>13</b>	<b>13</b>	<b>38</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>457</b>	
815	0	57	26	2	4	2	5	2	11	4	0	0	0	0	0	113	
830	4	55	26	0	5	10	3	0	5	4	0	0	0	0	0	112	
845	1	36	26	0	6	6	4	5	2	3	0	0	0	0	0	89	
900	2	39	14	0	5	9	3	2	9	0	0	0	0	0	0	83	
<b>Hourly Total</b>	<b>7</b>	<b>187</b>	<b>92</b>	<b>2</b>	<b>20</b>	<b>27</b>	<b>15</b>	<b>9</b>	<b>27</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>397</b>	
915	0	40	33	0	2	8	4	3	11	1	0	0	0	0	0	102	
930	1	30	24	1	5	7	3	1	12	2	0	0	0	0	0	86	
945	3	40	29	0	2	10	4	3	9	0	0	0	0	0	2	102	
1000	0	34	12	0	6	3	5	2	5	1	0	0	0	0	0	68	
<b>Hourly Total</b>	<b>4</b>	<b>144</b>	<b>98</b>	<b>1</b>	<b>15</b>	<b>28</b>	<b>16</b>	<b>9</b>	<b>37</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>358</b>	
1015	0	38	16	0	4	7	2	2	3	0	0	0	0	0	0	72	
1030	2	37	21	0	3	8	3	0	15	2	0	0	0	0	0	91	
1045	7	40	19	0	2	5	5	0	4	0	0	0	0	0	0	82	
1100	2	34	27	0	4	6	4	1	8	1	0	0	0	0	0	87	
<b>Hourly Total</b>	<b>11</b>	<b>149</b>	<b>83</b>	<b>0</b>	<b>13</b>	<b>26</b>	<b>14</b>	<b>3</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>332</b>	
1115	2	28	19	0	5	3	0	3	12	0	0	0	0	0	1	73	
1130	1	32	21	1	2	8	3	1	14	2	0	0	0	0	0	85	
1145	1	27	29	0	2	6	3	2	9	4	0	0	0	0	1	84	
1200	1	34	24	0	2	7	4	1	7	0	0	0	0	0	0	80	
<b>Hourly Total</b>	<b>5</b>	<b>121</b>	<b>93</b>	<b>1</b>	<b>11</b>	<b>24</b>	<b>10</b>	<b>7</b>	<b>42</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>322</b>	
1215	0	26	27	0	3	5	4	2	13	1	0	0	0	0	0	81	
1230	2	45	20	1	1	5	3	0	11	0	0	0	0	0	0	88	
1245	0	38	22	0	5	7	3	0	4	2	0	0	0	0	0	81	
1300	2	40	27	1	3	9	2	1	7	0	0	0	0	0	0	92	
<b>Hourly Total</b>	<b>4</b>	<b>149</b>	<b>96</b>	<b>2</b>	<b>12</b>	<b>26</b>	<b>12</b>	<b>3</b>	<b>35</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>342</b>	
1315	3	29	22	0	2	6	5	4	12	0	0	0	0	0	0	83	
1330	6	32	21	0	2	9	5	2	9	4	0	0	0	0	1	91	
1345	1	28	18	0	8	4	1	3	5	1	0	0	0	0	0	69	
1400	1	39	24	1	7	7	3	1	14	1	0	0	0	0	0	98	
<b>Hourly Total</b>	<b>11</b>	<b>128</b>	<b>85</b>	<b>1</b>	<b>19</b>	<b>26</b>	<b>14</b>	<b>10</b>	<b>40</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>341</b>	
1415	2	32	19	0	8	9	4	1	6	2	0	0	0	0	1	84	
1430	0	44	27	0	10	5	4	3	5	3	0	0	0	0	0	101	
1445	0	44	22	0	6	3	7	1	7	1	0	0	0	0	0	91	
1500	1	41	28	0	1	5	0	0	3	1	0	0	0	0	0	80	
<b>Hourly Total</b>	<b>3</b>	<b>161</b>	<b>96</b>	<b>0</b>	<b>25</b>	<b>22</b>	<b>15</b>	<b>5</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>356</b>	
1515	3	43	31	0	3	7	4	1	5	0	0	0	0	0	0	97	
1530	2	39	35	0	6	5	3	2	7	3	0	0	0	0	0	102	
1545	0	43	38	0	9	0	2	0	10	0	0	0	0	0	0	102	
1600	3	45	41	1	4	2	0	3	7	0	0	0	0	0	3	109	
<b>Hourly Total</b>	<b>8</b>	<b>170</b>	<b>145</b>	<b>1</b>	<b>22</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>410</b>	
1615	0	56	42	0	10	1	1	3	5	0	0	0	0	0	0	118	
1630	2	65	21	1	6	4	0	2	9	0	0	0	0	0	0	110	
1645	0	61	35	0	7	2	0	2	7	0	0	0	0	0	1	115	
1700	2	67	42	0	7	1	0	1	6	0	0	0	0	0	1	127	
<b>Hourly Total</b>	<b>4</b>	<b>249</b>	<b>140</b>	<b>1</b>	<b>30</b>	<b>8</b>	<b>1</b>	<b>8</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>470</b>	
1715	1	58	40	0	5	2	0	1	5	0	0	0	0	0	0	112	
1730	3	72	32	0	3	2	0	2	3	0	0	0	0	0	0	117	
1745	2	61	33	0	7	0	0	0	2	0	0	0	0	0	0	105	
1800	0	75	43	3	3	0	0	1	4	0	0	0	0	0	0	129	
<b>Hourly Total</b>	<b>6</b>	<b>266</b>	<b>148</b>	<b>3</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>463</b>	
1815	1	67	25	1	6	4	0	2	8	0	0	0	0	0	1	115	
1830	0	52	19	0	5	1	0	2	6	0	0	0	0	0	0	85	
1845	0	53	29	0	4	0	0	1	3	0	0	0	0	0	0	90	
1900	0	44	20	1	3	0	0	1	3	0	0	0	0	0	0	72	
<b>Hourly Total</b>	<b>1</b>	<b>216</b>	<b>93</b>	<b>2</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>20</b>	<b>0</b>	<b>0</b>						

## Volume Count Report

Start Date: May 7, 2019	Start Time: 0:00	
Stop Date: May 8, 2019	Stop Time: 0:00	
City: Dade City	County: Pasco	
Location: US 301 between US 98 & Clinton Ave		

### Northbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	16	12	3	24	33	76	177	236	178	183	239
30	14	20	7	13	17	45	95	175	232	180	214	204
45	7	9	6	7	21	70	137	196	196	238	206	228
00	10	8	5	22	29	51	163	216	178	241	252	217
<b>Hr Total</b>	<b>46</b>	<b>53</b>	<b>30</b>	<b>45</b>	<b>91</b>	<b>199</b>	<b>471</b>	<b>764</b>	<b>842</b>	<b>837</b>	<b>855</b>	<b>888</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	241	258	248	325	298	298	233	152	132	94	74	43
30	226	204	226	247	283	252	185	164	119	76	49	31
45	235	237	255	268	288	260	169	114	104	77	40	27
00	251	244	215	276	273	259	176	110	106	52	36	23
<b>Hr Total</b>	<b>953</b>	<b>943</b>	<b>944</b>	<b>1,116</b>	<b>1,142</b>	<b>1,069</b>	<b>763</b>	<b>540</b>	<b>461</b>	<b>299</b>	<b>199</b>	<b>124</b>

24 Hour Total:	13,674		
AM Peak Hour begins:	10:45	AM Peak Volume: 923	AM Peak Hour Factor: 0.92
PM Peak Hour begins:	15:45	PM Peak Volume: 1,145	PM Peak Hour Factor: 0.96

### Southbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	12	4	6	13	48	121	181	227	218	201	246
30	15	6	8	13	31	69	139	219	276	222	202	216
45	12	6	8	13	33	74	162	242	225	218	226	200
00	8	10	6	10	40	94	205	277	242	220	192	227
<b>Hr Total</b>	<b>55</b>	<b>34</b>	<b>26</b>	<b>42</b>	<b>117</b>	<b>285</b>	<b>627</b>	<b>919</b>	<b>970</b>	<b>878</b>	<b>821</b>	<b>889</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	230	192	232	244	211	254	230	130	111	61	77	29
30	210	218	250	237	230	215	190	106	101	78	39	27
45	209	236	261	291	236	221	151	106	103	75	49	34
00	221	223	253	255	194	224	143	121	96	53	28	19
<b>Hr Total</b>	<b>870</b>	<b>869</b>	<b>996</b>	<b>1,027</b>	<b>871</b>	<b>914</b>	<b>714</b>	<b>463</b>	<b>411</b>	<b>267</b>	<b>193</b>	<b>109</b>

24 Hour Total:	13,367		
AM Peak Hour begins:	7:30	AM Peak Volume: 1,022	AM Peak Hour Factor: 0.92
PM Peak Hour begins:	15:00	PM Peak Volume: 1,027	PM Peak Hour Factor: 0.88

### Total Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	28	16	9	37	81	197	358	463	396	384	485
30	29	26	15	26	48	114	234	394	508	402	416	420
45	19	15	14	20	54	144	299	438	421	456	432	428
00	18	18	11	32	69	145	368	493	420	461	444	444
<b>Hr Total</b>	<b>101</b>	<b>87</b>	<b>56</b>	<b>87</b>	<b>208</b>	<b>484</b>	<b>1,098</b>	<b>1,683</b>	<b>1,812</b>	<b>1,715</b>	<b>1,676</b>	<b>1,777</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	471	450	480	569	509	552	463	282	243	155	151	72
30	436	422	476	484	513	467	375	270	220	154	88	58
45	444	473	516	559	524	481	320	220	207	152	89	61
00	472	467	468	531	467	483	319	231	202	105	64	42
<b>Hr Total</b>	<b>1,823</b>	<b>1,812</b>	<b>1,940</b>	<b>2,143</b>	<b>2,013</b>	<b>1,983</b>	<b>1,477</b>	<b>1,003</b>	<b>872</b>	<b>566</b>	<b>392</b>	<b>233</b>

24 Hour Total:	27,041		
AM Peak Hour begins:	7:30	AM Peak Volume: 1,902	AM Peak Hour Factor: 0.94
PM Peak Hour begins:	15:00	PM Peak Volume: 2,143	PM Peak Hour Factor: 0.94

## Volume Count Report

Start Date: May 8, 2019	Start Time: 0:00	
Stop Date: May 9, 2019	Stop Time: 0:00	
City: Dade City	County: Pasco	
Location: US 301 between US 98 & Clinton Ave		

### Northbound Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	17	9	4	19	44	63	178	210	174	182	209
30	15	9	14	9	19	40	93	198	210	228	238	208
45	17	11	7	7	29	62	119	191	210	224	226	238
00	20	13	11	16	25	61	175	240	212	182	218	208
<b>Hr Total</b>	<b>80</b>	<b>50</b>	<b>41</b>	<b>36</b>	<b>92</b>	<b>207</b>	<b>450</b>	<b>807</b>	<b>842</b>	<b>808</b>	<b>864</b>	<b>863</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	237	242	225	276	322	266	188	149	125	97	51	48
30	231	246	242	239	296	286	188	156	127	76	53	31
45	220	224	234	236	214	267	206	111	114	55	41	27
00	204	232	227	277	243	271	173	143	114	59	26	23
<b>Hr Total</b>	<b>892</b>	<b>944</b>	<b>928</b>	<b>1,028</b>	<b>1,075</b>	<b>1,090</b>	<b>755</b>	<b>559</b>	<b>480</b>	<b>287</b>	<b>171</b>	<b>129</b>

24 Hour Total:	13,478		
AM Peak Hour begins:	11:30	AM Peak Volume: 914	AM Peak Hour Factor: 0.96
PM Peak Hour begins:	15:30	PM Peak Volume: 1,131	PM Peak Hour Factor: 0.88

### Southbound Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	12	6	20	25	45	105	203	249	196	179	214
30	16	11	12	17	10	61	121	233	247	223	189	216
45	17	10	13	16	30	72	158	287	244	247	203	240
00	11	5	7	17	34	101	206	252	237	250	209	192
<b>Hr Total</b>	<b>52</b>	<b>38</b>	<b>38</b>	<b>70</b>	<b>99</b>	<b>279</b>	<b>590</b>	<b>975</b>	<b>977</b>	<b>916</b>	<b>780</b>	<b>862</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	194	180	219	219	195	249	176	123	93	97	49	26
30	238	197	206	261	223	255	196	134	131	81	65	21
45	191	219	238	231	224	212	161	116	101	84	35	25
00	210	230	260	235	226	222	154	110	105	61	38	19
<b>Hr Total</b>	<b>833</b>	<b>826</b>	<b>923</b>	<b>946</b>	<b>868</b>	<b>938</b>	<b>687</b>	<b>483</b>	<b>430</b>	<b>323</b>	<b>187</b>	<b>91</b>

24 Hour Total:	13,211		
AM Peak Hour begins:	7:30	AM Peak Volume: 1,035	AM Peak Hour Factor: 0.90
PM Peak Hour begins:	14:30	PM Peak Volume: 978	PM Peak Hour Factor: 0.94

### Total Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	29	15	24	44	89	168	381	459	370	361	423
30	31	20	26	26	29	101	214	431	457	451	427	424
45	34	21	20	23	59	134	277	478	454	471	429	478
00	31	18	18	33	59	162	381	492	449	432	427	400
<b>Hr Total</b>	<b>132</b>	<b>88</b>	<b>79</b>	<b>106</b>	<b>191</b>	<b>486</b>	<b>1,040</b>	<b>1,782</b>	<b>1,819</b>	<b>1,724</b>	<b>1,644</b>	<b>1,725</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	431	422	444	495	517	515	364	272	218	194	100	74
30	469	443	448	500	519	541	384	290	258	157	118	52
45	411	443	472	467	438	479	367	227	215	139	76	52
00	414	462	487	512	469	493	327	253	219	120	64	42
<b>Hr Total</b>	<b>1,725</b>	<b>1,770</b>	<b>1,851</b>	<b>1,974</b>	<b>1,943</b>	<b>2,028</b>	<b>1,442</b>	<b>1,042</b>	<b>910</b>	<b>610</b>	<b>358</b>	<b>220</b>

24 Hour Total:	26,689		
AM Peak Hour begins:	7:30	AM Peak Volume: 1,886	AM Peak Hour Factor: 0.96
PM Peak Hour begins:	17:00	PM Peak Volume: 2,028	PM Peak Hour Factor: 0.94



### CLASS COUNT REPORT

Location: Clinton Ave west of US 301 City/County: Dade City/Pasco  
 Direction: Westbound  
 Start Date: 5/7/2019 Start Time: 00:00  
 Stop Date: 5/7/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	9
30	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
45	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
100	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
115	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5
130	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
145	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
200	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
215	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
230	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
300	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>1</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
330	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
345	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
400	0	5	1	0	1	0	0	0	0	0	0	0	1	0	0	8
<b>Hourly Total</b>	<b>1</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>19</b>
415	0	3	2	0	0	0	0	0	1	0	0	0	0	0	0	6
430	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
445	0	6	5	0	1	0	0	0	0	0	0	0	0	0	0	12
500	0	3	2	2	1	1	0	1	0	0	0	0	0	0	0	10
<b>Hourly Total</b>	<b>0</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>
515	0	12	6	0	0	0	0	0	0	0	0	0	0	0	2	20
530	0	19	3	0	1	0	1	1	0	0	0	0	0	0	1	26
545	0	23	11	2	1	1	1	0	1	0	0	0	0	0	0	40
600	0	27	9	0	0	0	0	1	0	0	0	0	0	0	2	39
<b>Hourly Total</b>	<b>0</b>	<b>81</b>	<b>29</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>125</b>
615	0	25	14	0	0	0	0	0	1	2	0	0	0	0	0	42
630	2	37	20	0	1	0	0	2	0	0	0	0	0	0	0	62
645	1	46	30	2	1	1	0	1	1	0	0	0	0	0	1	84
700	1	59	33	1	5	1	0	2	0	0	0	0	0	0	4	106
<b>Hourly Total</b>	<b>4</b>	<b>167</b>	<b>97</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>294</b>
715	0	91	17	1	7	0	0	1	0	1	0	0	0	0	2	120
730	0	82	34	1	5	2	0	2	0	0	0	0	0	0	1	127
745	2	52	22	1	3	4	0	2	3	0	0	0	0	0	0	89
800	0	60	22	2	6	3	0	3	0	1	0	0	0	0	1	98
<b>Hourly Total</b>	<b>2</b>	<b>285</b>	<b>95</b>	<b>5</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>434</b>
815	1	80	27	4	7	0	0	5	1	1	0	0	0	0	3	129
830	1	65	21	1	9	2	1	3	2	0	0	0	2	0	0	107
845	1	77	19	1	5	2	0	0	0	0	0	0	0	0	1	106
900	0	60	19	1	7	0	1	2	1	1	0	0	0	0	2	94
<b>Hourly Total</b>	<b>3</b>	<b>282</b>	<b>86</b>	<b>7</b>	<b>28</b>	<b>4</b>	<b>2</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>436</b>
915	1	61	12	0	3	3	1	1	2	0	0	0	0	0	3	87
930	2	59	9	0	6	3	0	2	2	0	0	0	0	0	0	83
945	2	61	19	1	12	2	0	1	3	0	0	0	0	0	2	103
1000	3	63	16	1	4	4	0	2	1	0	0	0	0	0	2	96
<b>Hourly Total</b>	<b>8</b>	<b>244</b>	<b>56</b>	<b>2</b>	<b>25</b>	<b>12</b>	<b>1</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>369</b>
1015	2	74	20	0	1	2	0	3	1	0	0	0	0	0	2	105
1030	0	55	11	2	4	0	0	1	1	0	0	0	0	0	0	74
1045	1	63	29	0	2	4	0	3	1	0	0	0	0	0	0	103
1100	3	67	28	1	3	4	0	2	1	0	0	0	0	0	2	111
<b>Hourly Total</b>	<b>6</b>	<b>259</b>	<b>88</b>	<b>3</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>393</b>
1115	1	78	25	0	5	2	0	1	0	0	0	0	2	0	0	114
1130	2	70	23	0	3	2	1	3	0	0	0	0	0	0	0	104
1145	2	66	28	0	2	5	0	4	1	1	0	0	0	0	2	111
1200	3	53	27	3	2	2	1	2	0	3	0	0	0	0	1	97
<b>Hourly Total</b>	<b>8</b>	<b>267</b>	<b>103</b>	<b>3</b>	<b>12</b>	<b>11</b>	<b>2</b>	<b>10</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>426</b>
1215	2	74	33	0	6	2	0	1	2	0	0	0	0	0	4	124
1230	1	87	32	0	3	2	0	0	1	0	0	0	0	0	2	128
1245	2	68	37	1	9	1	0	2	0	0	0	0	0	0	1	121
1300	4	94	33	0	4	3	0	3	5	2	0	0	0	0	2	150
<b>Hourly Total</b>	<b>9</b>	<b>323</b>	<b>135</b>	<b>1</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>523</b>
1315	2	83	36	3	8	1	1	1	3	1	0	0	0	0	4	143
1330	0	74	31	0	5	1	0	0	0	1	0	0	0	0	2	114
1345	1	84	27	0	6	3	0	3	0	2	0	0	0	0	1	127
1400	0	74	22	0	7	2	0	1	1	2	0	0	0	0	1	110
<b>Hourly Total</b>	<b>3</b>	<b>315</b>	<b>116</b>	<b>3</b>	<b>26</b>	<b>7</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>494</b>
1415	1	86	35	1	8	3	0	2	2	0	0	0	0	0	0	138
1430	0	102	32	3	3	4	0	1	0	1	0	0	0	0	0	146
1445	1	93	29	0	2	2	0	0	0	0	0	0	0	0	0	127
1500	0	84	41	0	1	1	0	2	1	0	0	0	0	0	0	130
<b>Hourly Total</b>	<b>2</b>	<b>365</b>	<b>137</b>	<b>4</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>541</b>
1515	4	99	27	0	10	2	0	1	2	0	0	0	0	0	0	145
1530	0	83	38	0	4	2	0	1	1	0	0	0	0	0	1	130
1545	2	104	36	2	6	2	0	2	0	0	0	0	0	0	1	155
1600	1	105	40	1	5	0	0	2	1	1	0	0	0	0	1	157
<b>Hourly Total</b>	<b>7</b>	<b>391</b>	<b>141</b>	<b>3</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>587</b>
1615	1	109	36	4	9	3	0	4	0	0	0	0	0	0	0	166
1630	1	93	43	0	2	4	0	1	0	0	0	0	0	0	0	144
1645	2	109	39	1	4	1	0	3	1	0	0	0	0	0	1	161
1700	0	83	36	1	13	1	0	1	0	0	0	0	0	0	0	135
<b>Hourly Total</b>	<b>4</b>	<b>394</b>	<b>154</b>	<b>6</b>	<b>28</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>606</b>
1715	1	141	48	1	6	0	0	1	0	0	0	0	0	0	2	200
1730	1	125	45	0	2	0	0	1	0	0	0	0	0	0	0	174
1745	3	127	49	0	6	0	0	1	0	0	0	0	0	0	0	186
1800	0	93	31	0	6	0	0	0	0	0	0	0	0	0	0	130
<b>Hourly Total</b>	<b>5</b>	<b>486</b>	<b>173</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>690</b>
1815	1	101	39	0	4	0	0	1	0	0	0	0	0	0	0	146
1830	0	98	33	0	3	1	0	0	0	0	0	0	0	0	0	135
1845	1	90	34	0	2	0	0	1	0	0	0	0	0	0	2	130
1900	0	87	26	0	4	1	0	0	0	0	0	0	0	0	0	118
<b>Hourly Total</b>	<b>2</b>	<b>376</b>	<b>132</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	

**CLASS COUNT REPORT**

Location: Clinton Ave west of US 301  
 Direction: Combined  
 Start Date: 5/7/2019  
 Stop Date: 5/7/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	18	1	0	0	0	0	0	1	0	0	0	0	0	0	20
30	0	9	0	0	0	0	0	0	2	0	0	0	0	0	0	11
45	0	7	4	0	1	0	0	0	0	0	0	0	0	0	0	12
100	0	8	2	1	0	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	0	42	7	1	1	0	0	0	3	0	0	0	0	0	0	54
115	0	6	2	0	0	0	0	0	1	0	0	0	0	0	0	9
130	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
145	0	4	2	0	0	1	0	1	0	0	0	0	0	0	0	8
200	0	5	0	0	0	0	0	0	1	0	0	0	0	0	0	6
Hourly Total	0	22	5	0	0	1	0	1	2	0	0	0	0	0	0	31
215	1	4	3	0	0	0	0	0	0	0	0	0	0	0	0	8
230	0	4	4	0	1	0	0	0	0	0	0	0	0	0	0	9
245	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
300	0	8	1	1	0	0	0	0	0	0	0	0	0	0	0	10
Hourly Total	1	19	11	1	1	0	0	0	0	0	0	0	0	0	0	33
315	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
330	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
345	1	10	1	0	0	1	0	0	0	0	0	0	0	0	0	13
400	0	8	4	0	1	2	0	0	0	0	0	0	1	0	0	16
Hourly Total	1	27	8	0	2	3	0	0	0	0	0	0	1	0	0	42
415	0	11	5	0	0	0	0	0	1	0	0	0	0	0	0	17
430	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10
445	0	13	9	0	2	0	0	0	1	0	0	0	0	0	0	25
500	2	15	12	2	2	1	0	1	0	0	0	0	0	0	0	35
Hourly Total	2	46	28	2	5	1	0	1	1	1	0	0	0	0	0	87
515	0	26	16	0	0	0	0	0	0	0	0	0	0	0	0	44
530	0	34	21	0	3	2	1	2	1	0	0	0	0	0	1	65
545	0	41	25	2	1	1	1	0	3	0	0	0	0	0	0	74
600	0	62	28	0	3	2	0	1	0	0	0	0	0	0	2	98
Hourly Total	0	163	90	2	7	5	2	3	4	0	0	0	0	0	5	281
615	2	59	39	2	4	2	0	0	5	2	0	0	0	0	0	115
630	4	85	43	0	7	5	0	2	0	0	0	0	0	0	1	147
645	2	95	54	2	6	2	0	1	2	0	0	0	0	0	1	165
700	2	149	72	2	12	3	0	3	1	0	0	0	0	0	4	248
Hourly Total	10	388	208	6	29	12	0	6	8	2	0	0	0	0	6	675
715	3	167	56	1	15	6	0	2	0	1	0	0	0	0	3	254
730	1	192	81	1	19	6	0	2	3	0	0	0	0	0	1	306
745	2	157	73	2	9	4	0	2	4	0	0	0	0	0	0	253
800	0	166	70	2	12	3	0	3	2	1	0	0	0	0	1	260
Hourly Total	6	682	280	6	55	19	0	9	9	2	0	0	0	0	5	1073
815	1	165	65	4	12	3	0	10	1	1	0	0	0	0	4	266
830	2	186	66	2	20	4	1	8	2	0	0	0	2	0	0	293
845	2	141	53	1	13	3	0	2	3	0	0	0	0	0	1	219
900	1	151	58	1	11	3	1	4	2	1	0	0	0	0	2	235
Hourly Total	6	643	242	8	56	13	2	24	8	2	0	0	2	0	7	1013
915	1	125	44	0	12	6	1	5	4	0	0	0	0	0	3	201
930	3	129	31	0	12	5	0	10	4	0	0	0	0	0	0	194
945	3	130	49	1	16	5	0	4	8	0	0	0	0	0	2	218
1000	4	142	44	1	10	7	0	2	1	0	0	0	0	0	3	214
Hourly Total	11	526	168	2	50	23	1	21	17	0	0	0	0	0	8	827
1015	3	133	49	0	7	7	0	6	1	0	0	0	0	0	2	208
1030	3	138	47	2	6	2	0	4	4	0	0	0	0	0	1	207
1045	2	130	61	0	6	8	0	5	3	0	0	0	0	0	0	215
1100	3	131	62	1	5	6	0	3	1	0	0	0	0	0	2	214
Hourly Total	11	532	219	3	24	23	0	18	9	0	0	0	0	0	5	844
1115	1	135	49	0	7	6	0	5	1	0	0	0	2	0	1	207
1130	4	144	58	0	6	5	1	5	3	0	0	0	0	0	0	226
1145	3	127	52	1	6	6	0	7	4	1	0	0	0	0	2	209
1200	4	123	61	3	6	4	1	4	0	3	0	0	0	0	1	210
Hourly Total	12	529	220	4	25	21	2	21	8	4	0	0	2	0	4	852
1215	4	149	66	0	15	6	0	3	4	0	0	0	0	0	11	258
1230	3	174	72	0	10	5	0	4	1	0	0	0	0	0	2	271
1245	3	133	66	2	10	5	0	5	0	0	0	0	0	0	3	227
1300	5	178	68	0	14	4	0	5	6	2	0	0	0	0	2	284
Hourly Total	15	634	272	2	49	20	0	17	11	2	0	0	0	0	18	1040
1315	3	149	75	3	11	6	1	2	3	1	0	0	0	0	4	258
1330	0	153	56	0	8	4	0	1	2	1	0	0	0	0	2	227
1345	1	166	62	0	15	7	0	5	1	2	0	0	0	0	2	261
1400	2	166	63	0	9	6	0	2	3	2	0	0	0	0	1	254
Hourly Total	6	634	256	3	43	23	1	10	9	6	0	0	0	0	9	1000
1415	2	188	68	1	16	5	0	7	2	0	0	0	0	0	1	290
1430	3	187	81	3	9	7	0	6	0	1	0	0	0	0	1	298
1445	1	192	65	0	11	6	0	1	0	0	0	0	0	0	0	276
1500	1	165	73	0	11	1	0	7	2	0	0	0	0	0	0	260
Hourly Total	7	732	287	4	47	19	0	21	4	1	0	0	0	0	2	1124
1515	6	192	62	2	15	4	0	1	7	0	0	0	0	0	0	289
1530	1	183	76	0	9	3	0	3	3	0	0	0	0	0	1	279
1545	3	203	83	2	17	2	0	3	0	0	0	0	0	0	1	314
1600	3	177	82	1	12	1	0	7	2	1	0	0	0	0	1	287
Hourly Total	13	755	303	5	53	10	0	14	12	1	0	0	0	0	3	1169
1615	1	202	67	4	19	4	0	6	0	0	0	0	0	0	0	303
1630	2	188	88	0	12	6	0	3	1	0	0	0	0	0	0	300
1645	3	206	77	1	11	2	0	6	3	0	1	0	0	0	1	311
1700	1	168	71	1	15	1	0	2	2	0	0	0	0	0	0	261
Hourly Total	7	764	303	6	57	13	0	17	6	0	1	0	0	0	1	1175
1715	1	239	90	1	9	1	0	4	1	0	0	0	0	0	2	348
1730	1	215	91	0	9	0	0	2	1	0	0	0	0	0	1	320
1745	4	235	80	0	14	1	0	3	1	0	0	0	0	0	0	338
1800	1	193	70	0	10	0	0	2	0	0	0	0	0	0	1	277
Hourly Total	7	882	331	1	42	2	0	11	3	0	0	0	0	0	4	1283
1815	2	205	85	0	8	1	0	2	1	0	0	0	0	0	2	306
1830	0	186	70	1	6	1	0	1	1	0	0	0	0	0	0	266
1845	1	160	58	1	5	1	0	1	0	0	0	0	0	0	2	229
1900	2	143	46	0	4	3	0	1	1	0	0	0	0	0	0	200
Hourly Total	5	694	259	2	23	6	0	5	3	0	0	0	0	0	4	1001
1915	0	133	37	0	4	0	0	0	0	0	0	0	0	0	1	175
1930	4	129	44	0	2	0	0	1	2	1	0	0	0	0	0	183
1945	0	117	55	0	3	1	0	0	0	0	0	0	0	0	0	176
2000	1	101	41	1	2	0	0	3	0	0	0	0	0	0	0	149
Hourly Total	5	480	177	1	11	1	0	4	2	1	0	0	0	0	1	683
2015	2	103	38	0	8	0	0	2	2	0	0	0	0	0	0	155
2030	1	103	32	0	5	1	0	1	0	0	0	0	0	0	0	143
2045	1	94	28	0	6	0	0	1	1	0	0	0	0	0	2	133
2100	1	98	38	0	1	0	0	4	0	0	0	0	0	0	1	143
Hourly Total	5	398	136	0	20	1	0	8	3							

### CLASS COUNT REPORT

Location: Clinton Ave west of US 301      City/County: Dade City/Pasco  
 Direction: Eastbound  
 Start Date: 5/8/2019      Start Time: 00:00  
 Stop Date: 5/8/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
45	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	6
100	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>
115	0	2	1	0	2	0	0	0	0	0	0	0	0	0	0	5
130	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
145	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
215	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
230	0	5	2	0	0	0	0	0	1	0	0	0	0	0	0	8
245	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	3
300	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>1</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
315	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
330	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	4
345	0	5	0	0	1	1	0	0	0	0	0	0	0	0	0	7
400	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
415	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
430	0	5	3	0	1	0	0	0	0	0	0	0	0	0	0	9
445	0	7	6	0	1	0	0	0	0	0	0	0	0	0	0	14
500	1	8	11	0	0	0	0	0	0	0	0	0	0	0	1	21
<b>Hourly Total</b>	<b>1</b>	<b>29</b>	<b>22</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>55</b>
515	0	8	4	0	2	0	0	1	1	0	0	0	0	0	0	16
530	0	9	21	0	1	1	0	0	1	0	0	0	0	0	0	33
545	0	19	16	0	0	2	0	2	1	0	0	0	0	0	0	40
600	0	34	27	0	3	0	0	1	2	0	0	0	0	0	0	67
<b>Hourly Total</b>	<b>0</b>	<b>70</b>	<b>68</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>156</b>
615	0	30	22	1	8	1	1	1	4	0	0	0	0	0	0	68
630	1	41	17	1	1	1	0	0	1	0	0	0	0	0	0	63
645	2	52	34	0	7	4	0	0	3	0	0	0	0	0	0	102
700	1	76	48	0	6	1	0	2	3	0	0	0	0	0	0	137
<b>Hourly Total</b>	<b>4</b>	<b>199</b>	<b>121</b>	<b>2</b>	<b>22</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>370</b>
715	3	83	37	0	7	4	1	1	1	0	0	0	0	0	1	137
730	0	113	38	2	10	3	0	5	1	0	0	0	0	0	0	173
745	0	116	45	0	7	1	0	2	2	0	0	0	0	0	1	174
800	1	104	40	1	6	3	1	3	2	0	0	0	0	0	0	161
<b>Hourly Total</b>	<b>4</b>	<b>416</b>	<b>160</b>	<b>3</b>	<b>30</b>	<b>11</b>	<b>2</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>645</b>
815	1	106	53	0	9	2	0	6	0	0	0	0	0	0	0	177
830	1	107	36	0	12	0	0	2	3	0	0	0	0	0	0	161
845	1	68	40	0	10	1	0	5	2	0	0	0	0	0	0	127
900	2	84	38	0	2	2	0	3	2	0	0	0	0	0	0	133
<b>Hourly Total</b>	<b>5</b>	<b>365</b>	<b>167</b>	<b>0</b>	<b>33</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>598</b>
915	0	62	28	1	9	2	0	1	0	0	0	0	0	0	0	103
930	0	87	37	0	7	3	0	1	7	0	0	0	0	0	1	143
945	0	88	45	1	3	3	0	3	3	0	0	0	0	0	0	146
1000	2	86	31	0	0	3	0	4	1	0	0	0	0	0	0	127
<b>Hourly Total</b>	<b>2</b>	<b>323</b>	<b>141</b>	<b>2</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>519</b>
1015	0	59	26	0	3	1	0	1	1	0	0	0	0	0	0	91
1030	2	76	29	0	4	1	0	3	1	0	0	0	0	0	1	117
1045	0	68	34	0	6	1	0	3	0	0	0	0	0	0	1	113
1100	1	69	31	0	5	5	0	0	1	0	0	0	0	0	0	112
<b>Hourly Total</b>	<b>3</b>	<b>272</b>	<b>120</b>	<b>0</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>433</b>
1115	0	64	31	0	3	2	0	1	1	0	0	0	0	0	0	102
1130	3	70	36	0	1	2	0	3	3	0	0	0	0	0	0	118
1145	0	64	24	0	5	6	0	2	1	0	0	0	0	0	1	103
1200	2	61	34	0	4	3	0	3	5	0	0	0	0	0	0	112
<b>Hourly Total</b>	<b>5</b>	<b>259</b>	<b>125</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>435</b>
1215	3	68	25	1	6	3	0	4	1	0	0	0	0	0	0	111
1230	2	78	40	0	6	1	0	5	1	0	0	0	0	0	0	133
1245	0	67	27	0	1	1	0	1	2	0	0	0	0	0	0	99
1300	1	68	29	0	1	2	0	3	0	0	0	0	0	0	0	104
<b>Hourly Total</b>	<b>6</b>	<b>281</b>	<b>121</b>	<b>1</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>447</b>
1315	0	72	32	0	2	1	0	2	0	0	0	0	0	0	0	109
1330	1	68	22	0	4	5	0	2	2	0	0	0	0	0	0	104
1345	0	78	35	0	6	2	1	0	2	0	0	0	0	0	0	124
1400	2	72	30	0	6	2	0	0	4	1	0	0	0	0	4	121
<b>Hourly Total</b>	<b>3</b>	<b>290</b>	<b>119</b>	<b>0</b>	<b>18</b>	<b>10</b>	<b>1</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>458</b>
1415	0	85	40	0	5	1	0	2	1	0	0	0	0	0	2	136
1430	1	91	36	0	9	4	0	2	0	0	0	0	0	0	0	143
1445	1	87	31	0	8	3	0	4	1	0	0	0	0	0	0	135
1500	0	91	31	0	6	2	0	4	3	0	0	0	0	0	3	140
<b>Hourly Total</b>	<b>2</b>	<b>354</b>	<b>138</b>	<b>0</b>	<b>28</b>	<b>10</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>554</b>
1515	0	78	41	0	6	3	0	2	0	0	0	0	0	0	0	130
1530	1	91	42	0	4	0	0	5	1	0	0	0	0	0	0	144
1545	1	68	44	0	9	0	0	0	2	0	0	0	0	0	0	124
1600	4	77	46	0	7	2	0	3	0	0	0	0	0	0	0	139
<b>Hourly Total</b>	<b>6</b>	<b>314</b>	<b>173</b>	<b>0</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>537</b>
1615	1	99	32	0	3	0	0	1	0	0	0	0	0	0	0	136
1630	3	113	36	0	8	2	0	1	1	0	0	0	0	0	0	164
1645	3	97	38	0	7	0	0	1	1	0	0	0	0	0	2	149
1700	0	91	43	0	6	0	0	6	0	0	0	0	0	0	0	146
<b>Hourly Total</b>	<b>7</b>	<b>400</b>	<b>149</b>	<b>0</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>595</b>
1715	0	100	38	0	4	0	0	2	0	0	0	0	0	0	0	144
1730	1	96	48	0	4	0	0	3	0	0	0	0	0	0	0	152
1745	0	87	46	0	8	0	0	4	0	0	0	0	0	0	0	145
1800	2	101	39	0	4	1	0	1	2	0	0	0	0	0	0	150
<b>Hourly Total</b>	<b>3</b>	<b>384</b>	<b>171</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>591</b>
1815	3	80	31	1	4	1	0	1	2	0	0	0	0	0	1	124
1830	0	76	34	0	2	0	0	1	0	0	0	0	0	0	0	113
1845	0	75	27	0	3	0	0	0	0	0	0	0	0	0	1	106
1900	1	68	28	0	4	0	0	1	1	0	0	0	0	0	0	103
<b>Hourly Total</b>	<b>4</b>	<b>299</b>	<b>120</b>	<b>1</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<				









### CLASS COUNT REPORT

Location: Clinton Ave west of US 301  
 Direction: Eastbound  
 Start Date: 5/9/2019  
 Stop Date: 5/9/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
100	1	6	0	0	1	1	0	0	0	0	0	0	0	0	0	9
<b>Hourly Total</b>	<b>1</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
115	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
130	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
215	0	0	0	0	2	0	0	1	0	0	0	0	0	0	1	4
230	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
245	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
300	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>12</b>
315	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
330	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
345	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
400	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>0</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
415	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
430	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	7
445	0	12	7	0	0	0	0	1	0	0	0	0	0	0	0	20
500	1	16	11	0	0	0	0	0	1	0	0	0	0	0	3	32
<b>Hourly Total</b>	<b>2</b>	<b>36</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>67</b>
515	1	13	8	0	3	1	0	1	1	0	0	0	0	0	0	28
530	1	9	10	0	3	1	0	1	0	0	0	0	0	0	0	25
545	0	12	20	0	3	1	0	0	0	0	0	0	0	0	0	36
600	1	27	18	0	4	2	0	0	1	0	0	0	0	0	0	53
<b>Hourly Total</b>	<b>3</b>	<b>61</b>	<b>56</b>	<b>0</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>142</b>
615	1	25	19	0	11	1	0	3	2	0	0	0	0	0	0	62
630	2	37	33	1	8	6	0	0	2	0	0	0	0	0	0	89
645	1	63	29	0	7	1	1	1	1	0	0	0	0	0	0	104
700	0	69	34	0	6	0	0	2	0	0	0	0	0	0	0	111
<b>Hourly Total</b>	<b>4</b>	<b>194</b>	<b>115</b>	<b>1</b>	<b>32</b>	<b>8</b>	<b>1</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>366</b>
715	1	89	39	1	7	7	0	1	1	0	0	0	0	0	1	147
730	2	104	44	1	7	2	0	5	0	0	0	0	0	0	1	166
745	0	99	49	1	10	3	0	1	2	0	0	0	0	0	1	166
800	2	103	52	0	5	1	0	2	1	0	0	0	0	0	0	166
<b>Hourly Total</b>	<b>5</b>	<b>395</b>	<b>184</b>	<b>3</b>	<b>29</b>	<b>13</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>645</b>
815	1	111	55	0	15	1	0	2	1	0	0	0	0	0	0	186
830	0	107	44	0	12	3	0	2	4	1	0	0	0	0	1	174
845	0	64	33	0	5	0	0	6	3	0	0	0	0	0	1	112
900	0	80	38	0	4	3	0	2	5	0	0	0	0	0	1	133
<b>Hourly Total</b>	<b>1</b>	<b>362</b>	<b>170</b>	<b>0</b>	<b>36</b>	<b>7</b>	<b>0</b>	<b>12</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>605</b>
915	1	70	37	1	9	1	0	0	1	0	0	0	0	0	0	120
930	1	78	39	0	5	3	0	2	1	0	0	0	0	0	0	129
945	0	72	37	0	4	0	0	5	1	0	0	0	0	0	0	119
1000	0	96	28	0	6	3	0	1	2	0	0	0	0	0	0	136
<b>Hourly Total</b>	<b>2</b>	<b>316</b>	<b>141</b>	<b>1</b>	<b>24</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>504</b>
1015	1	63	29	0	6	2	0	0	1	0	0	0	0	0	0	102
1030	0	72	44	0	1	2	0	3	2	0	0	0	0	0	0	124
1045	7	52	18	0	5	0	0	2	1	0	0	0	0	0	0	85
1100	0	72	38	0	5	3	1	4	5	0	0	0	0	0	1	129
<b>Hourly Total</b>	<b>8</b>	<b>259</b>	<b>129</b>	<b>0</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>440</b>
1115	1	58	33	0	5	4	1	1	2	0	0	0	0	0	0	105
1130	2	69	37	0	2	0	0	4	3	0	0	0	0	0	0	117
1145	2	59	41	0	5	6	0	0	1	0	0	0	0	0	0	114
1200	1	56	24	0	8	2	0	4	2	0	0	0	0	0	0	97
<b>Hourly Total</b>	<b>6</b>	<b>242</b>	<b>135</b>	<b>0</b>	<b>20</b>	<b>12</b>	<b>1</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>433</b>
1215	1	65	34	0	3	3	0	0	3	0	0	0	0	0	0	109
1230	1	84	41	0	5	6	0	3	3	0	0	0	0	0	1	144
1245	0	79	41	0	6	0	0	4	1	0	0	0	0	0	0	131
1300	1	71	47	0	5	2	0	3	0	0	0	0	0	0	2	131
<b>Hourly Total</b>	<b>3</b>	<b>299</b>	<b>163</b>	<b>0</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>515</b>
1315	2	64	27	0	5	4	1	1	1	0	0	0	0	0	0	105
1330	2	88	33	0	4	2	1	1	3	0	0	0	0	0	0	134
1345	2	80	34	0	4	6	0	3	2	0	0	0	0	0	2	133
1400	0	87	25	0	1	1	0	2	0	0	0	0	0	0	2	118
<b>Hourly Total</b>	<b>6</b>	<b>319</b>	<b>119</b>	<b>0</b>	<b>14</b>	<b>13</b>	<b>2</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>490</b>
1415	1	73	48	0	4	1	0	1	3	0	0	0	0	0	1	132
1430	3	84	43	0	9	1	0	4	2	0	0	0	0	0	0	146
1445	0	95	29	0	9	2	1	3	0	0	0	0	0	0	0	139
1500	1	81	41	0	7	1	0	2	1	0	0	0	0	0	0	134
<b>Hourly Total</b>	<b>5</b>	<b>333</b>	<b>161</b>	<b>0</b>	<b>29</b>	<b>5</b>	<b>1</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>551</b>
1515	1	96	37	0	4	1	0	2	1	0	0	0	0	0	0	142
1530	2	74	53	0	5	0	0	2	3	0	0	0	0	0	2	141
1545	3	86	38	0	10	1	0	1	3	0	0	0	0	0	1	143
1600	0	83	40	0	6	0	0	1	2	0	0	0	0	0	0	132
<b>Hourly Total</b>	<b>6</b>	<b>339</b>	<b>168</b>	<b>0</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>558</b>
1615	0	90	47	0	2	1	0	1	1	0	0	0	0	0	0	142
1630	1	93	46	0	11	1	0	1	2	0	0	0	0	0	2	157
1645	0	100	43	0	5	1	0	2	0	0	0	0	0	0	0	151
1700	2	117	45	0	8	2	0	0	0	0	0	0	0	0	0	174
<b>Hourly Total</b>	<b>3</b>	<b>400</b>	<b>181</b>	<b>0</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>624</b>
1715	0	96	36	0	5	0	0	3	1	0	0	0	0	0	0	141
1730	1	99	38	0	3	0	0	3	1	0	0	0	0	0	0	145
1745	2	116	55	0	7	0	0	1	0	0	0	0	0	0	0	181
1800	1	85	33	0	3	2	0	0	3	0	0	0	0	0	1	128
<b>Hourly Total</b>	<b>4</b>	<b>396</b>	<b>162</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>595</b>
1815	0	102	40	0	3	0	0	1	0	0	0	0	0	0	0	146
1830	1	71	35	1	4	1	0	1	0	0	0	0	0	0	0	114
1845	1	70	36	0	3	0	0	1	0	0	0	0	0	0	0	111
1900	0	54	22	0	2	0	0	0	0	0	0	0	0	0	0	78
<b>Hourly Total</b>	<b>2</b>	<b>297</b>	<b>133</b>	<b>1</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>							

# CLASS COUNT REPORT

Location: Clinton Ave west of US 301      City/County: Dade City/Pasco  
 Direction: Westbound  
 Start Date: 5/9/2019                              Start Time: 00:00  
 Stop Date: 5/9/2019                                Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclss	
15	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	12
30	0	5	5	0	1	0	0	0	0	0	0	0	0	0	0	12
45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
100	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>33</b>
115	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
145	1	4	0	0	1	0	0	0	0	0	0	0	0	0	0	6
200	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
215	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
230	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	4
245	0	4	2	0	0	0	0	0	0	0	0	0	0	0	1	7
300	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>25</b>
315	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	6
330	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
345	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	5
400	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
415	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
430	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
445	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	8
500	0	10	6	0	0	0	0	1	0	0	0	0	0	0	1	18
<b>Hourly Total</b>	<b>0</b>	<b>30</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>39</b>
515	0	12	4	0	1	0	1	1	0	0	0	0	0	0	0	19
530	0	19	4	2	1	0	0	2	0	0	0	0	0	0	2	30
545	0	16	11	0	1	0	0	0	0	1	0	0	0	0	1	30
600	0	29	10	0	1	1	0	0	1	1	0	0	0	0	0	43
<b>Hourly Total</b>	<b>0</b>	<b>76</b>	<b>29</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>122</b>
615	0	24	11	0	5	0	0	0	1	1	0	0	1	0	1	44
630	2	31	14	0	5	0	0	1	0	0	0	0	0	0	2	55
645	1	48	29	1	1	0	0	1	0	0	0	0	0	0	0	81
700	1	69	32	1	5	0	0	1	2	0	0	0	1	0	3	115
<b>Hourly Total</b>	<b>4</b>	<b>172</b>	<b>86</b>	<b>2</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>295</b>
715	2	88	30	1	3	1	0	1	1	3	0	0	0	0	3	133
730	1	76	16	0	3	2	0	2	2	0	0	0	1	0	1	104
745	0	58	25	0	7	1	1	2	1	0	0	0	0	0	2	97
800	5	62	33	0	1	5	0	1	0	0	0	0	0	0	4	111
<b>Hourly Total</b>	<b>8</b>	<b>284</b>	<b>104</b>	<b>1</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>445</b>
815	3	68	34	0	3	2	0	6	2	0	0	0	1	0	3	122
830	0	63	23	3	9	2	0	3	0	0	0	0	0	0	2	105
845	3	81	21	3	8	3	0	4	1	0	0	0	0	0	1	125
900	1	55	23	1	8	1	0	2	2	0	0	0	0	0	1	94
<b>Hourly Total</b>	<b>7</b>	<b>267</b>	<b>101</b>	<b>7</b>	<b>28</b>	<b>8</b>	<b>0</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>446</b>
915	4	55	17	2	3	2	1	4	0	0	0	0	0	0	3	91
930	1	57	21	0	7	3	0	2	3	1	0	0	0	0	0	95
945	0	61	20	0	8	1	0	3	2	0	0	0	0	0	0	97
1000	1	73	19	0	8	1	0	5	2	1	0	0	0	0	0	110
<b>Hourly Total</b>	<b>6</b>	<b>246</b>	<b>77</b>	<b>2</b>	<b>26</b>	<b>7</b>	<b>1</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>393</b>
1015	1	58	17	0	3	2	0	1	0	0	0	0	0	0	2	84
1030	1	54	22	2	3	3	0	1	2	0	0	0	0	0	1	89
1045	2	57	35	1	6	2	0	1	2	0	0	0	0	0	0	106
1100	1	74	14	1	3	2	0	1	0	0	0	0	1	0	0	97
<b>Hourly Total</b>	<b>5</b>	<b>243</b>	<b>88</b>	<b>4</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>376</b>
1115	2	74	34	2	4	1	0	2	3	0	0	0	0	0	0	122
1130	2	56	28	2	2	2	0	0	0	0	0	0	0	0	1	93
1145	1	76	22	0	3	2	0	2	0	0	0	0	0	0	1	107
1200	2	75	31	4	3	3	0	2	3	1	0	0	1	0	0	125
<b>Hourly Total</b>	<b>7</b>	<b>281</b>	<b>115</b>	<b>8</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>447</b>
1215	1	82	31	0	4	2	0	3	2	0	0	0	0	0	0	125
1230	2	94	27	4	4	3	0	2	2	1	0	0	0	0	1	140
1245	1	82	25	2	3	2	1	1	3	0	0	0	0	0	2	122
1300	2	81	30	2	3	3	0	0	3	0	0	0	0	0	0	124
<b>Hourly Total</b>	<b>6</b>	<b>339</b>	<b>113</b>	<b>8</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>511</b>
1315	3	66	32	1	3	1	0	3	2	0	0	0	0	0	0	111
1330	0	74	18	1	5	0	0	4	1	2	0	0	0	0	1	106
1345	3	87	34	1	3	3	0	2	1	1	0	0	1	0	1	137
1400	1	90	33	2	2	0	0	2	2	0	0	0	0	0	1	133
<b>Hourly Total</b>	<b>7</b>	<b>317</b>	<b>117</b>	<b>5</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>487</b>
1415	2	97	23	2	3	8	0	1	2	1	0	0	0	0	0	139
1430	2	95	32	0	5	5	0	1	0	4	0	0	0	0	0	144
1445	1	80	34	0	3	1	1	2	1	1	0	0	0	0	0	124
1500	0	82	44	0	5	2	1	0	0	0	0	0	0	0	2	136
<b>Hourly Total</b>	<b>5</b>	<b>354</b>	<b>133</b>	<b>2</b>	<b>16</b>	<b>16</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>543</b>
1515	1	95	28	2	7	1	0	4	1	1	0	0	0	0	0	140
1530	0	95	37	2	2	1	0	1	2	0	0	0	0	0	0	140
1545	0	104	40	0	6	2	0	2	0	1	0	0	0	0	3	158
1600	4	98	41	1	1	2	0	1	1	0	0	0	0	0	0	149
<b>Hourly Total</b>	<b>5</b>	<b>392</b>	<b>146</b>	<b>5</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>587</b>
1615	0	112	36	4	3	3	0	0	0	0	0	0	0	0	1	159
1630	5	136	41	0	3	1	0	1	2	0	0	0	0	0	0	189
1645	0	112	42	1	9	1	0	3	0	0	0	0	0	0	0	168
1700	1	107	32	1	8	0	0	4	1	0	0	0	0	0	0	154
<b>Hourly Total</b>	<b>6</b>	<b>467</b>	<b>151</b>	<b>6</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>670</b>
1715	0	127	50	0	7	0	0	0	1	0	0	0	0	0	3	188
1730	0	120	32	1	7	1	0	1	0	0	0	0	0	0	0	162
1745	3	133	39	0	6	1	0	1	1	0	0	0	0	0	0	184
1800	0	96	53	0	2	0	0	0	0	0	0	0	0	0	2	153
<b>Hourly Total</b>	<b>3</b>	<b>476</b>	<b>174</b>	<b>1</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>687</b>
1815	1	102	23	0	5	0	0	1	0	0	0	0	0	0	1	133
1830	0	93	33	0	2	0	0	0	0	0	0	0	0	0	1	129
1845	0	71	24	1	1	0	0	0	1	0	0	0	0	0	2	100
1900	1	72	25	0	2	0	0	1	1	0	0	0	0	0	0	102
<b>Hourly Total</b>	<b>2</b>	<b>338</b>	<b>105</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b> </			

### CLASS COUNT REPORT

 Location: Clinton Ave west of US 301  
 Direction: Combined  
 Start Date: 5/9/2019  
 Stop Date: 5/9/2019

 City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclasp	
15	0	11	8	0	0	0	0	0	0	0	0	0	0	0	0	19
30	0	8	6	0	1	0	0	0	0	0	0	0	0	0	0	16
45	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
100	1	7	1	0	1	1	0	0	0	0	0	0	0	0	0	11
Hourly Total	<b>1</b>	<b>38</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>61</b>
115	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
130	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
145	1	4	0	0	1	0	0	0	0	0	0	0	0	0	0	6
200	0	3	0	0	1	0	0	1	1	0	0	0	0	0	0	6
Hourly Total	<b>1</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
215	0	9	1	0	2	0	0	1	0	0	0	0	0	0	1	14
230	0	7	0	0	0	0	0	0	0	0	0	0	0	0	1	8
245	0	4	3	0	1	0	0	0	0	0	0	0	0	0	1	9
300	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	<b>0</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>37</b>
315	0	4	5	1	2	0	0	0	0	0	0	0	0	0	0	12
330	0	5	3	0	0	0	0	0	1	0	0	0	0	0	0	9
345	0	7	0	0	0	0	0	0	2	0	0	0	0	0	0	9
400	0	15	1	0	1	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	<b>0</b>	<b>31</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>
415	0	9	1	0	0	0	0	0	1	0	0	0	0	0	0	11
430	1	12	4	0	0	0	0	0	0	0	0	0	0	0	0	17
445	0	19	7	0	0	0	0	1	1	0	0	0	0	0	0	28
500	1	26	17	0	0	0	0	1	1	0	0	0	0	0	4	50
Hourly Total	<b>2</b>	<b>66</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>106</b>
515	1	25	12	0	4	1	1	2	1	0	0	0	0	0	0	47
530	1	28	14	2	4	1	0	3	0	0	0	0	0	0	2	55
545	0	28	31	0	4	1	0	0	0	1	0	0	0	0	1	66
600	1	56	28	0	5	3	0	0	2	1	0	0	0	0	0	96
Hourly Total	<b>3</b>	<b>137</b>	<b>85</b>	<b>2</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>264</b>
615	1	49	30	0	16	1	0	3	3	1	0	0	1	0	1	106
630	4	68	47	1	13	6	0	1	2	0	0	0	0	0	2	144
645	2	111	58	1	8	1	1	2	1	0	0	0	0	0	0	185
700	1	138	66	1	11	0	0	3	2	0	0	0	1	0	3	226
Hourly Total	<b>8</b>	<b>366</b>	<b>201</b>	<b>3</b>	<b>48</b>	<b>8</b>	<b>1</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>661</b>
715	3	177	69	2	10	8	0	2	2	3	0	0	0	0	4	280
730	3	180	60	1	10	4	0	7	2	0	0	0	1	0	2	270
745	0	157	74	1	17	4	1	3	3	0	0	0	0	0	3	263
800	7	165	85	0	6	6	0	3	1	0	0	0	0	0	4	277
Hourly Total	<b>13</b>	<b>679</b>	<b>288</b>	<b>4</b>	<b>43</b>	<b>22</b>	<b>1</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>1090</b>
815	4	179	89	0	18	3	0	8	3	0	0	0	1	0	3	308
830	0	170	67	3	21	5	0	5	4	1	0	0	0	0	3	279
845	3	145	54	3	13	3	0	10	4	0	0	0	0	0	2	237
900	1	135	61	1	12	4	0	4	7	0	0	0	0	0	2	227
Hourly Total	<b>8</b>	<b>629</b>	<b>271</b>	<b>7</b>	<b>64</b>	<b>15</b>	<b>0</b>	<b>27</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>1051</b>
915	5	125	54	3	12	3	1	4	1	0	0	0	0	0	3	211
930	2	135	60	0	12	6	0	4	4	1	0	0	0	0	0	224
945	0	133	57	0	12	1	0	8	3	2	0	0	0	0	0	216
1000	1	169	47	0	14	4	0	6	4	1	0	0	0	0	0	246
Hourly Total	<b>8</b>	<b>562</b>	<b>218</b>	<b>3</b>	<b>50</b>	<b>14</b>	<b>1</b>	<b>22</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>897</b>
1015	2	121	46	0	9	4	0	1	1	0	0	0	0	0	2	186
1030	1	126	66	2	4	5	0	4	4	0	0	0	0	0	1	213
1045	9	109	53	1	11	2	0	3	3	0	0	0	0	0	0	191
1100	1	146	52	1	8	5	1	5	5	0	0	0	1	0	1	226
Hourly Total	<b>13</b>	<b>502</b>	<b>217</b>	<b>4</b>	<b>32</b>	<b>16</b>	<b>1</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>816</b>
1115	3	132	67	2	9	5	1	3	5	0	0	0	0	0	0	227
1130	4	125	65	2	4	2	0	4	3	0	0	0	0	0	1	210
1145	3	135	63	0	8	8	0	2	1	0	0	0	0	0	1	221
1200	3	131	55	4	11	5	0	6	5	1	0	0	1	0	0	222
Hourly Total	<b>13</b>	<b>523</b>	<b>250</b>	<b>8</b>	<b>32</b>	<b>20</b>	<b>1</b>	<b>15</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>880</b>
1215	2	147	65	0	7	5	0	3	5	0	0	0	0	0	0	234
1230	3	178	68	4	9	9	0	5	5	1	0	0	0	0	2	284
1245	1	161	66	2	9	2	1	5	4	0	0	0	0	0	2	253
1300	3	152	77	2	8	5	0	3	3	0	0	0	0	0	2	255
Hourly Total	<b>9</b>	<b>638</b>	<b>276</b>	<b>8</b>	<b>33</b>	<b>21</b>	<b>1</b>	<b>16</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1026</b>
1315	5	130	59	1	8	5	1	4	3	0	0	0	0	0	0	216
1330	2	162	51	1	9	2	1	5	4	2	0	0	0	0	1	240
1345	5	167	68	1	7	9	0	5	3	1	0	0	1	0	3	270
1400	1	177	58	2	3	1	0	4	2	0	0	0	0	0	3	251
Hourly Total	<b>13</b>	<b>636</b>	<b>236</b>	<b>5</b>	<b>27</b>	<b>17</b>	<b>2</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>977</b>
1415	3	170	71	2	7	9	0	2	5	1	0	0	0	0	1	271
1430	5	179	75	0	14	6	0	5	2	4	0	0	0	0	0	290
1445	1	175	63	0	12	3	2	5	1	1	0	0	0	0	0	263
1500	1	163	85	0	12	3	1	2	1	0	0	0	0	0	2	270
Hourly Total	<b>10</b>	<b>687</b>	<b>294</b>	<b>2</b>	<b>45</b>	<b>21</b>	<b>3</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1094</b>
1515	2	191	65	2	11	2	0	6	2	1	0	0	0	0	0	282
1530	2	169	90	2	7	1	0	3	5	0	0	0	0	0	2	281
1545	3	190	78	0	16	3	0	3	3	1	0	0	0	0	4	301
1600	4	181	81	1	7	2	0	2	3	0	0	0	0	0	0	281
Hourly Total	<b>11</b>	<b>731</b>	<b>314</b>	<b>5</b>	<b>41</b>	<b>8</b>	<b>0</b>	<b>14</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1145</b>
1615	0	202	83	4	5	4	0	1	1	0	0	0	0	0	1	301
1630	6	229	87	0	14	2	0	2	4	0	0	0	0	0	2	346
1645	0	212	85	1	14	2	0	5	0	0	0	0	0	0	0	319
1700	3	224	77	1	16	2	0	4	1	0	0	0	0	0	0	328
Hourly Total	<b>9</b>	<b>867</b>	<b>332</b>	<b>6</b>	<b>49</b>	<b>10</b>	<b>0</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1294</b>
1715	0	223	86	0	12	0	0	3	2	0	0	0	0	0	3	329
1730	1	219	70	1	10	1	0	4	1	0	0	0	0	0	0	307
1745	5	249	94	0	13	1	0	2	1	0	0	0	0	0	0	365
1800	1	181	86	0	5	2	0	0	3	0	0	0	0	0	3	281
Hourly Total	<b>7</b>	<b>872</b>	<b>336</b>	<b>1</b>	<b>40</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1282</b>
1815	1	204	63	0	8	0	0	2	0	0	0	0	0	0	1	279
1830	1	164	68	1	6	1	0	1	0	0	0	0	0	0	1	243
1845	1	141	60	1	4	0	0	1	1	0	0	0	0	0	2	211
1900	1	126	47	0	4	0	0	1	1	0	0	0	0	0	0	180
Hourly Total	<b>4</b>	<b>635</b>	<b>238</b>	<b>2</b>	<b>22</b>	<										

## Volume Count Report

Start Date: May 7, 2019  
 Stop Date: May 8, 2019  
 City: Dade City  
 Location: Clinton Ave east of US 301

Start Time: 0:00  
 Stop Time: 0:00  
 County: Pasco

### Eastbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	3	2	4	3	8	16	8	21	19	14
30	1	0	0	0	1	3	6	20	16	13	21	30
45	0	0	1	0	1	8	16	10	22	14	15	15
00	2	0	1	1	5	5	12	15	18	12	8	17
<b>Hr Total</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>11</b>	<b>19</b>	<b>42</b>	<b>61</b>	<b>64</b>	<b>60</b>	<b>63</b>	<b>76</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	23	22	20	13	17	22	10	13	7	4	1
30	24	22	25	24	23	24	11	15	8	6	5	2
45	15	11	17	18	14	17	13	10	5	10	1	1
00	18	7	20	16	18	15	11	10	12	7	1	2
<b>Hr Total</b>	<b>74</b>	<b>63</b>	<b>84</b>	<b>78</b>	<b>68</b>	<b>73</b>	<b>57</b>	<b>45</b>	<b>38</b>	<b>30</b>	<b>11</b>	<b>6</b>

24 Hour Total: 1,034  
 AM Peak Hour begins: 11:15 AM Peak Volume: 79 AM Peak Hour Factor: 0.66  
 PM Peak Hour begins: 14:00 PM Peak Volume: 84 PM Peak Hour Factor: 0.84

### Westbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	3	4	16	21	19	28	22	25
30	4	0	3	1	3	5	12	23	18	35	17	22
45	1	2	0	5	5	9	30	30	22	31	18	24
00	1	0	0	1	3	9	22	40	19	19	21	40
<b>Hr Total</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>14</b>	<b>27</b>	<b>80</b>	<b>114</b>	<b>78</b>	<b>113</b>	<b>78</b>	<b>111</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	22	22	27	30	37	17	21	17	7	7	3
30	27	22	40	12	19	32	18	15	10	6	4	2
45	20	24	23	27	16	25	20	11	12	3	3	0
00	28	21	22	30	29	22	14	15	4	6	2	0
<b>Hr Total</b>	<b>101</b>	<b>89</b>	<b>107</b>	<b>96</b>	<b>94</b>	<b>116</b>	<b>69</b>	<b>62</b>	<b>43</b>	<b>22</b>	<b>16</b>	<b>5</b>

24 Hour Total: 1,454  
 AM Peak Hour begins: 11:30 AM Peak Volume: 117 AM Peak Hour Factor: 0.73  
 PM Peak Hour begins: 16:45 PM Peak Volume: 123 PM Peak Hour Factor: 0.83

### Total Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	3	2	7	7	24	37	27	49	41	39
30	5	0	3	1	4	8	18	43	34	48	38	52
45	1	2	1	5	6	17	46	40	44	45	33	39
00	3	0	1	2	8	14	34	55	37	31	29	57
<b>Hr Total</b>	<b>9</b>	<b>3</b>	<b>8</b>	<b>10</b>	<b>25</b>	<b>46</b>	<b>122</b>	<b>175</b>	<b>142</b>	<b>173</b>	<b>141</b>	<b>187</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	45	44	47	43	54	39	31	30	14	11	4
30	51	44	65	36	42	56	29	30	18	12	9	4
45	35	35	40	45	30	42	33	21	17	13	4	1
00	46	28	42	46	47	37	25	25	16	13	3	2
<b>Hr Total</b>	<b>175</b>	<b>152</b>	<b>191</b>	<b>174</b>	<b>162</b>	<b>189</b>	<b>126</b>	<b>107</b>	<b>81</b>	<b>52</b>	<b>27</b>	<b>11</b>

24 Hour Total: 2,488  
 AM Peak Hour begins: 11:15 AM Peak Volume: 191 AM Peak Hour Factor: 0.84  
 PM Peak Hour begins: 16:45 PM Peak Volume: 199 PM Peak Hour Factor: 0.89

# Volume Count Report

Start Date: May 8, 2019  
 Stop Date: May 9, 2019  
 City: Dade City  
 Location: Clinton Ave east of US 301

Start Time: 0:00  
 Stop Time: 0:00  
 County: Pasco

## Eastbound Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	2	3	24	19	9	14	5
30	4	2	3	0	2	1	8	13	9	17	12	15
45	0	1	0	0	0	4	12	14	16	13	13	17
00	1	1	0	3	1	9	14	14	14	15	19	21
<b>Hr Total</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>16</b>	<b>37</b>	<b>65</b>	<b>58</b>	<b>54</b>	<b>58</b>	<b>58</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	23	21	16	16	14	17	11	9	11	4	6
30	19	19	21	17	21	27	8	14	8	4	3	1
45	15	8	19	24	11	19	11	7	10	5	3	3
00	14	11	20	20	31	18	12	8	6	4	5	2
<b>Hr Total</b>	<b>62</b>	<b>61</b>	<b>81</b>	<b>77</b>	<b>79</b>	<b>78</b>	<b>48</b>	<b>40</b>	<b>33</b>	<b>24</b>	<b>15</b>	<b>12</b>

24 Hour Total: 976  
 AM Peak Hour begins: 11:30 AM Peak Volume: 71 AM Peak Hour Factor: 0.85  
 PM Peak Hour begins: 16:45 PM Peak Volume: 91 PM Peak Hour Factor: 0.73

## Westbound Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	1	4	11	29	29	17	23	37
30	2	0	1	0	1	5	21	27	26	26	14	13
45	1	1	0	6	2	5	21	38	18	20	22	27
00	0	0	0	0	5	8	26	38	31	21	19	16
<b>Hr Total</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>9</b>	<b>22</b>	<b>79</b>	<b>132</b>	<b>104</b>	<b>84</b>	<b>78</b>	<b>93</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	24	28	26	17	31	21	10	10	13	2	4
30	39	24	17	19	28	38	24	11	10	5	5	1
45	24	31	15	34	15	20	21	12	12	1	2	2
00	25	20	22	18	28	25	22	10	13	5	3	1
<b>Hr Total</b>	<b>112</b>	<b>99</b>	<b>82</b>	<b>97</b>	<b>88</b>	<b>114</b>	<b>88</b>	<b>43</b>	<b>45</b>	<b>24</b>	<b>12</b>	<b>8</b>

24 Hour Total: 1,425  
 AM Peak Hour begins: 7:00 AM Peak Volume: 132 AM Peak Hour Factor: 0.87  
 PM Peak Hour begins: 16:45 PM Peak Volume: 117 PM Peak Hour Factor: 0.77

## Total Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	1	1	6	14	53	48	26	37	42
30	6	2	4	0	3	6	29	40	35	43	26	28
45	1	2	0	6	2	9	33	52	34	33	35	44
00	1	1	0	3	6	17	40	52	45	36	38	37
<b>Hr Total</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>12</b>	<b>38</b>	<b>116</b>	<b>197</b>	<b>162</b>	<b>138</b>	<b>136</b>	<b>151</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	47	49	42	33	45	38	21	19	24	6	10
30	58	43	38	36	49	65	32	25	18	9	8	2
45	39	39	34	58	26	39	32	19	22	6	5	5
00	39	31	42	38	59	43	34	18	19	9	8	3
<b>Hr Total</b>	<b>174</b>	<b>160</b>	<b>163</b>	<b>174</b>	<b>167</b>	<b>192</b>	<b>136</b>	<b>83</b>	<b>78</b>	<b>48</b>	<b>27</b>	<b>20</b>

24 Hour Total: 2,401  
 AM Peak Hour begins: 7:00 AM Peak Volume: 197 AM Peak Hour Factor: 0.93  
 PM Peak Hour begins: 16:45 PM Peak Volume: 208 PM Peak Hour Factor: 0.80





# CLASS COUNT REPORT

Location: US 301 south US 98  
 Direction: Southbound  
 Start Date: 5/7/2019  
 Stop Date: 5/7/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS																Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass		
15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9	
30	1	6	7	0	0	0	0	0	0	0	0	0	0	0	0	14	
45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6	
100	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	6	
Hourly Total	1	21	12	0	1	0	0	0	0	0	0	0	0	0	0	35	
115	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	9	
130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
145	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	
200	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3	
Hourly Total	0	12	3	0	0	0	0	0	2	0	0	0	0	0	0	17	
215	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4	
230	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3	
245	0	3	0	0	0	0	0	0	1	0	0	0	0	0	1	5	
300	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	
Hourly Total	0	12	2	0	0	0	0	1	1	0	0	0	0	0	1	17	
315	1	3	1	0	0	1	0	0	0	0	0	0	0	0	0	6	
330	0	3	2	0	0	1	0	0	0	0	0	0	0	0	0	6	
345	1	5	2	0	0	0	0	1	0	0	0	0	0	0	0	9	
400	0	2	3	0	0	2	0	0	0	0	0	0	0	0	0	7	
Hourly Total	2	13	8	0	0	4	0	1	0	0	0	0	0	0	0	28	
415	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	11	
430	0	8	11	0	0	1	0	0	0	1	0	0	0	0	0	21	
445	0	7	10	0	0	0	0	0	2	0	0	0	0	0	0	19	
500	1	13	9	0	0	1	0	1	0	0	0	0	0	0	0	25	
Hourly Total	1	33	36	0	0	2	0	1	2	1	0	0	0	0	0	76	
515	0	18	12	0	3	0	0	0	1	0	0	0	0	0	0	34	
530	0	26	19	1	2	0	0	0	0	0	0	0	0	0	0	48	
545	0	36	16	0	2	0	0	1	0	0	0	0	0	0	0	55	
600	0	31	29	0	7	0	0	1	0	0	0	0	0	0	0	68	
Hourly Total	0	111	76	1	14	0	0	2	1	0	0	0	0	0	0	205	
615	0	40	16	0	9	1	0	2	3	0	0	0	0	0	0	71	
630	2	55	35	0	4	1	0	1	2	0	0	0	0	0	0	100	
645	1	71	47	0	7	0	0	2	3	0	0	0	0	0	0	131	
700	0	109	52	0	7	2	0	1	1	0	0	0	0	0	0	172	
Hourly Total	3	275	150	0	27	4	0	6	9	0	0	0	0	0	0	474	
715	0	81	36	0	8	0	0	0	2	0	0	0	0	0	0	127	
730	1	113	51	0	4	2	0	0	1	0	0	0	0	0	0	172	
745	1	124	66	0	15	3	1	1	1	0	0	0	0	0	0	212	
800	1	142	67	0	11	1	0	3	3	0	0	0	0	0	0	228	
Hourly Total	3	460	220	0	38	6	1	4	7	0	0	0	0	0	0	739	
815	0	120	47	0	11	0	0	4	1	0	0	0	0	0	0	185	
830	0	155	62	1	11	2	0	6	1	0	0	0	0	0	0	238	
845	1	114	58	1	11	1	0	5	1	0	0	0	0	0	0	192	
900	1	137	66	0	8	1	0	6	2	0	0	0	0	0	0	221	
Hourly Total	2	526	233	2	41	4	0	21	5	0	0	0	0	0	2	836	
915	1	111	50	0	21	3	1	4	2	0	0	0	0	0	0	193	
930	0	115	67	1	16	0	0	4	0	0	0	0	0	0	1	204	
945	2	116	59	0	6	1	0	0	0	0	0	0	0	0	0	184	
1000	1	107	52	0	11	5	0	1	3	0	0	0	0	0	0	180	
Hourly Total	4	449	228	1	54	9	1	9	5	0	0	0	0	0	1	761	
1015	4	99	52	0	8	3	0	3	1	0	0	0	0	0	0	170	
1030	1	101	45	0	6	3	0	7	1	0	0	0	0	0	0	164	
1045	0	120	53	0	7	7	0	9	0	0	0	0	0	0	1	197	
1100	0	121	37	0	7	6	0	7	1	0	0	0	0	0	0	179	
Hourly Total	5	441	187	0	28	19	0	26	3	0	0	0	0	0	1	710	
1115	0	130	55	0	11	3	0	7	2	0	0	0	0	0	0	208	
1130	2	124	47	0	5	4	1	10	1	0	0	0	0	0	1	195	
1145	1	111	41	0	8	4	0	5	0	0	0	0	0	0	0	175	
1200	2	111	49	0	16	5	0	7	3	0	0	0	0	0	0	193	
Hourly Total	5	476	192	0	40	16	1	29	6	0	0	0	0	0	6	771	
1215	1	118	57	0	10	3	0	3	2	0	0	0	0	0	1	195	
1230	1	107	62	0	8	3	0	4	0	0	0	0	0	0	0	185	
1245	1	133	52	0	9	2	0	2	2	0	0	0	0	0	0	201	
1300	0	124	58	0	5	2	0	2	0	0	0	0	0	0	0	191	
Hourly Total	3	482	229	0	32	10	0	11	4	0	0	0	0	0	1	772	
1315	1	117	48	0	6	2	0	3	2	0	0	0	0	0	0	179	
1330	2	107	44	0	12	6	0	3	2	0	0	0	0	0	0	176	
1345	1	134	53	0	7	3	0	8	3	0	0	0	0	0	0	209	
1400	1	125	54	0	6	4	0	1	3	0	0	0	0	0	0	194	
Hourly Total	5	483	199	0	31	15	0	15	10	0	0	0	0	0	0	758	
1415	0	130	52	0	6	3	0	3	1	0	0	0	0	0	0	195	
1430	1	156	51	1	12	1	0	5	1	0	0	0	0	0	0	228	
1445	0	148	48	0	10	5	0	2	1	0	0	0	0	0	1	215	
1500	2	140	62	1	10	3	0	4	4	0	0	0	0	0	0	226	
Hourly Total	3	574	213	2	38	12	0	14	7	0	0	0	0	0	1	864	
1515	2	125	55	0	4	2	0	1	2	0	0	0	0	0	0	191	
1530	2	121	45	0	10	1	0	2	1	0	0	0	0	0	0	182	
1545	3	133	74	0	13	4	0	6	2	0	0	0	0	0	0	235	
1600	3	127	53	0	11	5	0	7	2	0	0	0	0	0	0	208	
Hourly Total	10	506	227	0	38	12	0	16	7	0	0	0	0	0	0	816	
1615	0	117	51	0	9	2	0	2	0	0	0	0	0	0	1	182	
1630	0	119	44	0	6	4	0	7	2	0	0	0	0	0	0	182	
1645	1	139	33	0	4	5	0	3	0	0	0	0	0	0	1	186	
1700	0	98	44	0	6	2	0	2	1	0	0	0	0	0	1	154	
Hourly Total	1	473	172	0	25	13	0	14	3	0	0	0	0	0	3	704	
1715	4	139	41	0	7	4	0	4	2	0	0	0	0	0	0	201	
1730	1	126	43	0	5	0	0	4	0	0	0	0	0	0	0	179	
1745	1	122	46	0	6	1	0	2	1	0	0	0	0	0	1	180	
1800	3	113	53	0	6	4	0	1	1	0	0	0	0	0	0	181	
Hourly Total	9	500	183	0	24	9	0	11	4	0	0	0	0	0	1	741	
1815	3	116	49	0	3	3	0	3	1	0	0	0	0	0	0	178	
1830	2	110	34	0	11	2	0	1	0	0	0	0	0	0	0	160	
1845	0	95	25	0	5	2	0	4	0	0	0	0	0	0	0	131	
1900	2	85	24	0	6	2	0	0	0	0	0	0	0	0	1	120	
Hourly Total	7	406	132	0	25	9	0	8	1	0	0	0	0	0	1	589	
1915	1	56	20	0	2	2	0	2	2	0	0	0	0	0	0	85	
1930	1	64	16	0	3	1	0	0	1	0	0	0	0	0	0	86	
1945	0	51	25	0	3	0	0	0	0	0	0	0	0	0	0	79	
2000	0	66	29	0	2	0	0	1	1	0	0	0	0	0	1	100	
Hourly Total	2	237	90	0	10	3	0	3	4	0	0	0	0	0	1	350	
2015	1	55	29	0	2	1	0	0	0	0	0	0	0	0	1	89	
2030	0	53	25	0	1	0	0	0	0	0	0	0	0	0	0	79	
2045	1	50	26	0	1	0	0	1	1	0	0	0	0	0	0	80	
2100	0	45	22	0	2	0	0	2	1	0	0	0	0	0	0	72	
Hourly Total	2	203	102	0	6	1	0	3	2	0	0	0	0	0	1	320	
2115																	



## CLASS COUNT REPORT

Location: US 301 south US 98  
 Direction: Combined  
 Start Date: 5/7/2019  
 Stop Date: 5/7/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	16	2	1	0	0	0	0	0	0	0	0	0	0	0	19
30	1	13	11	0	0	0	0	0	0	0	0	0	0	0	0	25
45	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
100	0	9	4	0	1	0	0	0	0	0	0	0	0	0	0	14
<b>Hourly Total</b>	<b>1</b>	<b>46</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>
115	0	12	5	0	0	0	0	0	2	0	0	0	0	0	0	19
130	0	11	2	0	1	0	0	1	0	0	0	0	0	0	0	15
145	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
200	0	3	4	0	0	0	0	0	1	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>35</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>
215	1	9	1	0	0	1	0	1	0	0	0	0	0	0	0	13
230	0	4	2	0	0	0	0	0	1	0	0	0	0	0	0	7
245	0	5	1	0	0	0	0	0	2	0	0	0	0	0	1	9
300	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
<b>Hourly Total</b>	<b>1</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>38</b>
315	1	4	1	0	0	1	0	0	0	0	0	0	0	0	0	7
330	0	8	2	0	0	1	0	0	2	0	0	0	0	0	0	13
345	1	8	4	0	0	0	0	1	0	0	0	0	0	0	0	14
400	0	9	6	0	0	2	0	0	1	0	0	0	0	0	0	18
<b>Hourly Total</b>	<b>2</b>	<b>29</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>
415	0	16	8	0	0	0	0	1	3	0	0	0	0	0	0	28
430	0	16	13	0	0	1	0	0	0	1	0	0	0	0	0	31
445	0	16	18	0	0	0	0	0	2	0	0	0	0	0	0	36
500	1	27	14	0	1	1	0	2	0	0	0	0	0	0	0	46
<b>Hourly Total</b>	<b>1</b>	<b>75</b>	<b>53</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>141</b>
515	0	31	18	0	4	0	0	2	1	0	0	0	0	0	2	56
530	0	42	25	1	2	2	0	1	3	0	0	0	0	0	0	76
545	0	62	23	0	8	0	0	2	2	0	0	0	0	0	0	97
600	2	56	39	0	8	0	0	1	0	0	0	0	0	0	0	106
<b>Hourly Total</b>	<b>2</b>	<b>191</b>	<b>105</b>	<b>1</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>335</b>
615	0	68	38	0	9	1	0	2	5	0	0	0	0	0	0	123
630	3	90	52	0	5	1	0	5	3	0	0	0	0	0	0	159
645	2	126	72	0	13	1	0	3	4	0	0	0	0	0	0	221
700	2	188	86	0	10	3	0	4	1	0	0	0	0	0	0	294
<b>Hourly Total</b>	<b>7</b>	<b>472</b>	<b>248</b>	<b>0</b>	<b>37</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>797</b>
715	0	174	70	1	13	1	0	0	2	0	0	0	0	0	0	261
730	2	184	94	0	10	2	0	2	2	0	0	0	0	0	0	296
745	3	224	112	0	27	3	1	4	2	0	0	0	0	0	0	376
800	1	240	113	0	16	4	0	4	5	0	0	0	0	0	0	383
<b>Hourly Total</b>	<b>6</b>	<b>822</b>	<b>389</b>	<b>1</b>	<b>66</b>	<b>10</b>	<b>1</b>	<b>10</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1316</b>
815	1	239	92	0	21	2	0	7	1	0	0	0	0	0	2	365
830	0	268	117	2	21	3	0	11	1	0	0	0	0	0	0	423
845	1	210	105	3	17	2	0	6	4	0	0	0	0	0	0	348
900	3	223	106	0	17	3	0	11	2	0	0	0	0	0	1	366
<b>Hourly Total</b>	<b>5</b>	<b>940</b>	<b>420</b>	<b>5</b>	<b>76</b>	<b>10</b>	<b>0</b>	<b>35</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1502</b>
915	1	196	80	0	29	4	1	5	6	0	0	0	0	0	0	322
930	1	223	106	1	30	1	0	4	3	0	0	0	0	0	1	370
945	4	231	113	1	21	3	0	4	3	0	0	0	0	0	0	380
1000	3	224	103	1	23	7	0	3	4	0	0	0	0	0	0	368
<b>Hourly Total</b>	<b>9</b>	<b>874</b>	<b>402</b>	<b>3</b>	<b>103</b>	<b>15</b>	<b>1</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1440</b>
1015	5	199	94	0	16	4	0	8	2	0	0	0	0	0	0	328
1030	1	206	87	0	16	3	0	8	1	0	0	0	0	0	0	322
1045	1	246	100	0	11	8	0	10	3	0	0	0	0	0	1	380
1100	1	247	96	0	16	8	0	14	6	0	0	0	0	0	0	388
<b>Hourly Total</b>	<b>8</b>	<b>898</b>	<b>377</b>	<b>0</b>	<b>59</b>	<b>23</b>	<b>0</b>	<b>40</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1418</b>
1115	1	260	111	0	23	4	0	11	3	0	0	0	0	0	0	413
1130	2	233	110	0	16	5	1	14	1	0	0	0	0	0	3	385
1145	2	231	94	0	13	8	0	8	0	0	0	0	0	0	5	361
1200	3	226	110	0	22	5	0	9	3	0	0	0	0	0	0	378
<b>Hourly Total</b>	<b>8</b>	<b>950</b>	<b>425</b>	<b>0</b>	<b>74</b>	<b>22</b>	<b>1</b>	<b>42</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1537</b>
1215	2	238	108	1	23	5	0	3	5	0	0	0	0	0	1	386
1230	2	249	109	0	11	3	0	9	2	0	0	0	0	0	0	385
1245	3	246	98	0	18	3	0	6	4	0	0	0	0	0	1	379
1300	0	258	116	0	16	3	0	4	1	0	0	0	0	0	0	398
<b>Hourly Total</b>	<b>7</b>	<b>991</b>	<b>431</b>	<b>1</b>	<b>68</b>	<b>14</b>	<b>0</b>	<b>22</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1548</b>
1315	1	235	104	2	14	3	0	6	4	0	0	0	0	0	1	370
1330	2	237	97	0	17	6	0	6	2	1	0	0	0	0	0	368
1345	1	258	97	0	15	3	0	13	5	0	0	0	0	0	0	392
1400	2	252	101	0	9	5	0	4	5	0	0	0	0	0	0	378
<b>Hourly Total</b>	<b>6</b>	<b>982</b>	<b>399</b>	<b>2</b>	<b>55</b>	<b>17</b>	<b>0</b>	<b>29</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1508</b>
1415	2	257	110	0	14	5	0	5	2	0	0	0	0	0	0	395
1430	1	300	113	1	16	2	0	9	2	0	0	0	0	0	0	444
1445	0	286	105	0	15	5	0	2	2	0	0	0	0	0	2	417
1500	3	304	104	4	20	3	0	5	5	0	0	0	0	0	0	448
<b>Hourly Total</b>	<b>6</b>	<b>1147</b>	<b>432</b>	<b>5</b>	<b>65</b>	<b>15</b>	<b>0</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1704</b>
1515	5	325	125	0	16	4	0	3	3	0	0	0	0	0	0	481
1530	2	264	106	0	13	1	0	3	1	0	0	0	0	0	2	392
1545	6	298	128	0	19	7	0	6	2	0	0	0	0	0	0	466
1600	4	283	110	1	23	5	0	10	2	0	0	0	0	0	1	439
<b>Hourly Total</b>	<b>17</b>	<b>1170</b>	<b>469</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>0</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1778</b>
1615	1	296	130	0	17	4	0	2	2	0	0	0	0	0	1	453
1630	3	294	101	0	14	7	0	10	4	0	0	0	0	0	0	433
1645	2	299	105	0	8	6	0	6	3	0	0	0	0	0	1	430
1700	1	256	110	0	19	3	0	4	3	0	0	0	0	0	1	397
<b>Hourly Total</b>	<b>7</b>	<b>1145</b>	<b>446</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>0</b>	<b>22</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1713</b>
1715	4	328	92	0	15	4	0	6	5	0	0	0	0	0	0	454
1730	1	287	107	0	12	0	0	7	1	0	0	0	0	0	0	415
1745	3	256	96	0	14	1	0	5	2	0	0	0	0	0	1	378
1800	8	267	107	0	12	6	0	2	1	0	0	0	0	0	0	403
<b>Hourly Total</b>	<b>16</b>	<b>1138</b>	<b>402</b>	<b>0</b>	<b>53</b>	<b>11</b>	<b>0</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1650</b>
1815	5	243	98	0	7	5	0	3	2	0	0	0	0	0	0	363
1830	4	225	71	0	14	3	0	2	0	0	0	0	0	0	0	319
1845	0	188	67	0	6	2	0	6	1	0	0	0	0	0	0	270
1900	3	179														

## CLASS COUNT REPORT

Location: US 301 south US 98  
 Direction: Northbound  
 Start Date: 5/8/2019  
 Stop Date: 5/8/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	1	22	0	0	1	0	0	0	1	0	0	0	0	0	0	25
30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
45	0	3	4	0	0	0	0	0	0	0	0	0	0	0	1	8
100	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
<b>Hourly Total</b>	<b>1</b>	<b>40</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>52</b>
115	1	5	4	0	2	1	0	0	0	0	0	0	0	0	0	13
130	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
145	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	7
200	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>1</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>
215	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
230	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
245	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
300	1	4	3	0	1	0	0	0	1	0	0	0	0	0	0	10
<b>Hourly Total</b>	<b>1</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
315	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
330	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
345	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
400	1	8	0	0	0	0	0	0	1	0	0	0	0	0	0	10
<b>Hourly Total</b>	<b>1</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
415	0	9	2	0	0	0	0	0	1	0	0	0	0	0	0	12
430	0	8	2	0	0	0	0	0	1	0	0	0	0	0	0	11
445	0	12	3	0	0	0	0	1	0	0	0	0	0	0	0	16
500	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>0</b>	<b>39</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>
515	0	20	5	0	0	0	0	1	0	0	0	0	0	0	0	26
530	0	12	6	0	0	0	0	2	0	0	0	0	0	0	0	20
545	1	24	10	0	3	0	0	0	1	0	0	0	0	0	0	39
600	2	29	9	0	2	0	0	1	0	0	0	0	0	0	0	43
<b>Hourly Total</b>	<b>3</b>	<b>85</b>	<b>30</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>128</b>
615	0	21	14	0	2	0	0	1	0	0	0	0	0	0	0	38
630	2	34	19	0	5	0	0	4	0	0	0	0	0	0	1	65
645	1	60	29	0	3	0	0	2	0	0	0	0	0	0	0	95
700	1	69	36	0	3	2	0	1	1	0	0	0	0	0	0	113
<b>Hourly Total</b>	<b>4</b>	<b>184</b>	<b>98</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>311</b>
715	1	76	34	0	5	0	0	2	2	0	0	0	0	0	0	120
730	1	96	53	0	5	1	0	2	1	0	0	0	0	0	0	159
745	0	85	43	0	4	0	0	2	1	0	0	0	0	0	0	135
800	0	113	48	0	10	1	0	3	2	0	0	0	0	0	0	177
<b>Hourly Total</b>	<b>2</b>	<b>370</b>	<b>178</b>	<b>0</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>591</b>
815	1	111	33	0	4	0	0	3	0	1	0	0	0	0	0	153
830	0	118	51	1	16	0	0	6	1	0	0	0	0	0	0	193
845	0	102	48	0	7	1	0	3	2	0	0	0	0	0	0	163
900	2	100	37	1	8	4	0	2	2	0	0	0	0	0	0	156
<b>Hourly Total</b>	<b>3</b>	<b>431</b>	<b>169</b>	<b>2</b>	<b>35</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>665</b>
915	0	79	30	0	8	0	1	4	1	0	0	0	0	0	0	123
930	1	127	58	3	13	0	1	0	1	0	0	0	0	0	1	205
945	4	119	49	0	10	1	0	4	1	0	0	0	0	0	0	188
1000	2	101	49	0	9	0	0	1	2	0	0	0	0	0	0	164
<b>Hourly Total</b>	<b>7</b>	<b>426</b>	<b>186</b>	<b>3</b>	<b>40</b>	<b>1</b>	<b>2</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>680</b>
1015	0	96	45	0	5	1	0	5	0	0	0	0	0	0	1	153
1030	1	118	51	0	8	0	0	3	1	0	0	0	0	0	0	182
1045	2	107	62	0	11	3	0	6	2	0	0	0	0	0	0	193
1100	1	130	52	0	8	1	0	1	0	0	0	0	0	0	0	193
<b>Hourly Total</b>	<b>4</b>	<b>451</b>	<b>210</b>	<b>0</b>	<b>32</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>721</b>
1115	1	103	44	0	6	2	0	2	1	0	0	0	0	0	1	160
1130	0	121	45	0	5	1	0	2	2	1	0	0	0	0	0	177
1145	2	137	42	0	4	1	0	2	2	0	0	0	0	0	0	190
1200	1	122	53	0	6	2	0	0	2	0	0	0	0	0	1	187
<b>Hourly Total</b>	<b>4</b>	<b>483</b>	<b>184</b>	<b>0</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>714</b>
1215	1	133	46	0	4	1	0	0	1	0	0	0	0	0	0	186
1230	1	133	41	0	3	1	0	0	1	0	0	0	0	0	0	180
1245	0	111	47	0	5	0	0	2	1	0	0	0	0	0	0	166
1300	3	116	44	0	9	2	0	2	1	0	0	0	0	0	0	177
<b>Hourly Total</b>	<b>5</b>	<b>493</b>	<b>178</b>	<b>0</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>709</b>
1315	2	145	52	0	7	0	0	1	1	0	0	0	0	0	0	208
1330	1	122	58	1	3	1	0	2	1	0	0	0	0	0	1	190
1345	1	134	41	0	5	1	0	2	1	0	0	0	0	0	0	185
1400	1	134	49	0	5	1	0	2	2	0	0	0	0	0	0	194
<b>Hourly Total</b>	<b>5</b>	<b>535</b>	<b>200</b>	<b>1</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>777</b>
1415	2	129	70	0	4	0	0	1	0	0	0	0	0	0	0	206
1430	2	134	50	0	8	3	0	2	1	0	0	0	0	0	4	204
1445	2	143	49	0	8	0	0	1	0	0	0	0	0	0	0	203
1500	2	134	48	1	11	4	0	0	2	0	0	0	0	0	0	202
<b>Hourly Total</b>	<b>8</b>	<b>540</b>	<b>217</b>	<b>1</b>	<b>31</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>815</b>
1515	1	194	60	1	10	1	0	2	0	0	0	0	0	0	0	269
1530	0	125	47	0	8	0	0	3	0	0	0	0	0	0	0	183
1545	0	143	56	0	4	1	0	4	1	0	0	0	0	0	0	209
1600	1	157	57	1	17	1	0	4	2	0	0	0	0	0	0	240
<b>Hourly Total</b>	<b>2</b>	<b>619</b>	<b>220</b>	<b>2</b>	<b>39</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>901</b>
1615	1	194	79	0	13	2	0	1	2	0	0	0	0	0	0	292
1630	0	186	56	0	9	0	0	3	0	1	0	0	0	0	0	255
1645	1	133	50	0	8	0	0	5	1	0	0	0	0	0	0	198
1700	4	139	51	0	6	1	0	1	0	0	0	0	0	0	0	202
<b>Hourly Total</b>	<b>6</b>	<b>652</b>	<b>236</b>	<b>0</b>	<b>36</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>947</b>
1715	2	164	77	0	2	3	0	1	0	0	0	0	0	0	0	249
1730	0	160	64	0	7	0	0	0	1	0	0	0	0	0	0	232
1745	5	168	62	0	4	0	0	2	0	0	0	0	0	0	0	241
1800	2	131	64	0	5	1	0	4	0	0	0	0	0	0	0	207
<b>Hourly Total</b>	<b>9</b>	<b>623</b>	<b>267</b>	<b>0</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>929</b>
1815	3	133	48	0	3	0	0	0	0	0	0	0	0	0	0	187
1830	2	109	44	0	2	0	0	2	3	0	0	0	0	0	0	162
1845	2	114	43	0	11	0	0	3	4	0	0	0	0	0	0	177
1900	2	95	38	0	7	1	0	1	0	0	0	0	0	0	0	144
<b>Hourly Total</b>	<b>9</b>	<b>451</b>	<b>173</b>	<b>0</b>	<b>23&lt;/</b>											

**CLASS COUNT REPORT**

Location: US 301 south US 98  
 Direction: Southbound  
 Start Date: 5/8/2019  
 Stop Date: 5/8/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS																Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass		
15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	6
30	1	7	2	0	1	0	0	1	0	0	0	0	0	0	0	0	12
45	0	3	2	0	0	0	0	0	0	2	0	0	0	0	0	0	7
100	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	10
<b>Hourly Total</b>	<b>1</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
115	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	7
130	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	0	7
145	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	0	7
200	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
215	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4
230	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	0	5
245	1	2	0	0	1	0	0	0	1	0	0	0	0	0	0	0	5
300	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>1</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
315	1	3	4	0	0	1	0	0	1	0	0	0	0	0	0	0	10
330	1	7	2	0	0	1	0	0	0	0	0	0	0	0	0	0	11
345	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	10
400	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>2</b>	<b>25</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>
415	0	10	6	0	0	2	0	0	0	0	0	0	0	0	0	0	18
430	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	0	9
445	0	7	13	0	2	0	0	0	0	0	0	0	0	0	0	0	22
500	1	8	13	0	2	0	0	1	0	0	0	0	0	0	0	0	25
<b>Hourly Total</b>	<b>1</b>	<b>31</b>	<b>35</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>
515	0	19	15	0	3	2	0	0	0	0	0	0	0	0	0	0	39
530	0	18	15	0	2	0	0	0	2	0	0	0	0	0	0	0	37
545	0	26	19	0	1	0	0	2	1	0	0	0	0	0	0	0	49
600	0	34	31	0	4	0	0	0	0	0	0	0	0	0	0	0	69
<b>Hourly Total</b>	<b>0</b>	<b>97</b>	<b>80</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>194</b>
615	0	36	19	0	8	1	0	2	2	0	0	0	0	0	0	0	68
630	0	55	28	0	4	0	0	0	2	0	0	0	0	0	0	0	89
645	2	62	42	0	4	0	0	1	1	0	0	0	0	0	1	1	113
700	1	99	54	0	9	1	0	2	2	0	0	0	0	0	0	1	169
<b>Hourly Total</b>	<b>3</b>	<b>252</b>	<b>143</b>	<b>0</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>439</b>
715	0	105	35	1	4	0	0	4	1	0	0	0	0	0	0	0	150
730	1	108	48	1	3	3	0	5	1	0	0	0	0	0	0	0	170
745	1	146	76	1	9	0	0	4	2	0	0	0	0	0	0	0	239
800	1	148	54	0	7	2	0	5	2	0	0	0	0	0	0	0	219
<b>Hourly Total</b>	<b>3</b>	<b>507</b>	<b>213</b>	<b>3</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>778</b>
815	2	129	56	2	9	1	0	6	1	0	0	0	0	0	0	0	206
830	1	127	75	0	16	3	1	2	1	0	0	0	0	0	0	1	227
845	0	121	62	0	7	2	0	7	1	0	0	0	0	0	0	1	201
900	2	129	60	0	14	1	0	5	2	0	0	0	0	0	0	0	213
<b>Hourly Total</b>	<b>5</b>	<b>506</b>	<b>253</b>	<b>2</b>	<b>46</b>	<b>7</b>	<b>1</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>847</b>
915	2	98	58	2	8	1	0	0	1	0	0	0	0	0	0	1	171
930	1	105	56	0	13	2	0	0	1	0	0	0	0	0	0	0	178
945	1	134	69	1	7	1	0	3	0	0	0	0	0	0	0	0	216
1000	1	150	55	0	8	0	0	5	0	0	0	0	0	0	0	0	219
<b>Hourly Total</b>	<b>5</b>	<b>487</b>	<b>238</b>	<b>3</b>	<b>36</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>784</b>
1015	1	108	46	0	4	8	0	3	1	0	0	0	0	0	0	0	171
1030	0	101	34	1	10	1	0	3	1	0	0	0	0	0	0	0	151
1045	0	114	45	1	7	6	0	4	0	0	0	0	0	0	0	0	177
1100	0	136	43	0	7	4	0	4	0	0	1	0	0	0	0	1	196
<b>Hourly Total</b>	<b>1</b>	<b>459</b>	<b>168</b>	<b>2</b>	<b>28</b>	<b>19</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>695</b>
1115	1	129	34	0	7	3	0	5	1	0	0	0	0	0	0	0	180
1130	3	128	43	0	6	3	0	3	1	0	0	0	0	0	0	0	187
1145	1	127	44	0	8	6	0	2	1	0	0	0	0	0	0	0	189
1200	0	111	40	0	13	3	0	3	0	0	0	0	0	0	0	0	170
<b>Hourly Total</b>	<b>5</b>	<b>495</b>	<b>161</b>	<b>0</b>	<b>34</b>	<b>15</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>726</b>
1215	0	110	41	0	7	4	0	5	0	0	0	0	0	0	0	2	169
1230	3	111	47	0	10	5	0	6	1	0	0	0	0	0	0	0	183
1245	3	123	48	0	5	2	0	1	2	0	0	0	0	0	0	0	184
1300	0	105	56	0	7	4	0	6	2	0	0	0	0	0	0	1	181
<b>Hourly Total</b>	<b>6</b>	<b>449</b>	<b>192</b>	<b>0</b>	<b>29</b>	<b>15</b>	<b>0</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>717</b>
1315	1	101	49	0	6	1	0	5	0	0	0	0	0	0	0	0	163
1330	1	110	34	0	4	4	0	4	2	0	0	0	0	0	0	0	159
1345	1	117	62	0	6	10	0	3	2	0	0	0	0	0	0	0	201
1400	0	126	47	0	9	2	0	4	3	0	0	0	0	0	0	1	192
<b>Hourly Total</b>	<b>3</b>	<b>454</b>	<b>192</b>	<b>0</b>	<b>25</b>	<b>17</b>	<b>0</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>715</b>
1415	1	117	59	1	5	4	0	1	0	1	0	0	0	0	0	1	190
1430	1	129	40	1	6	2	0	4	1	1	0	0	0	0	0	5	190
1445	1	144	52	0	10	2	0	4	1	0	0	0	0	0	0	2	216
1500	1	143	64	1	4	3	0	1	1	0	0	0	0	0	0	0	218
<b>Hourly Total</b>	<b>4</b>	<b>533</b>	<b>215</b>	<b>3</b>	<b>25</b>	<b>11</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>814</b>
1515	1	111	50	0	13	5	0	4	1	0	0	0	0	0	0	0	185
1530	2	145	46	0	9	0	0	4	1	0	0	0	0	0	0	0	207
1545	2	124	67	0	8	3	0	1	0	0	0	0	0	0	0	1	206
1600	2	128	45	1	8	4	0	8	2	0	0	0	0	0	0	0	198
<b>Hourly Total</b>	<b>7</b>	<b>508</b>	<b>208</b>	<b>1</b>	<b>38</b>	<b>12</b>	<b>0</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>796</b>
1615	0	102	46	0	6	2	0	3	2	0	0	0	0	0	0	0	161
1630	2	109	43	0	7	4	0	2	0	0	0	0	0	0	0	0	167
1645	2	126	40	0	8	2	0	2	1	0	0	0	0	0	0	1	182
1700	2	101	54	0	7	3	0	4	1	0	0	0	0	0	0	1	173
<b>Hourly Total</b>	<b>6</b>	<b>438</b>	<b>183</b>	<b>0</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>683</b>
1715	0	139	59	0	3	1	0	2	0	0	0	0	0	0	0	0	204
1730	4	151	60	0	2	3	0	8	1	0	0	0	0	0	0	0	229
1745	2	121	41	0	6	0	0	3	1	0	0	0	0	0	0	0	174
1800	4	116	34	0	6	2	0	1	3	0	0	0	0	0	0	0	166
<b>Hourly Total</b>	<b>10</b>	<b>527</b>	<b>194</b>	<b>0</b>	<b>17</b>	<b>6</b>	<b>0</b>										

# CLASS COUNT REPORT

Location: US 301 south US 98  
 Direction: Combined  
 Start Date: 5/8/2019  
 Stop Date: 5/8/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclssd	
15	1	26	2	0	1	0	0	0	1	0	0	0	0	0	0	31
30	1	14	2	0	1	0	0	1	0	0	0	0	0	0	0	19
45	0	6	6	0	0	0	0	0	2	0	0	0	0	0	1	15
100	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	22
<b>Hourly Total</b>	<b>2</b>	<b>63</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>87</b>
115	1	9	6	0	3	1	0	0	0	0	0	0	0	0	0	20
130	0	13	1	0	0	0	0	0	1	0	0	0	0	0	0	15
145	0	9	3	0	1	0	0	1	0	0	0	0	0	0	0	14
200	0	7	0	0	1	0	0	0	0	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>1</b>	<b>38</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>57</b>
215	0	5	2	0	0	0	0	1	0	0	0	0	0	0	0	8
230	0	11	4	0	0	0	0	0	1	0	0	0	0	0	0	16
245	1	4	0	0	1	0	0	0	2	0	0	0	0	0	0	8
300	1	7	4	0	1	0	0	0	1	0	0	0	0	0	0	14
<b>Hourly Total</b>	<b>2</b>	<b>27</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>
315	1	6	5	0	0	1	0	0	1	0	0	0	0	0	0	14
330	1	9	6	0	0	1	0	0	0	0	0	0	0	0	0	17
345	0	10	3	0	1	0	0	0	0	0	0	0	0	0	0	14
400	1	15	4	0	0	0	0	0	1	0	0	0	0	0	0	21
<b>Hourly Total</b>	<b>3</b>	<b>40</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>66</b>
415	0	19	8	0	0	2	0	0	1	0	0	0	0	0	0	30
430	0	14	5	0	0	0	0	0	1	0	0	0	0	0	0	20
445	0	19	16	0	2	0	0	1	0	0	0	0	0	0	0	38
500	1	18	14	0	2	0	0	1	0	0	0	0	0	0	0	36
<b>Hourly Total</b>	<b>1</b>	<b>70</b>	<b>43</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>124</b>
515	0	39	20	0	3	2	0	1	0	0	0	0	0	0	0	65
530	0	30	21	0	2	0	0	2	2	0	0	0	0	0	0	57
545	1	50	29	0	4	0	0	2	2	0	0	0	0	0	0	88
600	2	63	40	0	6	0	0	1	0	0	0	0	0	0	0	112
<b>Hourly Total</b>	<b>3</b>	<b>182</b>	<b>110</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>322</b>
615	0	57	33	0	10	1	0	3	2	0	0	0	0	0	0	106
630	2	89	47	0	9	0	0	4	2	0	0	0	0	0	1	154
645	3	122	71	0	7	0	0	3	1	0	0	0	0	0	1	208
700	2	168	90	0	12	3	0	3	3	0	0	0	0	0	1	282
<b>Hourly Total</b>	<b>7</b>	<b>436</b>	<b>241</b>	<b>0</b>	<b>38</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>750</b>
715	1	181	69	1	9	0	0	6	3	0	0	0	0	0	0	270
730	2	204	101	1	8	4	0	7	2	0	0	0	0	0	0	329
745	1	231	119	1	13	0	0	6	3	0	0	0	0	0	0	374
800	1	261	102	0	17	3	0	8	4	0	0	0	0	0	0	396
<b>Hourly Total</b>	<b>5</b>	<b>877</b>	<b>391</b>	<b>3</b>	<b>47</b>	<b>7</b>	<b>0</b>	<b>27</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1369</b>
815	3	240	89	2	13	1	0	9	1	1	0	0	0	0	0	359
830	1	245	126	1	32	3	1	8	2	0	0	0	0	0	1	420
845	0	223	110	0	14	3	0	10	3	0	0	0	0	0	1	364
900	4	229	97	1	22	5	0	7	4	0	0	0	0	0	0	369
<b>Hourly Total</b>	<b>8</b>	<b>937</b>	<b>422</b>	<b>4</b>	<b>81</b>	<b>12</b>	<b>1</b>	<b>34</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1512</b>
915	2	177	88	2	16	1	1	4	2	0	0	0	0	0	1	294
930	2	232	114	3	26	2	1	0	2	0	0	0	0	0	1	383
945	5	253	118	1	17	2	0	7	1	0	0	0	0	0	0	404
1000	3	251	104	0	17	0	0	6	2	0	0	0	0	0	0	383
<b>Hourly Total</b>	<b>12</b>	<b>913</b>	<b>424</b>	<b>6</b>	<b>76</b>	<b>5</b>	<b>2</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1464</b>
1015	1	204	91	0	9	9	0	8	1	0	0	0	0	0	1	324
1030	1	219	85	1	18	1	0	6	2	0	0	0	0	0	0	333
1045	2	221	107	1	18	9	0	10	2	0	0	0	0	0	0	370
1100	1	266	95	0	15	5	0	5	0	0	1	0	0	0	1	389
<b>Hourly Total</b>	<b>5</b>	<b>910</b>	<b>378</b>	<b>2</b>	<b>60</b>	<b>24</b>	<b>0</b>	<b>29</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1416</b>
1115	2	232	78	0	13	5	0	7	2	0	0	0	0	0	1	340
1130	3	249	88	0	11	4	0	5	3	1	0	0	0	0	0	364
1145	3	264	86	0	12	7	0	4	3	0	0	0	0	0	0	379
1200	1	233	93	0	19	5	0	3	2	0	0	0	0	0	1	357
<b>Hourly Total</b>	<b>9</b>	<b>978</b>	<b>345</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>0</b>	<b>19</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1440</b>
1215	1	243	87	0	11	5	0	5	1	0	0	0	0	0	2	355
1230	4	244	88	0	13	6	0	6	2	0	0	0	0	0	0	363
1245	3	234	95	0	10	2	0	3	3	0	0	0	0	0	0	350
1300	3	221	100	0	16	6	0	8	3	0	0	0	0	0	1	358
<b>Hourly Total</b>	<b>11</b>	<b>942</b>	<b>370</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>0</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1426</b>
1315	3	246	101	0	13	1	0	6	1	0	0	0	0	0	0	371
1330	2	232	92	1	7	5	0	6	3	0	0	0	0	0	1	349
1345	2	251	103	0	11	11	0	5	3	0	0	0	0	0	0	386
1400	1	260	96	0	14	3	0	6	5	0	0	0	0	0	1	386
<b>Hourly Total</b>	<b>8</b>	<b>989</b>	<b>392</b>	<b>1</b>	<b>45</b>	<b>20</b>	<b>0</b>	<b>23</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1492</b>
1415	3	246	129	1	9	4	0	2	0	1	0	0	0	0	1	396
1430	3	263	90	1	14	5	0	6	2	1	0	0	0	0	9	394
1445	3	287	101	0	18	2	0	5	1	0	0	0	0	0	2	419
1500	3	277	112	2	15	7	0	1	3	0	0	0	0	0	0	420
<b>Hourly Total</b>	<b>12</b>	<b>1073</b>	<b>432</b>	<b>4</b>	<b>56</b>	<b>18</b>	<b>0</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1629</b>
1515	2	305	110	1	23	6	0	6	1	0	0	0	0	0	0	454
1530	2	270	93	0	17	0	0	7	1	0	0	0	0	0	0	390
1545	2	267	123	0	12	4	0	5	1	0	0	0	0	0	1	415
1600	3	285	102	2	25	5	0	12	4	0	0	0	0	0	0	438
<b>Hourly Total</b>	<b>9</b>	<b>1127</b>	<b>428</b>	<b>3</b>	<b>77</b>	<b>15</b>	<b>0</b>	<b>30</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1697</b>
1615	1	296	125	0	19	4	0	4	4	0	0	0	0	0	0	453
1630	2	295	99	0	16	4	0	5	0	1	0	0	0	0	0	422
1645	3	259	90	0	16	2	0	7	2	0	0	0	0	0	1	380
1700	6	240	105	0	13	4	0	5	1	0	0	0	0	0	1	375
<b>Hourly Total</b>	<b>12</b>	<b>1090</b>	<b>419</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>0</b>	<b>21</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1630</b>
1715	2	303	136	0	5	4	0	3	0	0	0	0	0	0	0	453
1730	4	311	124	0	9	3	0	8	2	0	0	0	0	0	0	461
1745	7	289	103	0	10	0	0	5	1	0	0	0	0	0	0	415
1800	6	247	98	0	11	3	0	5	3	0	0	0	0	0	0	373
<b>Hourly Total</b>	<b>19</b>	<b>1150</b>	<b>461</b>	<b>0</b>	<b>35</b>	<b>10</b>	<b>0</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1702</b>
1815	6	228	78	0	6	3	0	2	1	0	0	0	0	0	0	324
1830	5	209	100	0	9	2	0	4	3	0	0	0	0	0	0	332
1845	4	200	81	0	17	3	0	5	4	0	0	0	0	0	0	314
1900	2	167	74	0												

CLASS COUNT REPORT

Location: US 301 south US 98
Direction: Northbound
Start Date: 5/9/2019
Stop Date: 5/9/2019

City/County: Dade City/Pasco
Start Time: 00:00
Stop Time: 24:00

Table with columns: END TIME, CYCLE, Car, 2A-4T, Buses, 2A-SU, 3A-SU, 4A-SU, 4A-ST, 5A-ST, 6A-ST, 5A-MT, 6A-MT, 7A-MT, None, Unclass, Total. It contains hourly and daily vehicle counts for various classes.



### CLASS COUNT REPORT

Location: US 301 south US 98  
 Direction: Southbound  
 Start Date: 5/9/2019  
 Stop Date: 5/9/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
30	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
100	0	7	3	0	1	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	1	26	6	0	1	0	0	0	0	0	0	0	0	0	0	34
115	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
130	0	2	3	0	0	0	0	0	2	0	0	0	0	0	0	7
145	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	12	8	0	0	0	0	0	2	0	0	0	0	0	0	22
215	0	3	1	0	2	0	0	1	0	0	0	0	0	0	0	7
230	1	4	1	0	0	0	0	1	0	0	0	0	0	0	0	7
245	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
300	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	1	17	3	0	2	0	0	2	0	0	0	0	0	0	0	25
315	0	5	1	0	1	0	0	1	0	0	0	0	0	0	0	8
330	1	2	1	0	0	2	0	0	1	0	0	0	0	0	0	7
345	0	5	2	0	0	0	0	0	1	0	0	0	0	0	0	8
400	0	9	1	0	1	0	0	0	1	0	0	0	0	0	0	12
Hourly Total	1	21	5	0	2	2	0	1	3	0	0	0	0	0	0	35
415	0	9	5	0	0	0	0	0	1	0	0	0	0	0	0	15
430	0	7	9	0	0	0	0	1	1	0	0	0	0	0	0	18
445	2	14	6	0	0	2	0	0	0	0	0	0	0	0	0	24
500	0	15	10	0	2	1	0	0	0	0	0	0	0	0	0	28
Hourly Total	2	45	30	0	2	3	0	1	2	0	0	0	0	0	0	85
515	0	21	14	0	3	1	0	1	0	0	0	0	0	0	0	40
530	0	19	16	0	1	1	0	1	0	0	0	0	0	0	0	38
545	1	25	19	0	4	0	0	1	2	0	0	0	0	0	0	52
600	0	30	24	0	4	0	0	3	0	0	0	0	0	0	1	62
Hourly Total	1	95	73	0	12	2	0	6	2	0	0	0	0	0	1	192
615	0	33	15	0	5	0	0	0	1	0	0	0	0	0	0	54
630	0	49	25	0	6	2	0	3	0	0	0	0	0	0	0	85
645	2	66	50	1	2	1	0	2	2	0	0	0	0	0	0	126
700	0	105	50	0	15	0	0	1	1	0	0	0	0	0	1	173
Hourly Total	2	253	140	1	28	3	0	6	4	0	0	0	0	0	1	438
715	1	88	37	1	7	1	0	0	0	0	0	0	0	0	0	135
730	0	122	52	0	11	0	0	1	2	0	0	0	0	0	0	188
745	1	146	76	0	5	2	0	4	3	0	0	0	0	0	0	237
800	1	145	66	0	6	3	0	2	3	0	0	0	0	0	0	226
Hourly Total	3	501	231	1	29	6	0	7	8	0	0	0	0	0	0	786
815	0	110	54	1	10	0	0	3	2	0	0	0	0	0	0	180
830	0	150	78	4	12	1	0	3	0	0	0	0	0	0	1	249
845	1	99	61	0	13	2	0	4	1	0	0	0	0	0	0	181
900	2	106	68	0	14	2	0	6	2	0	0	0	0	0	0	200
Hourly Total	3	465	261	5	49	5	0	16	5	0	0	0	0	0	1	810
915	1	115	46	1	8	2	0	3	4	0	0	0	0	0	0	180
930	0	133	78	1	20	2	0	0	0	0	0	0	0	0	0	234
945	0	121	64	0	11	0	0	3	2	0	0	0	0	0	0	201
1000	1	128	53	0	9	3	0	2	0	0	0	0	0	0	0	196
Hourly Total	2	497	241	2	48	7	0	8	6	0	0	0	0	0	0	811
1015	0	95	38	0	12	0	0	8	1	0	0	0	0	0	0	154
1030	0	116	45	0	7	4	0	7	3	0	0	0	0	0	0	182
1045	1	126	58	0	3	3	1	4	0	0	0	0	0	0	0	196
1100	1	118	41	1	9	6	1	4	1	0	0	0	0	0	0	182
Hourly Total	2	455	182	1	31	13	2	23	5	0	0	0	0	0	0	714
1115	1	113	44	0	6	2	0	3	0	0	0	0	0	0	0	169
1130	1	110	33	0	7	5	0	10	2	0	0	0	0	0	0	168
1145	3	122	47	0	5	3	0	7	3	0	0	0	0	0	0	190
1200	1	103	45	0	12	5	0	7	1	0	0	0	0	0	0	174
Hourly Total	6	448	169	0	30	15	0	27	6	0	0	0	0	0	0	701
1215	0	138	37	0	6	4	0	1	0	0	0	0	0	0	0	186
1230	1	113	49	0	7	1	0	7	0	0	0	0	0	0	0	178
1245	1	121	59	0	8	5	0	1	0	0	0	0	0	0	0	195
1300	1	130	49	0	11	5	0	5	2	0	0	0	0	0	2	205
Hourly Total	3	502	194	0	32	15	0	14	2	0	0	0	0	0	2	764
1315	3	121	41	2	10	2	0	2	1	0	0	0	0	0	0	182
1330	2	151	46	1	10	4	0	5	0	0	0	0	0	0	1	220
1345	0	123	59	0	8	1	0	4	1	0	0	0	0	0	0	196
1400	3	122	65	0	8	2	0	3	0	0	0	0	0	0	0	203
Hourly Total	8	517	211	3	36	9	0	14	2	0	0	0	0	0	1	801
1415	0	118	56	0	4	2	0	2	1	0	0	0	0	0	0	183
1430	1	134	57	0	12	3	0	2	1	0	0	0	0	0	0	210
1445	1	133	43	2	14	1	0	3	1	0	0	0	0	0	1	199
1500	1	139	61	1	10	3	1	2	0	0	0	0	0	0	0	218
Hourly Total	3	524	217	3	40	9	1	9	3	0	0	0	0	0	1	810
1515	1	121	58	1	13	2	0	2	1	0	0	0	0	0	0	199
1530	3	138	63	0	4	5	0	6	0	0	0	0	0	0	0	219
1545	2	116	53	0	15	2	0	5	6	0	0	0	0	0	0	199
1600	2	112	53	0	8	2	0	4	1	0	0	0	0	0	1	183
Hourly Total	8	487	227	1	40	11	0	17	8	0	0	0	0	0	1	800
1615	1	115	57	0	11	4	0	4	3	0	0	0	0	0	0	195
1630	0	108	60	0	10	0	0	1	0	0	0	0	0	0	0	179
1645	0	126	44	0	12	1	0	2	1	0	0	0	0	0	0	186
1700	0	112	51	0	7	2	0	1	0	0	0	0	0	0	2	175
Hourly Total	1	461	212	0	40	7	0	8	4	0	0	0	0	0	2	735
1715	1	146	59	0	7	0	0	0	1	0	0	0	0	0	0	214
1730	0	106	52	0	3	1	0	0	1	0	0	0	0	0	0	163
1745	1	108	50	0	5	2	0	1	1	0	0	0	0	0	1	169
1800	1	107	55	1	8	2	0	0	2	0	0	0	0	0	0	176
Hourly Total	3	467	216	1	23	5	0	1	5	0	0	0	0	0	1	722
1815	1	123	44	1	6	2	0	2	3	0	0	0	0	0	1	183
1830	0	85	46	0	7	0	0	0	0	0	0	0	0	0	0	138
1845	0	92	41	0	2	0	0	2	1	0	0	0	0	0	0	138
1900	2	62	36	0	3	0	0	2	0	0	0	0	0	0	0	105
Hourly Total	3	362	167	1	18	2	0	6	4	0	0	0	0	0	1	564
1915	1	60	32	0	2	0	0	0	0	0	0	0	0	0	0	95
1930	0	44	35	0	2	0	0	1	0	0	0	0	0	0	0	82
1945	0	72	24	0	5	0	0	1	0	0	0	0	0	0	0	102
2000	0	52	21	0	4	0	0	1	0	0	0	0	0	0	0	78
Hourly Total	1	228	112	0	13	0	0	3	0	0	0	0	0	0	0	357
2015	0	47	21	0	1	0	0	2	0	0	0	0	0	0	0	71
2030	0	71	15	0	3	0	0	1	1	0	0	0	0	0	0	91
2045	0	53	22	0	1	0	0	0	2	0	0	0	0	0	0	78
2100	2	47	27	0	3	0	0	0	0	0	0	0	0	0	0	79
Hourly Total	2	218	85	0	8	0	0	3	3	0	0	0	0	0	0	319
2115	0</															

# CLASS COUNT REPORT

Location: US 301 south US 98  
 Direction: Combined  
 Start Date: 5/9/2019  
 Stop Date: 5/9/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total	
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass		
15	1	20	2	0	0	0	0	0	0	0	0	0	0	0	0	0	23
30	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	0	25
45	0	13	5	0	1	0	0	0	0	0	0	0	0	0	0	0	19
100	0	12	3	0	1	0	0	0	0	0	0	0	0	0	0	0	16
<b>Hourly Total</b>	<b>1</b>	<b>66</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>83</b>
115	0	8	5	0	0	0	0	1	0	0	0	0	0	0	0	0	14
130	1	9	6	0	1	0	0	0	2	0	0	0	0	0	0	0	19
145	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	7
200	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	7
<b>Hourly Total</b>	<b>2</b>	<b>27</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>
215	0	7	3	0	2	0	0	1	1	0	0	0	0	0	0	0	14
230	1	8	2	0	0	0	0	1	1	0	0	0	0	0	0	0	13
245	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	0	14
300	0	8	3	0	0	0	0	0	1	0	0	0	0	0	0	0	12
<b>Hourly Total</b>	<b>1</b>	<b>35</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>
315	0	7	3	0	1	0	0	1	1	0	0	0	0	0	0	0	13
330	1	3	2	0	0	2	0	0	1	0	0	0	0	0	0	0	9
345	0	8	4	0	1	0	0	0	2	0	0	0	0	0	0	0	15
400	1	15	2	0	1	0	0	0	4	0	0	0	0	0	0	0	23
<b>Hourly Total</b>	<b>2</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>
415	0	13	7	0	0	1	0	0	2	0	0	0	0	0	0	0	23
430	0	17	10	0	0	0	0	1	2	0	0	0	0	0	0	0	30
445	2	20	9	0	0	2	0	0	0	0	0	0	0	0	0	0	33
500	0	30	12	0	2	1	0	1	0	0	0	0	0	0	0	0	46
<b>Hourly Total</b>	<b>2</b>	<b>80</b>	<b>38</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>132</b>
515	0	36	21	0	3	1	0	1	0	0	0	0	1	0	0	1	64
530	0	40	24	0	5	1	0	2	1	0	0	0	0	0	0	0	73
545	2	51	25	0	8	0	0	2	3	0	0	0	0	0	0	0	91
600	1	55	39	0	7	0	0	3	0	0	0	0	0	0	0	1	106
<b>Hourly Total</b>	<b>3</b>	<b>182</b>	<b>109</b>	<b>0</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>334</b>
615	0	62	28	0	7	0	0	1	1	0	0	0	0	0	0	0	99
630	1	89	43	0	11	2	0	4	2	0	0	0	0	0	0	0	152
645	4	123	86	1	4	3	0	4	4	0	0	0	0	0	0	0	229
700	1	196	84	1	18	0	0	1	1	0	0	0	0	0	0	1	303
<b>Hourly Total</b>	<b>6</b>	<b>470</b>	<b>241</b>	<b>2</b>	<b>40</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>783</b>
715	1	181	78	1	11	2	0	3	4	0	0	0	0	0	0	0	281
730	2	213	89	0	17	0	0	1	4	1	0	0	0	0	0	0	327
745	1	250	120	0	15	4	0	7	4	0	0	0	0	0	0	0	401
800	3	241	102	0	9	3	0	8	3	0	0	0	0	0	0	0	369
<b>Hourly Total</b>	<b>7</b>	<b>885</b>	<b>389</b>	<b>1</b>	<b>52</b>	<b>9</b>	<b>0</b>	<b>19</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1378</b>
815	1	214	114	1	21	1	0	9	2	0	0	0	0	0	0	2	365
830	1	241	113	4	28	3	0	5	2	0	0	0	0	0	0	4	401
845	1	194	109	0	25	2	0	6	2	0	0	0	0	0	0	0	339
900	2	178	104	1	22	2	0	9	3	0	0	0	0	0	0	0	321
<b>Hourly Total</b>	<b>5</b>	<b>827</b>	<b>440</b>	<b>6</b>	<b>96</b>	<b>8</b>	<b>0</b>	<b>29</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1426</b>
915	1	212	83	1	14	2	0	5	4	0	0	0	0	0	0	0	322
930	0	239	120	2	32	3	0	0	1	0	0	0	0	0	0	0	397
945	3	248	117	0	22	0	0	5	3	0	0	0	0	0	0	0	398
1000	3	244	89	0	16	5	0	4	2	0	0	0	0	0	0	0	363
<b>Hourly Total</b>	<b>7</b>	<b>943</b>	<b>409</b>	<b>3</b>	<b>84</b>	<b>10</b>	<b>0</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1480</b>
1015	3	220	81	0	18	2	0	10	3	0	0	0	0	0	0	0	337
1030	1	227	95	0	14	6	0	8	6	0	0	0	0	0	0	0	357
1045	1	238	111	0	12	4	1	10	4	0	0	0	0	0	0	0	381
1100	1	231	92	1	14	7	1	5	2	0	0	0	0	0	0	0	354
<b>Hourly Total</b>	<b>6</b>	<b>916</b>	<b>379</b>	<b>1</b>	<b>58</b>	<b>19</b>	<b>2</b>	<b>33</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1429</b>
1115	3	223	101	0	11	2	0	7	0	0	0	0	0	0	0	0	347
1130	2	227	93	1	15	7	0	12	3	0	0	0	0	0	0	0	360
1145	3	240	101	0	13	4	0	8	3	0	0	0	0	0	0	0	372
1200	1	215	93	0	28	5	0	9	1	0	0	0	0	0	0	0	352
<b>Hourly Total</b>	<b>9</b>	<b>905</b>	<b>388</b>	<b>1</b>	<b>67</b>	<b>18</b>	<b>0</b>	<b>36</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1431</b>
1215	1	268	93	1	14	4	0	4	2	0	0	0	0	0	0	0	387
1230	3	237	116	0	15	6	0	12	0	0	0	0	0	0	0	0	389
1245	3	230	114	1	11	5	0	5	1	0	0	0	0	0	0	1	371
1300	3	229	96	0	20	7	0	12	5	0	0	0	0	0	0	2	374
<b>Hourly Total</b>	<b>10</b>	<b>964</b>	<b>419</b>	<b>2</b>	<b>60</b>	<b>22</b>	<b>0</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1521</b>
1315	5	239	106	3	17	4	0	4	1	0	0	0	0	0	0	0	379
1330	2	271	97	1	15	4	0	9	1	0	0	0	0	0	0	1	401
1345	2	258	113	0	14	2	0	8	3	0	0	0	0	0	0	0	400
1400	3	276	113	0	12	3	0	4	0	0	0	0	0	0	0	0	411
<b>Hourly Total</b>	<b>12</b>	<b>1044</b>	<b>429</b>	<b>4</b>	<b>58</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1591</b>
1415	1	252	100	0	8	2	0	3	2	0	0	0	0	0	0	0	368
1430	5	286	120	0	20	4	0	4	1	0	0	0	0	0	0	0	440
1445	1	246	116	3	21	2	0	6	1	2	0	0	0	0	0	1	399
1500	2	270	117	2	24	4	1	5	1	0	0	0	0	0	0	0	426
<b>Hourly Total</b>	<b>9</b>	<b>1054</b>	<b>453</b>	<b>5</b>	<b>73</b>	<b>12</b>	<b>1</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1633</b>
1515	2	281	110	2	27	2	0	4	2	0	0	0	0	0	0	1	431
1530	3	275	112	0	9	6	0	7	0	0	0	0	0	0	0	0	412
1545	2	266	106	1	24	3	0	11	6	0	0	0	0	0	0	1	420
1600	4	271	123	0	17	2	0	6	1	0	0	0	0	0	0	1	425
<b>Hourly Total</b>	<b>11</b>	<b>1093</b>	<b>451</b>	<b>3</b>	<b>77</b>	<b>13</b>	<b>0</b>	<b>28</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1688</b>
1615	2	305	142	0	23	6	0	6	6	0	0	0	0	0	0	0	490
1630	0	289	116	0	12	0	0	4	2	0	0	0	0	0	0	0	423
1645	0	272	120	0	27	3	0	8	2	0	0	0	0	0	0	0	432
1700	2	290	108	0	18	3	0	3	0	0	0	0	0	0	0	2	426
<b>Hourly Total</b>	<b>4</b>	<b>1156</b>	<b>486</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>0</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1771</b>
1715	2	302	125	0	11	0	0	3	1	0	0	0	0	0	0	0	444
1730	0	279	124	0	10	2	0	1	2	0	0	0	0	0	0	0	418
1745	2	247	117	0	10	3	0	3	4	0	0	0	0	0	0	1	387
1800	1	250	106	1	9	2	0	0	3	0	0	0</					

## Volume Count Report

Start Date: May 7, 2019  
 Stop Date: May 8, 2019  
 City: Dade City  
 Location: US 98 east of US 301

Start Time: 0:00  
 Stop Time: 0:00  
 County: Pasco

### Eastbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	2	0	2	19	54	56	41	32	42	40
30	7	3	5	7	7	25	40	54	46	35	42	43
45	7	4	2	4	14	25	33	38	46	48	47	41
00	1	4	1	3	14	30	42	62	53	48	44	58
<b>Hr Total</b>	<b>24</b>	<b>14</b>	<b>10</b>	<b>14</b>	<b>37</b>	<b>99</b>	<b>169</b>	<b>210</b>	<b>186</b>	<b>163</b>	<b>175</b>	<b>182</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	32	52	87	64	65	63	49	29	22	29	10
30	43	56	48	64	60	68	48	27	31	15	9	12
45	41	37	62	69	67	55	37	35	22	27	13	10
00	45	40	49	52	54	67	38	33	26	9	6	12
<b>Hr Total</b>	<b>184</b>	<b>165</b>	<b>211</b>	<b>272</b>	<b>245</b>	<b>255</b>	<b>186</b>	<b>144</b>	<b>108</b>	<b>73</b>	<b>57</b>	<b>44</b>

24 Hour Total: 3,227  
 AM Peak Hour begins: 7:00 AM Peak Volume: 210 AM Peak Hour Factor: 0.85  
 PM Peak Hour begins: 15:00 PM Peak Volume: 272 PM Peak Hour Factor: 0.78

### Westbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	4	1	3	12	31	44	62	47	50	50
30	6	6	1	5	6	20	43	61	57	52	64	32
45	3	4	1	2	8	25	40	56	69	50	52	61
00	1	2	2	10	12	16	65	79	51	62	50	61
<b>Hr Total</b>	<b>15</b>	<b>16</b>	<b>8</b>	<b>18</b>	<b>29</b>	<b>73</b>	<b>179</b>	<b>240</b>	<b>239</b>	<b>211</b>	<b>216</b>	<b>204</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	71	93	81	92	70	79	61	32	33	15	13	12
30	62	68	68	66	49	57	52	39	28	16	11	8
45	91	78	83	56	63	84	42	25	22	16	5	6
00	101	75	78	82	76	60	56	26	30	15	11	7
<b>Hr Total</b>	<b>325</b>	<b>314</b>	<b>310</b>	<b>296</b>	<b>258</b>	<b>280</b>	<b>211</b>	<b>122</b>	<b>113</b>	<b>62</b>	<b>40</b>	<b>33</b>

24 Hour Total: 3,812  
 AM Peak Hour begins: 7:45 AM Peak Volume: 267 AM Peak Hour Factor: 0.84  
 PM Peak Hour begins: 12:30 PM Peak Volume: 353 PM Peak Hour Factor: 0.87

### Total Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	7	6	1	5	31	85	100	103	79	92	90
30	13	9	6	12	13	45	83	115	103	87	106	75
45	10	8	3	6	22	50	73	94	115	98	99	102
00	2	6	3	13	26	46	107	141	104	110	94	119
<b>Hr Total</b>	<b>39</b>	<b>30</b>	<b>18</b>	<b>32</b>	<b>66</b>	<b>172</b>	<b>348</b>	<b>450</b>	<b>425</b>	<b>374</b>	<b>391</b>	<b>386</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	126	125	133	179	134	144	124	81	62	37	42	22
30	105	124	116	130	109	125	100	66	59	31	20	20
45	132	115	145	125	130	139	79	60	44	43	18	16
00	146	115	127	134	130	127	94	59	56	24	17	19
<b>Hr Total</b>	<b>509</b>	<b>479</b>	<b>521</b>	<b>568</b>	<b>503</b>	<b>535</b>	<b>397</b>	<b>266</b>	<b>221</b>	<b>135</b>	<b>97</b>	<b>77</b>

24 Hour Total: 7,039  
 AM Peak Hour begins: 7:45 AM Peak Volume: 462 AM Peak Hour Factor: 0.82  
 PM Peak Hour begins: 14:30 PM Peak Volume: 581 PM Peak Hour Factor: 0.81



## Volume Count Report

Start Date: May 8, 2019  
 Stop Date: May 9, 2019  
 City: Dade City  
 Location: US 98 east of US 301

Start Time: 0:00  
 Stop Time: 0:00  
 County: Pasco

### Eastbound Volume

Wednesday, May 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	1	8	4	9	47	53	43	32	40	42
30	4	6	5	7	4	18	36	72	44	68	43	40
45	6	2	6	4	10	26	48	56	52	62	53	62
00	2	1	1	9	10	34	47	41	49	43	49	37
<b>Hr Total</b>	<b>15</b>	<b>12</b>	<b>13</b>	<b>28</b>	<b>28</b>	<b>87</b>	<b>178</b>	<b>222</b>	<b>188</b>	<b>205</b>	<b>185</b>	<b>181</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	32	44	49	65	60	55	37	32	25	13	7
30	55	43	48	54	62	56	48	39	43	22	24	6
45	23	53	41	74	75	57	44	32	19	31	8	7
00	38	47	72	56	77	65	44	25	38	17	10	6
<b>Hr Total</b>	<b>161</b>	<b>175</b>	<b>205</b>	<b>233</b>	<b>279</b>	<b>238</b>	<b>191</b>	<b>133</b>	<b>132</b>	<b>95</b>	<b>55</b>	<b>26</b>

24 Hour Total: 3,265  
 AM Peak Hour begins: 6:45 AM Peak Volume: 228 AM Peak Hour Factor: 0.79  
 PM Peak Hour begins: 16:00 PM Peak Volume: 279 PM Peak Hour Factor: 0.91

### Westbound Volume

Wednesday, May 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	1	5	26	38	60	65	58	65	43
30	11	6	2	5	9	11	38	58	56	52	64	42
45	7	1	2	4	13	26	36	72	66	51	51	71
00	8	12	0	6	16	21	57	67	62	43	66	66
<b>Hr Total</b>	<b>30</b>	<b>21</b>	<b>6</b>	<b>16</b>	<b>43</b>	<b>84</b>	<b>169</b>	<b>257</b>	<b>249</b>	<b>204</b>	<b>246</b>	<b>222</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	67	75	41	73	56	36	43	27	19	13	5
30	87	88	78	84	62	79	47	48	31	9	9	4
45	71	84	64	80	84	47	47	20	33	16	6	6
00	63	43	46	85	56	63	27	37	29	12	6	6
<b>Hr Total</b>	<b>297</b>	<b>282</b>	<b>263</b>	<b>290</b>	<b>275</b>	<b>245</b>	<b>157</b>	<b>148</b>	<b>120</b>	<b>56</b>	<b>34</b>	<b>21</b>

24 Hour Total: 3,735  
 AM Peak Hour begins: 11:30 AM Peak Volume: 300 AM Peak Hour Factor: 0.86  
 PM Peak Hour begins: 15:15 PM Peak Volume: 322 PM Peak Hour Factor: 0.95

### Total Volume

Wednesday, May 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	3	9	9	35	85	113	108	90	105	85
30	15	12	7	12	13	29	74	130	100	120	107	82
45	13	3	8	8	23	52	84	128	118	113	104	133
00	10	13	1	15	26	55	104	108	111	86	115	103
<b>Hr Total</b>	<b>45</b>	<b>33</b>	<b>19</b>	<b>44</b>	<b>71</b>	<b>171</b>	<b>347</b>	<b>479</b>	<b>437</b>	<b>409</b>	<b>431</b>	<b>403</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	99	119	90	138	116	91	80	59	44	26	12
30	142	131	126	138	124	135	95	87	74	31	33	10
45	94	137	105	154	159	104	91	52	52	47	14	13
00	101	90	118	141	133	128	71	62	67	29	16	12
<b>Hr Total</b>	<b>458</b>	<b>457</b>	<b>468</b>	<b>523</b>	<b>554</b>	<b>483</b>	<b>348</b>	<b>281</b>	<b>252</b>	<b>151</b>	<b>89</b>	<b>47</b>

24 Hour Total: 7,000  
 AM Peak Hour begins: 11:30 AM Peak Volume: 499 AM Peak Hour Factor: 0.88  
 PM Peak Hour begins: 15:15 PM Peak Volume: 571 PM Peak Hour Factor: 0.93

# Appendix C

Base Year Model Refinement Technical Memorandum

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# **Base Year Model Refinement Technical Memorandum**

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

## **Pasco County, Florida**

US 98/SR 35/SR 700 from Polk County Line/CR 54 to US 301/US 98/SR 35/SR 700

Financial Project ID: 443368-2-22-01

### **Prepared For:**

Florida Department of Transportation, District 7  
2820 Leslie Rd, Tampa, FL 33619



**August, 2021**

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# 1.0 Introduction

The Florida Department of Transportation (FDOT) District Seven is conducting a Project Development and Environment (PD&E) Study to evaluate the need of widening US 98 from two to four lanes from the Polk County Line/CR 54 to US 301. Additionally, this PD&E Study is evaluating the realignment of US 98 to Clinton Avenue to eliminate the existing, closely spaced, intersections of US 301 at US 98 and US 301 at Clinton Avenue in Pasco County, Florida. To best assess the impacts of these improvements, a thorough understanding of both existing and forecasted traffic through the study area is required. This report will serve to document the model calibration techniques used to improve model accuracy and provided confidence in the develop of traffic forecasts.

## 1.1 Purpose and Need

The primary purpose of this project is to evaluate the realignment of US 98 from US 301 to Clinton Avenue to enhance safety and provide system linkage/regional connectivity. An additional goal of this project is to address transportation demand needs, which may result in improvements to several intersections in the project study area surrounding the US 98 study corridor.

A realignment of the US 98 at Clinton Avenue intersection is needed to eliminate the existing closely spaced intersections of US 301 at US 98 and US 301 at Clinton Avenue, to reduce crashes, and to enhance safety. Construction of the realignment of SR 52 from east of McKendree Road to east of US 301 began in 2019 and will serve as an additional east/west route in the regional transportation network. When completed, this improvement will increase traffic at the US 301 at US 98 and US 301 at Clinton Avenue intersections, exacerbating the current intersection safety concerns. Also, plans are currently underway for the widening of US 98 from north of West Socrum Loop Road to South of CR 54 (Financial Management No.: 436673-1-22-01). This project will address capacity needs for the segment of US 98 connecting to US 301 (which is a designated regional freight mobility corridor) as well as operational improvements to the intersection of US 98 and US 301, ultimately resulting in enhanced transportation network connectivity.

## 1.2 Travel Demand Model Selection and Calibration Approach

To build off of the efforts conducted under the SR 56 and US 98 Alternative Corridor Evaluation Report (ACER) efforts, calibration efforts in the base year (2015) and TAZ modifications in the horizon year (2045) were conducted utilizing The Tampa Bay Regional Planning Model version 9.1 (TBRPMv9.1) and will be included in this effort. The TBRPM 9.1 was initially validated regionally for a 2015 base year. However, it is customary to review the sub-area, and if necessary, adjust the forecasting models to improve accuracy. Adjustments to the model were made to improve sub-area accuracy without compromising regional validation and adhere to the guidelines set forth for the Florida Statewide Urban Transportation Modeling Structure (FSUTMS) in the 2019 FDOT "Project Traffic Forecasting Handbook".

### 1.3 Sub-Area Determination

The study corridor starts at the Polk County Line/CR 54 and continues north to where US 98 merges with US 301, just south of Clinton Avenue. The project study area is shown in **Figure 1.1** and is bounded by the following intersections:

- 1 US 98 at CR 54
- 2 US 98 Access Road at Old Lakeland Highway
- 3 US 98 at US 98 Access Road
- 4 US 98 at US 301
- 5 US 301 at Clinton Avenue

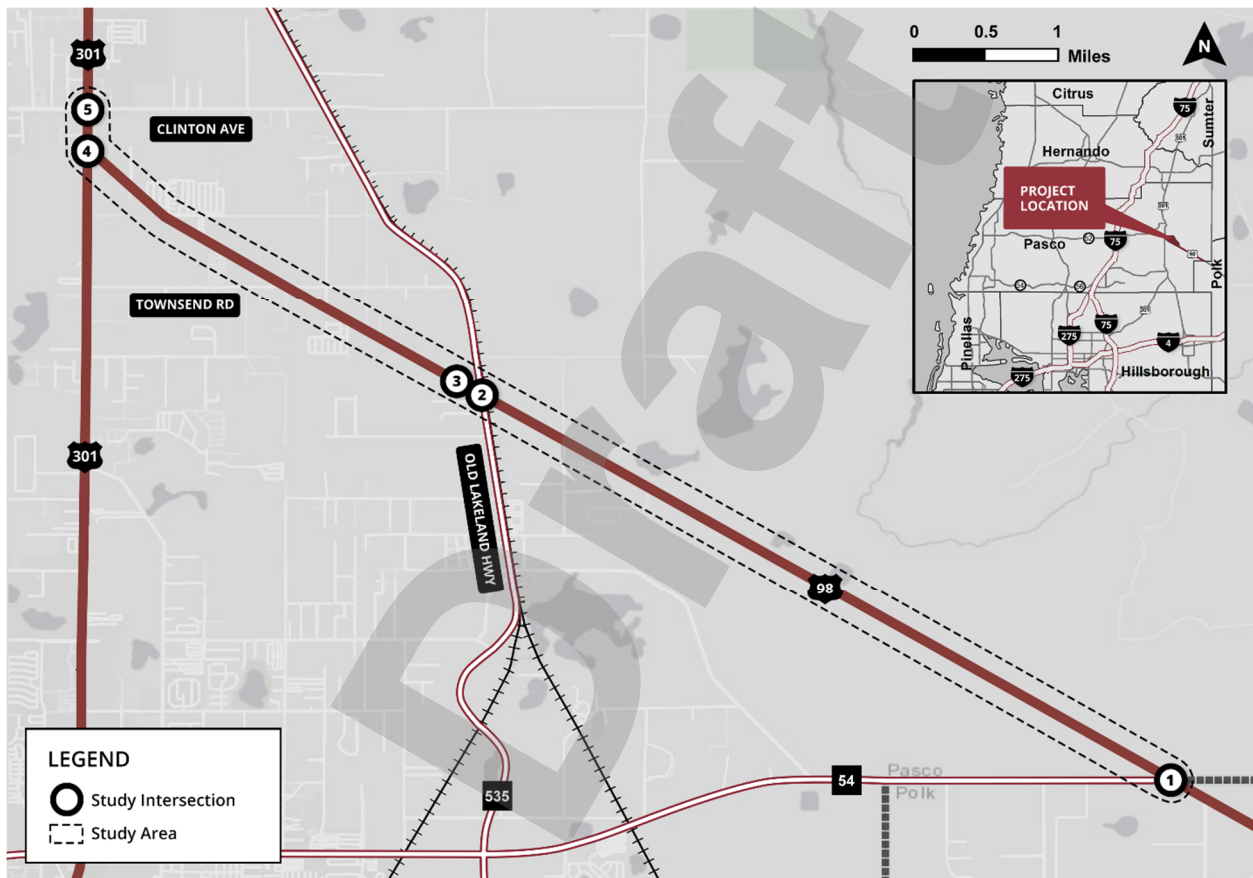


Figure Error! No text of specified style in document.:1: Project Location Map

To best assess the possible impacts of the the proposed project proposed growth adjacent to the study area, the subarea was defined by the the boundary of Traffic Analysis Zones (TAZs) within 6-miles of the study area. A map of the sub-area and count locations are provided in **Figure 1.2**.



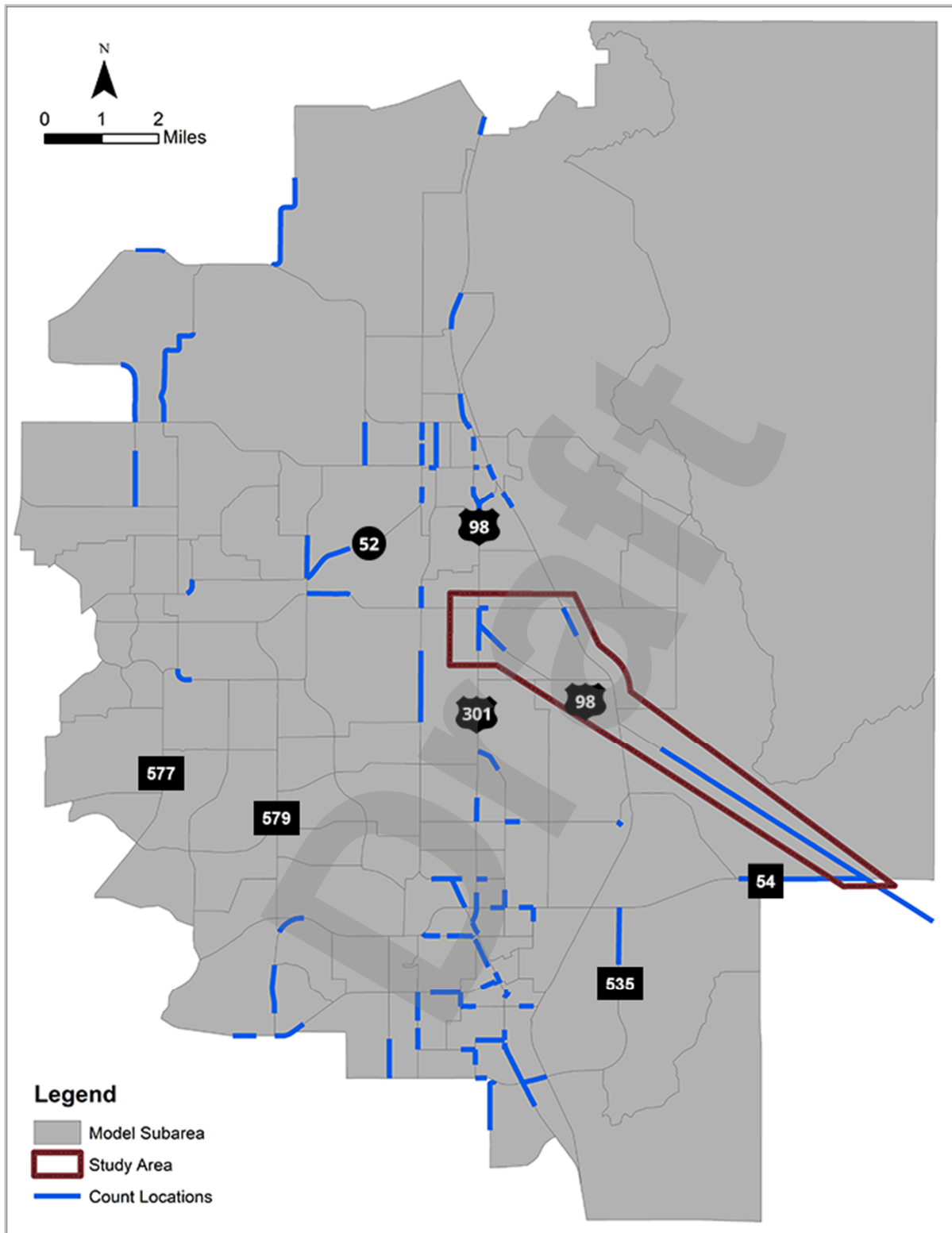


Figure 1.2: Model Sub-Area Map

# 2.0 Released Model Performance

## 2.1 Regional Performance

The unmodified TBRPMv9.1 released by the Department (the released model) operates effectively on a model-wide basis, as indicated by the accuracy metrics shown in **Table 2.1** and **Table 2.2**. The released TBRPM Root Mean Square Error (RMSE), provided in **Table 2.1**, is within acceptable vehicle per day (VPD) ranges for most roadway groups and area wide. Roadway groupings that exceed the acceptable standard are highlighted in red. Most of these groupings which exceed the acceptable standards are found in Citrus County, with roadways with daily volumes between 10,000 and 15,000 slightly exceeding the acceptable standard in Hillsborough County. The released TBRPM volume to count ratios, **Table 2.2**, is within 20 percent for most of the facility types and area types with the only exceptions being ramps and toll facilities. Areas where the volume to count ratio is not within acceptable FSUTMS validation ranges outlined in the Project Traffic Forecasting Handbook are highlighted in red. This data will be compared to the same measure later, following network enhancements to improve the sub-area model performance. This comparison will ensure that the model adjustment has no negative impact upon regional validation.

**Table 2.1: Released TBRPMv9.1 Regional Daily RMSE**

Group	Hillsborough	Pinellas	Pasco	Hernando	Citrus	Total Model	Standards	
							Acceptable	Preferable
<= 5K VPD	72%	65%	57%	88%	103%	73%	100%	45%
5K - 10K VPD	45%	37%	37%	39%	54%	42%	45%	35%
10K - 15K VPD	36%	30%	32%	21%	22%	33%	35%	27%
15K - 20K VPD	25%	24%	29%	27%	41%	25%	35%	25%
20K - 30K VPD	20%	21%	17%	13%	5%	20%	27%	15%
30K - 50K VPD	17%	16%	15%	0%	0%	16%	25%	15%
50k - 60K VPD	13%	8%	0%	0%	0%	12%	20%	10%
60k > VPD	11%	14%	13%	0%	0%	12%	19%	10%
<b>Area-wide</b>	<b>32%</b>	<b>29%</b>	<b>32%</b>	<b>44%</b>	<b>57%</b>	<b>32%</b>	<b>45%</b>	<b>35%</b>

Table 2.2: Released TBRPMv9.1 Regional Daily Volume to Count Ratio

Facility Type	Central Business District (CBD)	CBD Fringe	Residential	Outlying Business District (OBD)	Rural	Overall
Freeway	1.00	1.14	0.99	0.97	1.11	1.00
Divided Arterial	1.14	1.05	1.01	1.00	1.13	1.01
Undivided Arterial	0.57	0.55	1.01	1.00	1.07	1.00
Collector	1.27	0.75	0.81	0.76	1.05	0.83
One-way Facilities	1.13	0.82	1.18	1.17	0.00	1.08
Ramps	1.39	1.08	1.02	1.02	1.52	1.05
Toll Facilities	0.75	0.95	1.05	0.60	1.30	1.02
<b>Total</b>	<b>1.11</b>	<b>0.95</b>	<b>0.97</b>	<b>0.99</b>	<b>1.13</b>	<b>0.99</b>

## 2.2 Sub-Area Performance

Released model volumes within the sub-area were compiled and compared to their respective count site for validation metric comparison, which can be found in **Table 2.3** and **Table 2.4**. Most of the count locations in the influence area are low volume, with less than 5,000 VPD per direction. Based on this screening, the sub-area operates beyond acceptable FSUTMS standards with an area wide RMSE of 47 percent.

Table 2.3: Released TBRPM v9.1 Sub-Area RMSE

Group	Volume Range	Number of Observations	TBRPM v9.1 Sub-area	FSUTMS Standards	
				Acceptable	Preferable
1	<= 5K VPD	53	72%	100%	45%
2	5K - 10K VPD	20	32%	45%	35%
3	10K - 15K VPD	9	31%	35%	27%
4	15K - 20K VPD	2	34%	30%	25%
5	20K - 30K VPD	0	NA	27%	15%
6	30K - 50K VPD	0	NA	25%	15%
7	50k - 60K VPD	0	NA	20%	10%
8	60k + VPD	0	NA	19%	10%
<b>Total</b>	<b>Area-wide</b>	<b>84</b>	<b>47%</b>	<b>45%</b>	<b>35%</b>

Table 2.4: Released TBRPM v9.1 Sub-Area Volume to Count Ratios

Facility Type	TBRPM v9.1 Sub-area	FSUTMS Standards	
		Acceptable	Preferable
Freeway	NA	+/- 7%	+/- 6%
Divided Arterial	-20%	+/- 15%	+/- 10%
Undivided Arterial	-19%	+/- 15%	+/- 10%
Collector	-6%	+/- 25%	+/- 20%

To highlight potential areas for enhancement, count locations with volume to count ratios greater than 1.2 and less than 0.8 were identified in **Figure 2.1**. Locations where the volume exceeds the count by more than this amount, the link is highlighted red and shown as “high.” Locations where the count exceeds the volume by more than this amount, the link is highlighted blue and shown as “low.” This review of the subarea validation of the existing TBRPM v9.1 model indicates that volumes are low along US 98 and Old Lakeland Highway and high on Clinton Avenue and CR 54 within the project study area.

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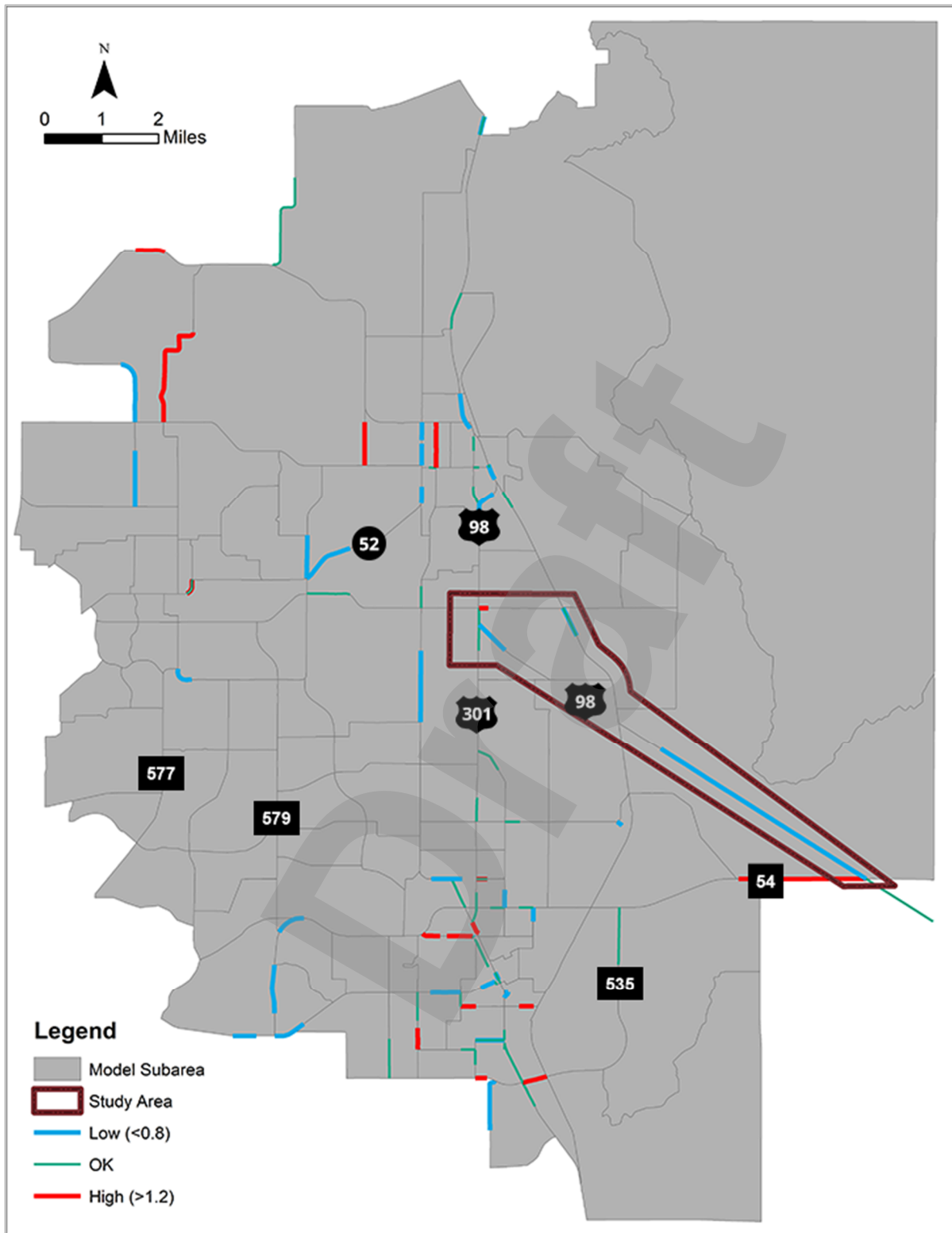


Figure 2.1: Released Model Volume to Count Ratios

# 3.0 Sub-Area Validation Refinement

The regional and sub-area statistical metrics mostly perform well when compared to model validation standards. The RMSE indicate issues with roads with 15,000 to 20,000 VPD per direction and areawide. The following section describes the efforts made to review and improve model performance within the sub-area.

For this sub-area validation exercise, the following elements were reviewed and adjustments were made as needed:

- Traffic Analysis Zone (TAZ) Data
- Population Data
- Employment Data
- Model Network
- Network Detail
- Facility Type/Area Type
- Count Verification
- External Trips

## 3.1 Population and Employment Data

**Table 3.1** shows the anticipated growth in population and employment in the sub-area based on 2015 base year and 2045 horizon year TAZ population and employment data.

**Table 3.1: Sub-Area TAZ Population and Employment**

Metric	2015 Model	2045 Model	Annual Growth Rate
Population	76,418	132,641	2.5%
Employment	28,545	40,903	1.4%

For comparative purposes, data was gathered from the Bureau of Economic and Business Research's (BEBR) "Projections of Florida Population by County, 2019-2045" and is summarized in **Table 3.2**. Expected annual growth in population for the study area is 2.5 percent which exceeds the BEBR population annual growth rate estimates for both Pasco and Hernando County's high forecasts. To provide additional context to growth centers along the study corridor, population and employment growth were mapped at the TAZ level in **Figure 3.1** and **Figure 3.2** respectively.

**Table 3.2: BEBR Population Forecast**

BEBR Base Year	Pasco County	
	Population	Annual Growth Rate
2020	527,122	-
	605,200	0.6%
BEBR 2045 Forecast	711,000	1.4%
	833,900	2.3%

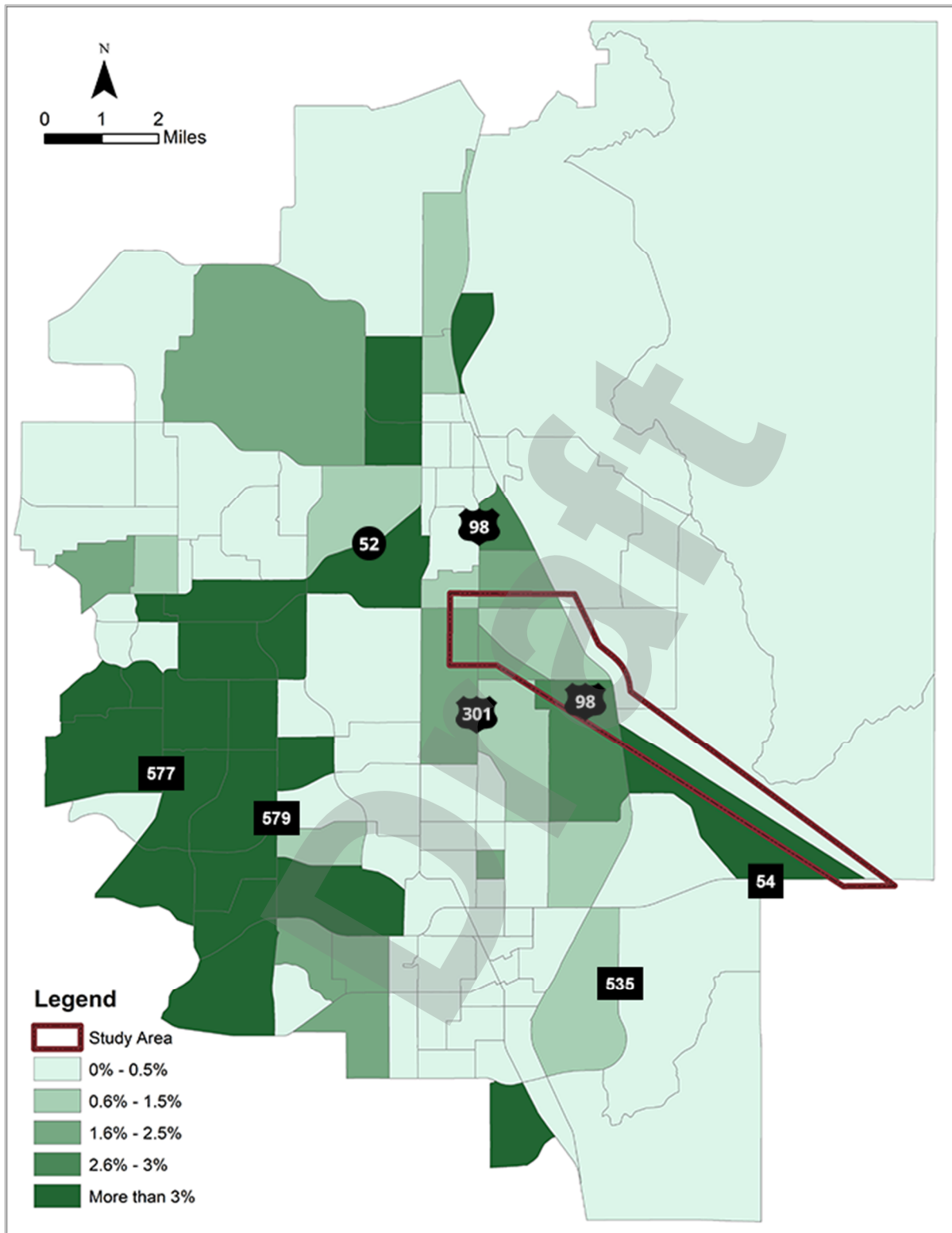


Figure 3.1: TAZ Level Population Growth

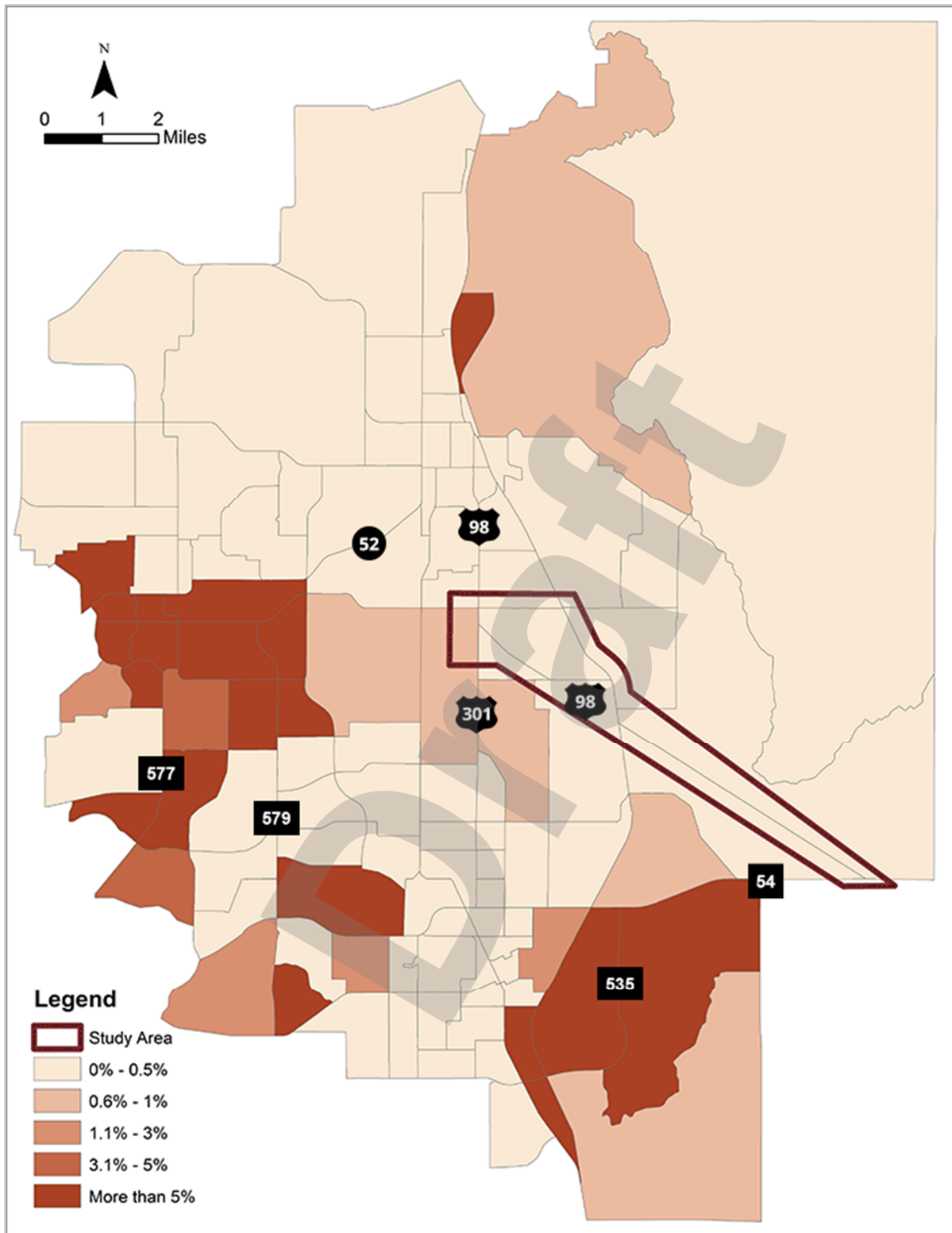


Figure 3.2: TAZ Level Employment Growth



The maps of population and employment growth in the sub-area reveal that most of the area is expected to see modest growth, at or below 0.5% annually which is in line with the Pasco County and Hernando County BEBR Low Growth forecast shown in Table 6 above. Population growth is expected to be highest along US 98, to the east of Old Lakeland Highway, along SR 52 through San Antonio and north of Wesley Chapel. Employment growth is expected to be focused around the northern end of Wesley Chapel to the west of the study area and in the area of Zephyrhills to the south with employment growth in the immediate project study area is expected to remain flat. Overall, growth in the subarea is reasonable, though somewhat higher than BEBR population forecasts. No changes are made to the distribution of this growth within the subarea.

### 3.2 Network Detail and TAZ Adjustments

The first step in validating the supply side of the model was to review the network in the sub-area for adequate detail. The number of lanes was reviewed against aerial imagery from Google Maps, which provides the ability to review historic imagery, to verify 2015 conditions. No errors in number of lanes were found. Roadway density was reviewed to ensure that no roadways are missing from the model that could affect distribution or circulation. No roadways were added based on this review.

Centroid connector locations were reviewed to ensure they were placed at logical locations based on aerial review of the TAZs. One area of concern, identified in the review of volume to count ratios in the base year, was Clinton Avenue, east of US 301. The volume to count ratio on this segment is 4.97 while surrounding volume to count ratios were low. This indicates an issue with centroid loadings from Zone 2408, north of Clinton Avenue and west of US 301. This is important for the current study as the intersection of US 301 and Clinton Avenue is the busiest intersection within the study area. Aerial review of this zone indicates that most of the development is centered along US 301, and primarily in the northwest quadrant. Moving the centroid to match the population and employment center more closely within the zone did not work and so the zone was split with zone 2408 now comprising the population and employment center in the northwest quadrant and includes a Walmart with outparcels, two residential communities, and other commercial uses along US 301. The new zone 2476 includes the Publix Supermarket on the corner of US 301 and Clinton Avenue, and more sparsely spread homes through the rest of the zone. Population and employment growth is low in this zone; however, it will be expected that all the growth will take place in zone 2476. Figure 5 below illustrates changes made to the centroid connectors. The changes in the ZDATA1 and ZDATA2 files are provided in **Table 3.3** and **Table 3.4**.

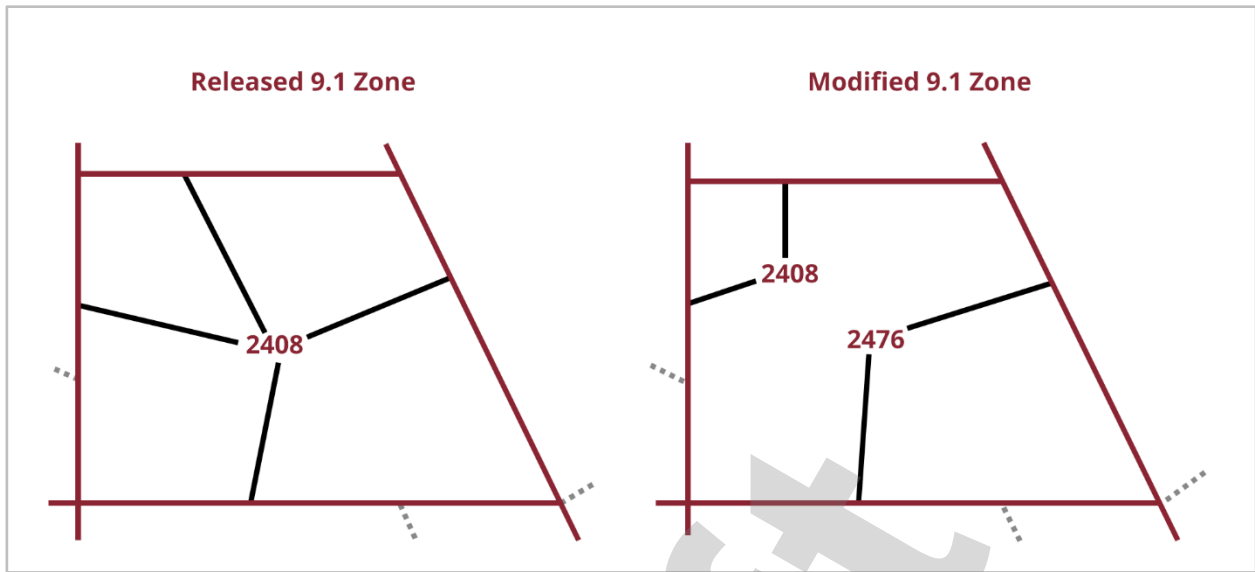


Figure 3.3: TAZ Zone Split – Zone 2408

Table 3.3: ZDATA1 Splits

ZONE	DU	POP	BHU	EHU	RHU	GQPOP
<i>Original Zone (Year 2015)</i>						
2408	420	502	0	0	0	0
<i>Shift to Zone 2476 (Year 2015)</i>						
	50	60				
<i>Zone Splits (Year 2015)</i>						
2408	370	442	0	0	0	0
2476	50	60	0	0	0	0
<i>Original Zone (Year 2045)</i>						
2408	616	772	0	0	0	0
<i>Zone Splits (Year 2045)</i>						
2408	370	442	0	0	0	0
2476	246	330	0	0	0	0

Table 3.4: ZDATA2 Splits

ZONE	IND_EMP	COMM_REMP	COMM_LEMP	SERV_REMP	SERV_LEMP	TOT_EMP
<i>Original Zone (Year 2015)</i>						
2408	73	670	0	389	0	1132
<i>Shift to Zone 2476 (Year 2015)</i>						
		100		40		140
<i>Zone Splits (Year 2015)</i>						
2408	73	570	0	349	0	992
2476	0	100	0	40	0	140
<i>Original Zone (Year 2045)</i>						
2408	73	670	0	389	0	1132
<i>Zone Splits (Year 2045)</i>						
2408	73	570	0	349	0	992
2476	0	100	0	40	0	140

In addition to the split of zone 2408, adjustments to the 2045 socio-economic data were made by incorporating changes from the SR 56 Alternatives Corridor Evaluation (ACE) study. These changes add a total of 26,993 jobs to the Wesley Chapel area, east of Bruce B. Downs Boulevard and south of CR 54. No changes were made to the base year (2015) socio-economic data.

### 3.3 Facility Type/Area Type

Area types and facility types have a direct relationship with speed and capacity of links and therefore were reviewed to ensure that each roadway was categorized appropriately. No changes to facility types, area types, or number of lanes were made. **Figure 3.4** and **Figure 3.5** present the released model area types and released model facility types respectively.

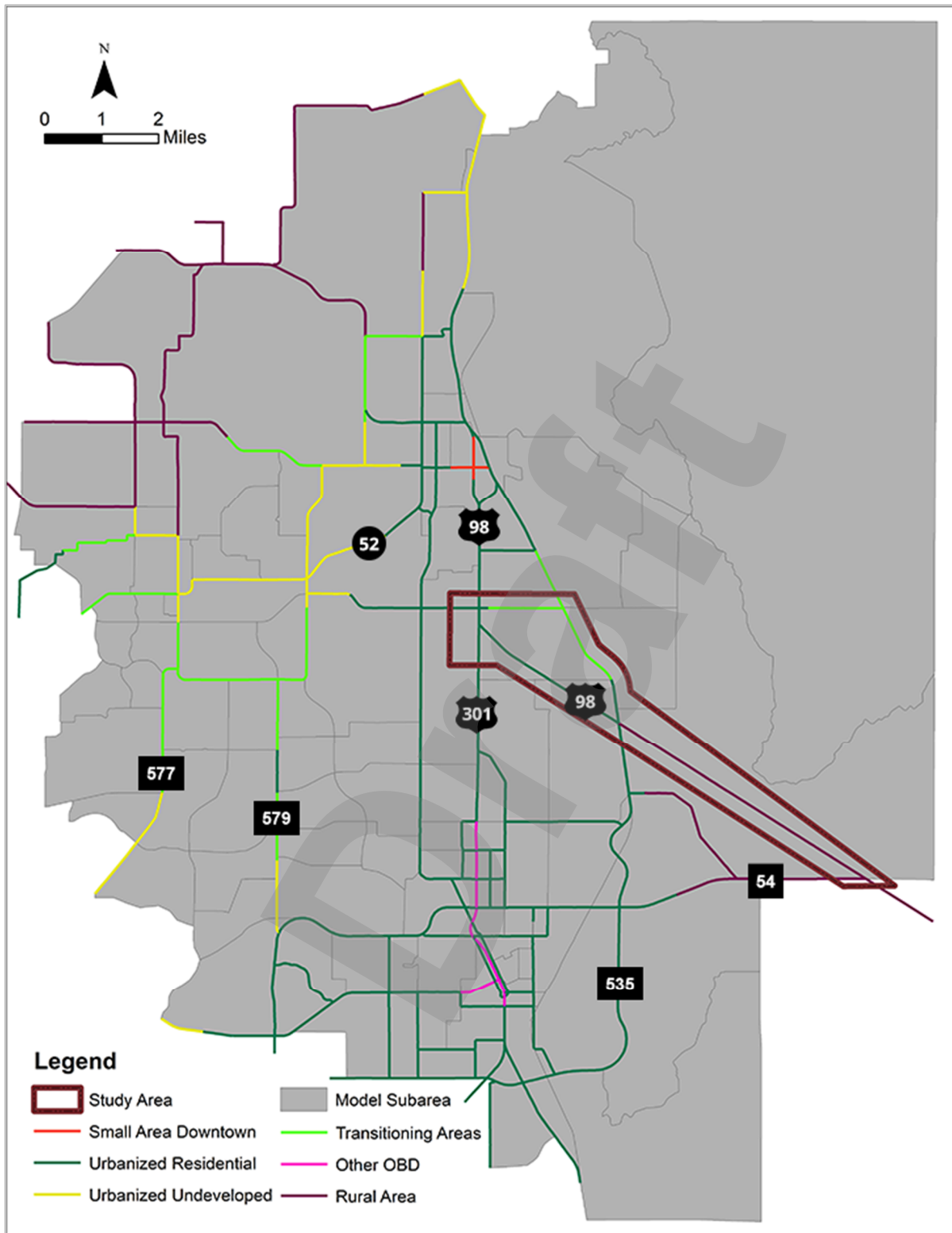


Figure 3.4: Sub-area Link Area Types for Sub-area Validated Model

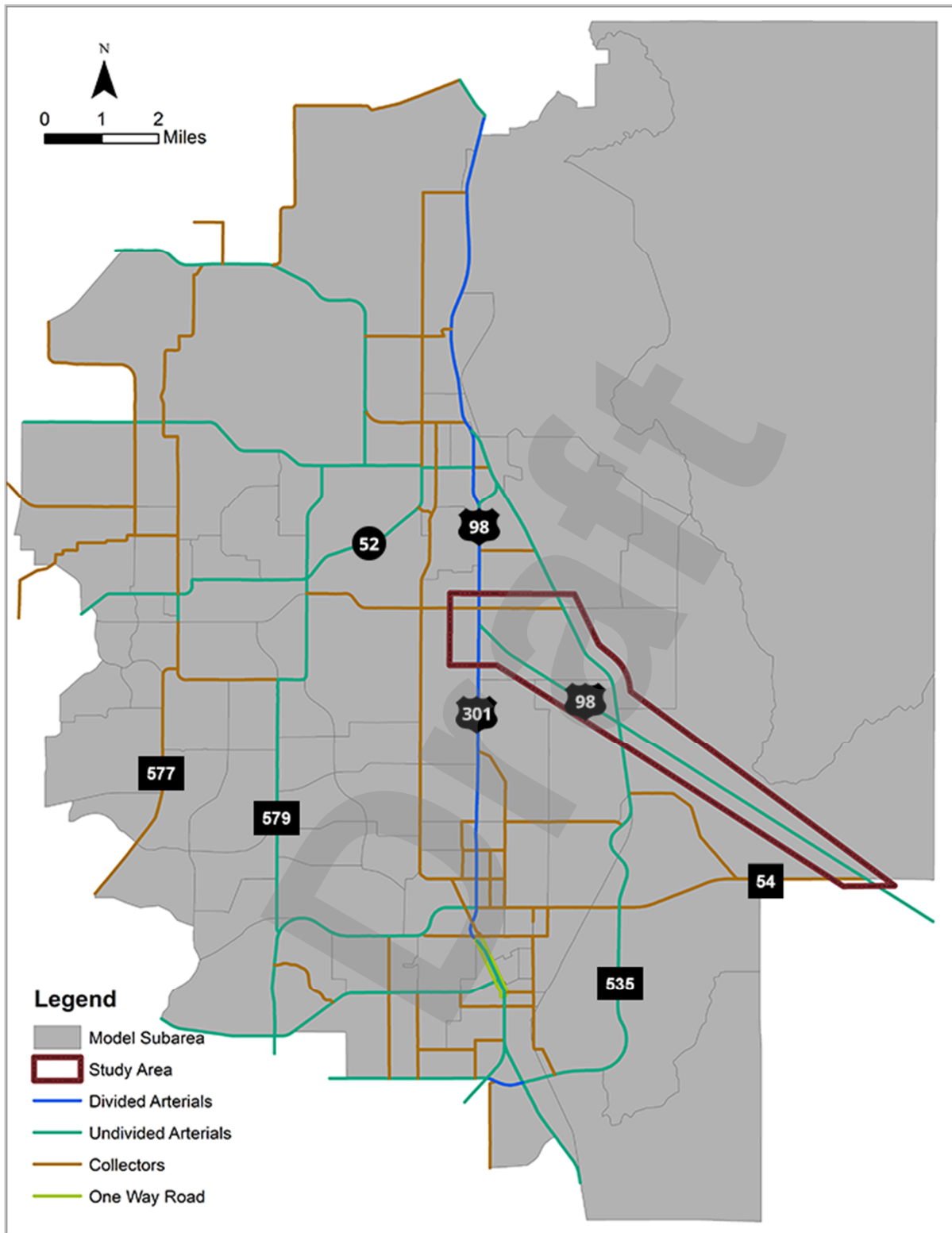


Figure 3.5: Sub-area Link Facility Types for Sub-area Validated Model

### 3.4 Review of Count Sites

A review of count sites within the subarea was conducted to ensure there were no errors. No changes were made to the count sites.

### 3.5 External Trips

The study area is at the edge of the model and therefore external to internal and external to external trips may cause issues within the subarea. A review of the external to external (E-E) trips in the study area did not reveal any issues. From the US 98 external location, most E-E trips are destined for areas north of the study area, with I-75 being the biggest attractor of these trips. A review of External to Internal and Internal to External (E-I) trips to and from the US 98 external location revealed that many trips (approximately 32 percent) were either originating from or destined to locations in Hillsborough, Pinellas, and Manatee Counties. These trips would instead be more likely to have originated at other external zones. To solve for this issue, all trips that were going to or from zones in Hillsborough, Pinellas, and Manatee County were re-assigned to locations in Pasco, Hernando, and Citrus County proportional to trips already originating from or destined to those locations.

# 4.0 Validated Model Performance

## 4.1 Regional Performance

After the above validation efforts were conducted, the 2015 base year model was updated and ran to generate updated validation measures. **Table 4.1** provides RMSE comparisons for the released TBRPM v9.1 (previously shown in **Table 2.1**) and the new sub-area validated TBRPM v9.1 for the TBRPM region. A comparison of RMSE statistics indicates that the regional validation was not significantly impacted. Cells highlighted in red exceed the FSUTMS standards and the sub-area validation efforts do not adversely impact any single volume group for any County (i.e., no cell changes from black to red). There are other changes to RMSE throughout **Table 4.1**, but generally close enough to not materially affect regional validation.

**Table 4.2** provides volume to count ratio comparisons for the released TBRPM v9.1 (previously shown in **Table 2.2**) and the new sub-area validated TBRPM v9.1 for the TBRPM region. The sub-area validation does not shift any individual facility type/area type combination that was previously within acceptable ranges to not be within acceptable ranges and so does not affect regional validation of the model.

**Table 4.1: TBRPM v9.1 Regional Daily RMSE Released and Validation Comparison**

Group	Hillsborough	Pinellas	Pasco	Hernando	Citrus	Total Model	Standards	
							Acceptable	Preferable
<i>Released TBRPM v9.1</i>								
<= 5K VPD	72%	65%	57%	88%	103%	73%	100%	45%
5K - 10K VPD	45%	37%	37%	39%	54%	42%	45%	35%
10K - 15K VPD	36%	30%	32%	21%	22%	33%	35%	27%
15K - 20K VPD	25%	24%	29%	27%	41%	25%	35%	25%
20K - 30K VPD	20%	21%	17%	13%	5%	20%	27%	15%
30K - 50K VPD	17%	16%	15%	0%	0%	16%	25%	15%
50k - 60K VPD	13%	8%	0%	0%	0%	12%	20%	10%
60k + VPD	11%	14%	13%	0%	0%	12%	19%	10%
<b>Area-wide</b>	<b>32%</b>	<b>29%</b>	<b>32%</b>	<b>44%</b>	<b>57%</b>	<b>32%</b>	<b>45%</b>	<b>35%</b>
<i>Sub-Area Validated TBRPM v9.1</i>								
<= 5K VPD	72%	65%	57%	88%	103%	73%	72%	65%
5K - 10K VPD	45%	37%	37%	39%	54%	42%	45%	37%
10K - 15K VPD	36%	30%	32%	21%	22%	33%	36%	30%
15K - 20K VPD	25%	24%	28%	27%	41%	25%	25%	24%
20K - 30K VPD	20%	20%	17%	13%	5%	20%	20%	20%
30K - 50K VPD	17%	16%	15%	0%	0%	16%	17%	16%
50k - 60K VPD	13%	8%	0%	0%	0%	12%	13%	8%
60k + VPD	11%	14%	13%	0%	0%	12%	11%	14%
<b>Area-wide</b>	<b>32%</b>	<b>29%</b>	<b>31%</b>	<b>44%</b>	<b>57%</b>	<b>32%</b>	<b>32%</b>	<b>29%</b>

Table 4.2: TBRPM v9.1 Regional Daily Volume to Count Ratio Released and Validation Comparison

Facility Type	Central Business District (CBD)	CBD Fringe	Residential	Outlying Business District (OBD)	Rural	Overall
<i>Released TBRPM v9.1</i>						
Freeway	1.00	1.14	0.99	0.97	1.11	1.00
Divided Arterial	1.14	1.05	1.01	1.00	1.13	1.01
Undivided Arterial	0.57	0.55	1.01	1.00	1.07	1.00
Collector	1.27	0.75	0.81	0.76	1.05	0.83
One-way Facilities	1.13	0.82	1.18	1.17	0.00	1.08
Ramps	1.39	1.08	1.02	1.02	1.52	1.05
Toll Facilities	0.75	0.95	1.05	0.60	1.30	1.02
<b>Total</b>	<b>1.11</b>	<b>0.95</b>	<b>0.97</b>	<b>0.99</b>	<b>1.13</b>	<b>0.99</b>
<i>Sub-Area Validated TBRPM v9.1</i>						
Freeway	1.00	1.14	0.99	0.96	1.10	1.00
Divided Arterial	1.13	1.05	1.01	1.00	1.13	1.01
Undivided Arterial	0.57	0.56	1.01	1.00	1.08	1.00
Collector	1.27	0.75	0.81	0.75	1.03	0.82
One-way Facilities	1.12	0.83	1.18	1.17	0.00	1.08
Ramps	1.39	1.07	1.02	1.02	1.51	1.05
Toll Facilities	0.74	0.94	1.05	0.64	1.30	1.02
<b>Total</b>	<b>1.11</b>	<b>0.95</b>	<b>0.97</b>	<b>0.99</b>	<b>1.13</b>	<b>0.98</b>

## 4.2 Sub-Area Performance

Within the sub-area, the released model performed relatively well based on RMSE statistics, although the RMSE for roads with volumes between 15,000 and 20,000 VPD and areawide does exceed the FSUTMS standards. After the changes were made to the model, documented in **Section 3.0**, the RMSE for all volume ranges falls within acceptable standards and the area-wide drops to 43%, which is within the acceptable range for FSTUMS standards. The validation of the subarea did improve across the board.



Table 4.3: TBRPM v9.1 Sub-area Daily RMSE Released and Validation Comparison

Group	Number of Observations	Released Model	Sub-area Validated Model	Difference	Standards	
					Acceptable	Preferable
<= 5K VPD	53	72%	62%	-4%	100%	45%
5K - 10K VPD	20	32%	30%	-2%	45%	35%
10K - 15K VPD	9	31%	29%	-2%	35%	27%
15K - 20K VPD	2	34%	26%	-8%	35%	25%
20K - 30K VPD	0	NA	NA	NA	27%	15%
30K - 50K VPD	0	NA	NA	NA	25%	15%
50k - 60K VPD	0	NA	NA	NA	20%	10%
60k + VPD	0	NA	NA	NA	19%	10%
<b>Area-wide</b>	<b>84</b>	<b>47%</b>	43%	<b>-4%</b>	<b>45%</b>	<b>35%</b>

As shown in **Table 4.4**, the changes to the model, documented in **Section 3.0**, slightly improve the volume to count ratio for arterials. On collector roads, the volume to count ratio decreases further. With the acceptable RMSE validation, no further adjustments are made with the expectation that model post-processes, defined in the *2019 Florida Traffic Forecasting Handbook*, will be employed to smooth the forecasted volumes and bring them in line with the adjustments required for the base year (i.e., Difference and Ratio methods).

Table 4.4: TBRPM v9.1 Sub-area Daily Volume to Count Ratio Released and Validation Comparison

Facility Type	Released Model	Sub-area Validated Model	Difference	Standards	
				Acceptable	Preferable
Freeway	NA	NA	NA	+/- 7%	+/- 6%
Divided Arterial	-20%	-16%	4%	+/- 15%	+/- 10%
Undivided Arterial	-19%	-18%	1%	+/- 15%	+/- 10%
Collector	-6%	-21%	-15%	+/- 25%	+/- 20%

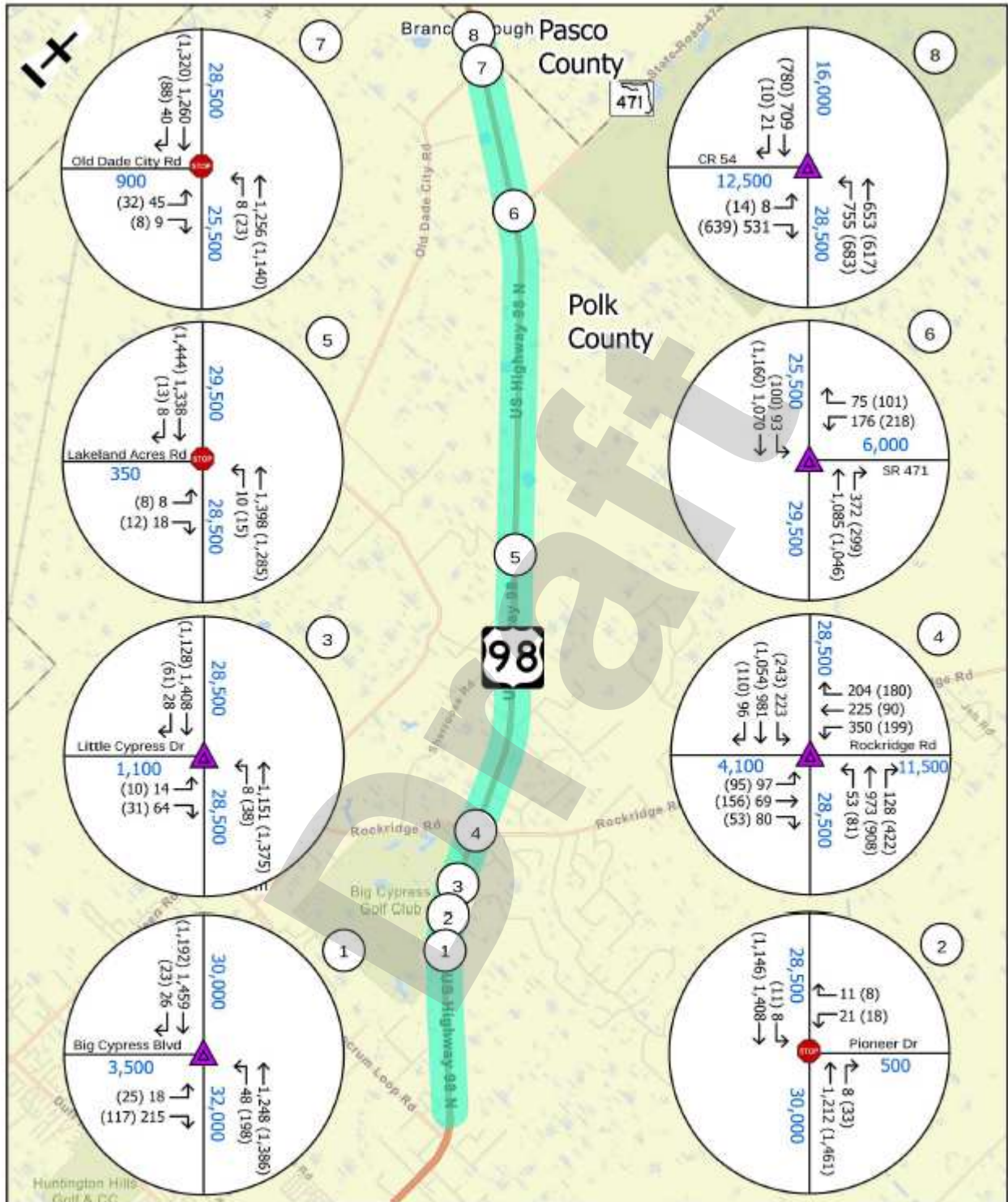
### 4.3 Forecast Consistency Check

The sub-area model validation results indicate that the changes made to the zone structure and to the external to internal trip table have been sufficient for validation of the TBRPM v9.1 model for the study sub-area. While the sub-area model does not meet acceptable targets for volume to count ratios, the changes made do improve the validation. The links on US 98, CR 54, US 301, and Clinton Avenue within the study area do meet the validation criteria. The links in the study area and the model subarea that do not meet criteria are almost all low. Therefore, we can expect that smoothing adjustments as a post-process can be confidently applied consistently. These processes are defined in the *2019 Project Forecasting Handbook* as Difference and Ratio Methods when the base year does not match targets but the growth in the model can be expected to be accurate.

# Appendix D

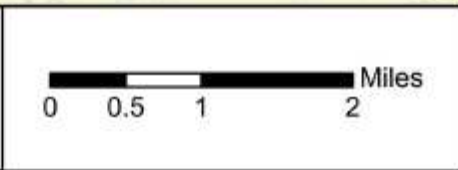
US 98 PD&E Volumes (WPI Segment No: 436673-1)

Draft



**Legend**

- Signalized
- Stop Control
- Study intersection
- Movements
- AM (PM) Peak Hour Volumes
- XX,XXX AADT Volumes
- ICE Intersection (Configuration is TBD)



**US 98 Build (2045) Traffic Volumes**

**US 98 from North of Socrum Loop Rd to CR 54 PD&E Study - Traffic Growth Rates and AADTs**

US 98 Location	Base Year TDM PSWADT (2010)	Future Year No-Build TDM PSWADT (2040)	No-Build TDM Annual Growth Rate	Future Year Build TDM PSWADT (2040)	Build TDM Annual Growth Rate	Historic Trends	R <sup>2</sup> Value <sup>1</sup>	BEBR Low	BEBR Medium	BEBR High	Selected Growth Rate (No-Build)	Existing Year (2021) AADT	Future Year (2045) No-Build AADT	Selected Growth Rate (Build)	Future Year (2045) Build AADT
North of W Socrum Loop Rd	16,370	25,296	1.82%	29,737	2.72%	1.36%	55.36%	0.44%	1.40%	2.47%	2.00%	18,500	27,500	3.00%	32,000
South of Big Cypress Blvd											2.00%	17,500	26,000	3.00%	30,000
Between Big Cypress Blvd and Pioneer Dr	18,768	28,152	1.67%	33,283	2.58%						2.00%	16,500	24,500	3.00%	28,500
Between Pioneer Dr and Little Cypress Dr											2.50%	14,500	23,000	4.00%	28,500
Between Little Cypress Dr and Rockridge Rd	13,013	20,080	1.81%	23,518	2.69%	2.81%	73.52%				2.50%	14,500	23,000	4.00%	28,500
North of Rockridge Rd	8,664	17,005	3.21%	21,682	5.01%						2.50%	14,500	23,000	4.00%	28,500
Between North of Rockridge Rd and Lakeland Acres Rd	9,910	19,188	3.12%	24,349	4.86%	2.70%	56.75%				3.00%	13,500	23,000	5.00%	29,500
Between Lakeland Acres Rd and SR 471											3.00%	11,500	20,000	5.00%	25,500
Between SR 471 and Old Dade City Rd	8,203	16,057	3.19%	21,575	5.43%	2.88%	79.11%				3.00%	13,000	22,500	5.00%	28,500
Between Old Dade City Rd and CR 54	8,203	16,057	3.19%	21,575	5.43%						3.00%	6,400 <sup>2</sup>	11,500 <sup>3</sup>	5.00%	16,000 <sup>4</sup>
North of CR 54															
Cross Street Location	Base Year TDM PSWADT (2010)	Future Year No-Build TDM PSWADT (2040)	No-Build TDM Annual Growth Rate	Future Year Build TDM PSWADT (2040)	Build TDM Annual Growth Rate	Historic Trends	R <sup>2</sup> Value <sup>1</sup>	BEBR Low	BEBR Medium	BEBR High	Selected Growth Rate (No-Build)	Existing Year (2021) AADT	Future Year (2045) No-Build AADT	Selected Growth Rate (Build)	Future Year (2045) Build AADT
CR 54 - West of US 98						2.62%	96.20%	0.44%	1.40%	2.47%	3.00%	6,500	11,000	3.00%	12,500 <sup>5</sup>
SR 471 - North of US 98	2,255	4,356	3.11%	4,355	3.10%	5.20%	88.89%				3.00%	3,500	6,000	3.00%	6,000
Rockridge Rd - North of US 98	3,342	4,940	1.59%	4,746	1.40%						2.00%	7,900	11,500	2.00%	11,500
Rockridge Rd - North of Creekwood Run	3,526	4,841	1.24%	4,958	1.35%						2.00%	2,800	4,100	2.00%	4,100
Rockridge Rd - South of US 98	4,691	4,740	0.03%	4,326	-0.26%										
Rockridge Rd - South of Curlew Dr/Sherrouse Rd	7,102	9,858	1.29%	9,511	1.13%										
Minor Cross Streets	Base Year TDM PSWADT (2010)	Future Year No-Build TDM PSWADT (2040)	No-Build TDM Annual Growth Rate	Future Year Build TDM PSWADT (2040)	Build TDM Annual Growth Rate	Historic Trends	R <sup>2</sup> Value <sup>1</sup>	BEBR Low	BEBR Medium	BEBR High	Selected Growth Rate (No-Build)	Existing Year (2021) AADT	Future Year (2045) No-Build AADT	Selected Growth Rate (Build)	Future Year (2045) Build AADT
All Other Minor Cross Streets								0.44%	1.40%	2.47%	1.50%	*Varies*	*Varies*	1.50%	*Varies*

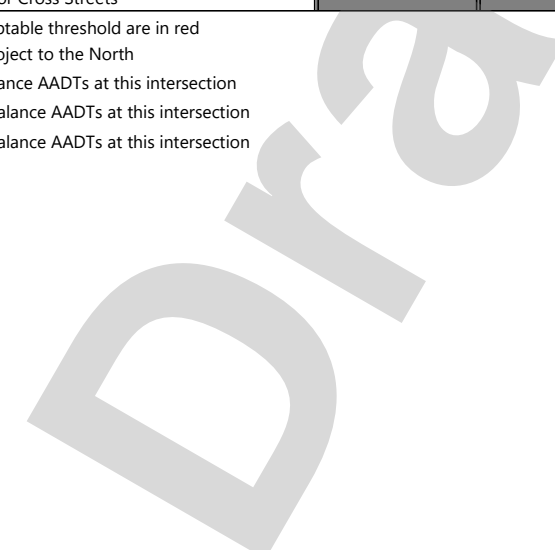
<sup>1</sup>R<sup>2</sup> values that fall below the 75% acceptable threshold are in red

<sup>2</sup>AADT value adopted from adjacent project to the North

<sup>3</sup>AADT increased by 500 in order to balance AADTs at this intersection

<sup>4</sup>AADT increased by 2,000 in order to balance AADTs at this intersection

<sup>5</sup>AADT increased by 1,500 in order to balance AADTs at this intersection



# Appendix L

US 98 Intersection Control Evaluation (Stage 1) Report

Draft

# ***Draft Intersection Control Evaluation Report***

**US 98 / SR 35 / SR 700  
From CR 54 to US 301 / SR 39**

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



**Florida Department of Transportation**

**District 7**

Work Program Item Segment No. 443368-2

ETDM Project No. 14374

Pasco County, Florida

October 2021

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

# ***Draft Intersection Control Evaluation Report***

**US 98 / SR 35 / SR 700**

**From CR 54 to US 301 / SR 39**

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

Work Program Item Segment No. 443368-2

ETDM Project No. 14374

Pasco County, Florida

Prepared for:



Florida Department of Transportation  
District Seven

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4350 West Cypress Street, Suite 800

Tampa, FL 33607

October 2021

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Draft



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Draft

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Draft

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Appendix B: CAP-X – Existing AM Peak Hour

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Appendix D: Historical Crash Data (2014 to 2018)

Appendix E: SPICE – Stage 1

Appendix F: US 98 PD&E Volume Development Memorandum

Draft

# 1.0 Introduction

## 1.1 Project Overview

The Florida Department of Transportation (FDOT) District Seven is conducting the US 98 Project Development and Environment (PD&E) Study (WPI Segment No: 443368-2) to evaluate the need of widening US 98 from two to four lanes, from CR 54 to US 301. Additionally, the US 98 PD&E Study is evaluating the realignment of US 98 to Clinton Avenue to eliminate the existing, closely spaced, intersections of US 301 at US 98 and US 301 at Clinton Avenue in Pasco County, Florida. The improvements seek to relieve congestion while also improving safety. The US 98 PD&E project location and study area is shown in **Figure 1.1** and includes the following study intersections:

- 1 US 98 at CR 54
- 2 US 98 Access Road at Old Lakeland Highway
- 3 US 98 at US 98 Access Road
- 4 US 98 at US 301
- 5 US 301 at Clinton Avenue
- 6 US 98 at Old US 98
- 7 US 98 at Clinton Avenue

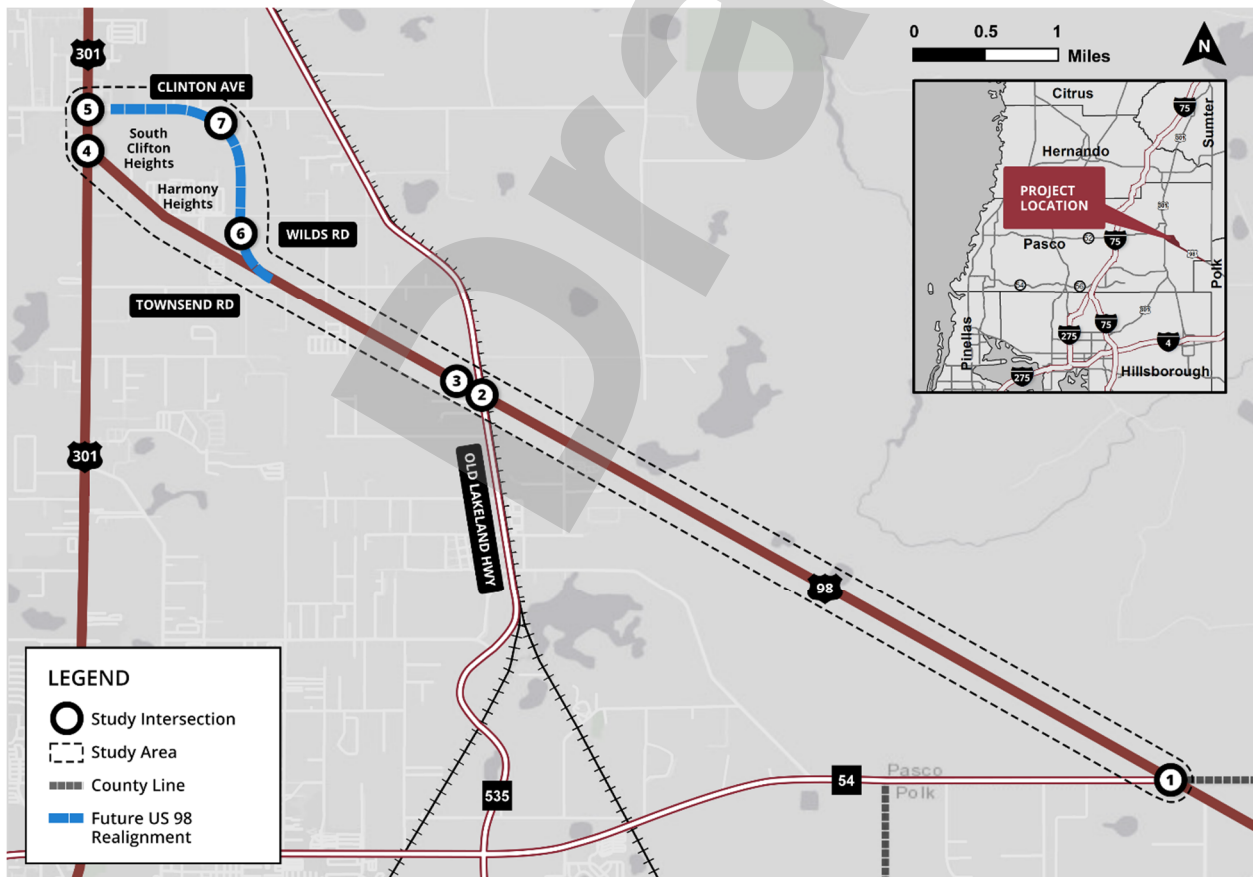


Figure 1.1: Project Location Map

## 1.2 Intersection Control Evaluation Methodology

To assess the most appropriate intersection control to accompany the widening and realignment of US 98, an Intersection Control Evaluation (ICE) analysis, in accordance with the 2021 Florida Department of Transportation's (FDOT's) Manual on Intersection Control Evaluation (FDOT Topic Number 750-010-003), was requested. Due to the context of this project and the discretion of FDOT District 7, the ICE efforts for this analysis will only involve ICE Stage 1 with an emphasis on Capacity Analysis for Planning of Junctions (CAP-X) and Safety Performance of Intersection Control Evaluations (SPICE) rankings.

This analysis seeks to determine intersection control at locations that do not have either an existing or planned signal. For this reason, this analysis will only examine the following intersections:

- 1 US 98 at CR 54
- 3 US 98 at US 98 Access Road
- 6 US 98 at Old US 98
- 7 US 98 at Clinton Avenue

ICE Stage 1 forms for the proposed Corridor Improvement Project detailing the new and unsignalized study intersections can be found in **Appendix A**. Based upon the current context of US 98, coordination with FDOT District 7, and development plans along the corridor, only the following intersection control will be considered during the ICE analysis:

- Two-way stop-control;
- Signalization; and
- 2 lane Roundabout with 1 lanes on the minor approach (2x1 Roundabout)

CAP-X analysis will be conducted under the design year (2045) Build scenario and assume that the US 98 corridor is widened and realigned. Modifications to intersection level geometry will be limited to minor enhancements in an attempt to limit intersection size and cost. The CAP-X 2045 AM Peak and CAP-X 2045 PM Peak reports can be found in **Appendix B** and **Appendix C**, respectively.

SPICE analysis utilizes a five-year period of historical crash data from 2014 to 2018, within the study area. Crash reports were obtained from FDOT's Crash Analysis Reporting Online (CAR Online) and the University of Florida's Signal Four Analytic database. The data collected and reviewed includes crash frequency, type, severity, lighting conditions (day versus night), and pavement surface conditions (wet versus dry). Crash data can be found in **Appendix D** and SPICE - Stage 1 result summaries can be found in **Appendix E**.

All volumes used for this analysis were developed in accordance with the 2019 Project Traffic Forecasting Handbook and can be found in **Appendix F**.

# 2.0 ICE Stage 1 Analysis

## 2.1 Capacity Analysis at Junctions (CAP-X)

The FDOT ICE CAP-X analysis was conducted at each of the identified ICE intersections in the study area for the design year (2045) Build scenario. The design year (2045) turning movement volumes used for this analysis are shown in **Figure 2.1**.

All analysis reflects the widening of US 98 to four-lanes with minor approach two-way stop control assuming a single lane. Signalized concepts included dedicated turning capacity where appropriate and 2x1 roundabout analysis did not require additional modification. The estimated Volume to Capacity (V/C) ratios and rankings of the design year (2045) CAP-X analysis for the AM and PM peak hours are shown in **Table 2.1** and **Table 2.2**, respectively.

Table 2.1: Design Year (2045) AM Peak Hour CAP-X Analysis

Intersection ID	Intersection	Two-Way Stop Control		Traffic Signal		2NS x 1EW Roundabout	
		Overall V/C	V/C Rank	Overall V/C	V/C Rank	Overall V/C	V/C Rank
1	US 98 and CR 54	4.10	3	0.66	1	0.95	2
3	US 98 and US 98 Access	1.05	3	0.39	1	0.45	2
6	US 98 and Old US 98	0.18	1	0.26	2	0.28	3
7	US 98 and Clinton Avenue	0.50	3	0.41	1	0.42	2

Table 2.2: Design Year (2045) PM Peak Hour CAP-X Analysis

Intersection ID	Intersection	Two-Way Stop Control		Traffic Signal		2NS x 1EW Roundabout	
		Overall V/C	V/C Rank	Overall V/C	V/C Rank	Overall V/C	V/C Rank
1	US 98 and CR 54	1.73	3	0.59	1	0.77	2
3	US 98 and US 98 Access	0.79	3	0.34	1	0.40	2
6	US 98 and Old US 98	0.18	1	0.23	2	0.29	3
7	US 98 and Clinton Avenue	0.47	3	0.43	2	0.40	1

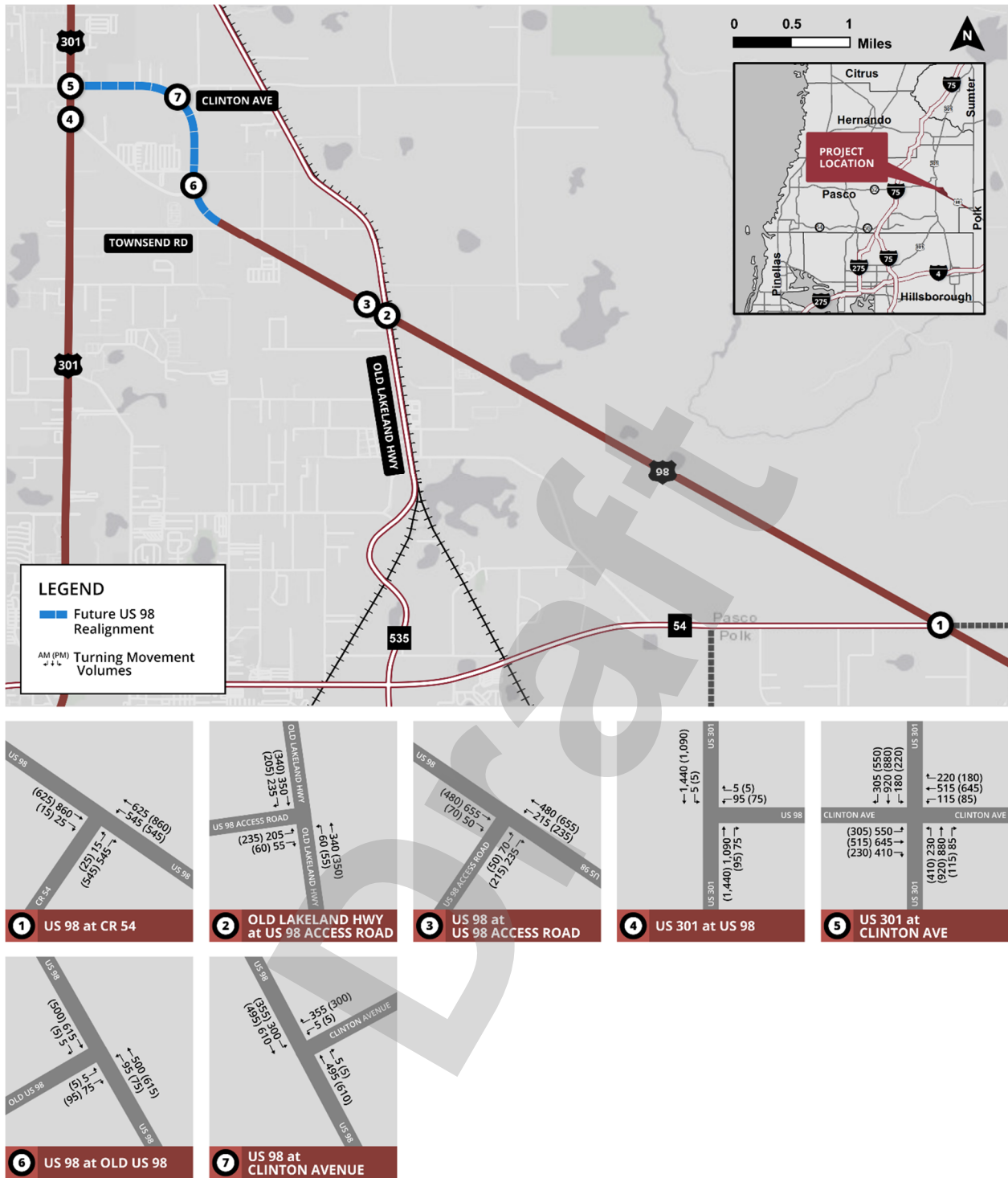


Figure 2.1: Design Year (2045) Turning Movement Volumes

## 2.2 Safety Performance for Intersection Control Evaluation (SPICE)

The FDOT SPICE analysis was conducted at each of the identified ICE intersections in the study area for the opening year (2025) and design year (2045) Build scenario. The opening year (2025) and design year (2045) Annual Average Daily Traffic (AADT) used for this analysis are shown in **Figure 2.2** and **Figure 2.3**, respectively.

### 2.2.1 Crash Analysis Summary

Historical crash input for the intersections of US 98 at CR 54 and US 98 at US 98 Access Road consisted of a five-year period from 2014 to 2018. Historical crash data is not available for the two proposed intersections along the realigned US 98 with Old US 98 and Clinton Avenue.

#### US 98 at CR 54

There were six crashes reported with two crashes resulting in injuries and zero crashes resulting in fatalities. The crash rate at this intersection is approximately 1.77 times higher than the statewide average. Crash types included one angle, three rear end, and two run off road crashes. The angle crash occurred between motorists traveling along eastbound on CR 54 and southbound on US 98. The number of crash occurrences have increased between 2014 and 2018 with two in 2014, one in 2015, zero in 2016, zero in 2017 and three in 2018. One (17 percent) crash occurred during dark conditions and one (17 percent) on wet pavement.

By the Design Year (2045), it is anticipated that a Traffic Signal would rank first among the selected control strategies, with a total Project Life Cycle of 113.50. This control strategy results with the lowest severity (2.19) and second lowest total crash frequency (6.93) during Design Year (2045). The Two-Way Stop alternative ranks second due to the slightly higher fatal and injury Project Life Cycle of 38.02.

#### US 98 at US 98 Access Road

There was one left-turn crash reported with injuries during dark conditions. Additionally, this intersection was modified in 2019 to facilitate heavy vehicles making right-turns and reducing northbound lane widths with pavement markings.

By the Design Year (2045), it is anticipated that a Two-Way Stop Control would rank first among the selected control strategies, with a Total Project Life Cycle of 36.23. This control strategy results with the lowest total crash frequency (2.30) and severity (0.92) during the (2045). The Traffic Signal alternative ranks second due to a significantly lower Total Project Life Cycle (82.14) when compared to the results from Roundabout Control (188.27) strategy.

#### US 98 at Old US 98

By the Design Year (2045), it is anticipated that a Two-Way Stop Control would rank first among the selected control strategies, with a Total Project Life Cycle of 40.73. This control strategy results with the lowest total crash frequency (2.41) and severity (0.67) during the Design Year (2045). The Traffic Signal alternative ranks second due to a significantly lower Total Project Life Cycle (64.21) when compared to the results from Roundabout Control (143.62) strategy.



## US 98 at Clinton Avenue

By the Design Year (2045), it is anticipated that a Two-Way Stop Control would rank first among the selected control strategies, with a Total Project Life Cycle of 90.05. This control strategy results with the lowest severity (1.22) and second lowest total crash frequency (5.12) during Design Year (2045). The Traffic Signal alternative ranks second due to a significantly lower Total Project Life Cycle (89.75) when compared to the results from Roundabout Control (214.72) strategy.

### 2.2.2 SPICE Analysis Summary

The results of the opening year (2025) and the design year (2045) SPICE analysis for the AM and PM peak hours are shown in **Table 2.3**. All intersections indicated an increase in crash frequency and severity from the Opening Year (2025) to the Design Year (2045).

**Table 2.3: Design Year (2045) SPICE Analysis**

Intersection ID	Intersection	Crash Type	Two-Way Stop Control		Traffic Signal		2NS x 1EW Roundabout	
			Total Project Life Cycle	Rank	Total Project Life Cycle	Rank	Total Project Life Cycle	Rank
1	US 98 and CR 54	Total	92.03		113.50		185.67	
		Fatal & Injury	38.02	2	32.42	1	45.46	3
3	US 98 and US 98 Access	Total	36.23		82.14		188.27	
		Fatal & Injury	15.48	1	30.88	2	35.16	3
6	US 98 and Old US 98	Total	40.73		64.21		143.62	
		Fatal & Injury	11.96	1	23.92	2	25.47	3
7	US 98 and Clinton Avenue	Total	90.05		89.75		214.72	
		Fatal & Injury	22.54	1	34.12	2	40.98	3

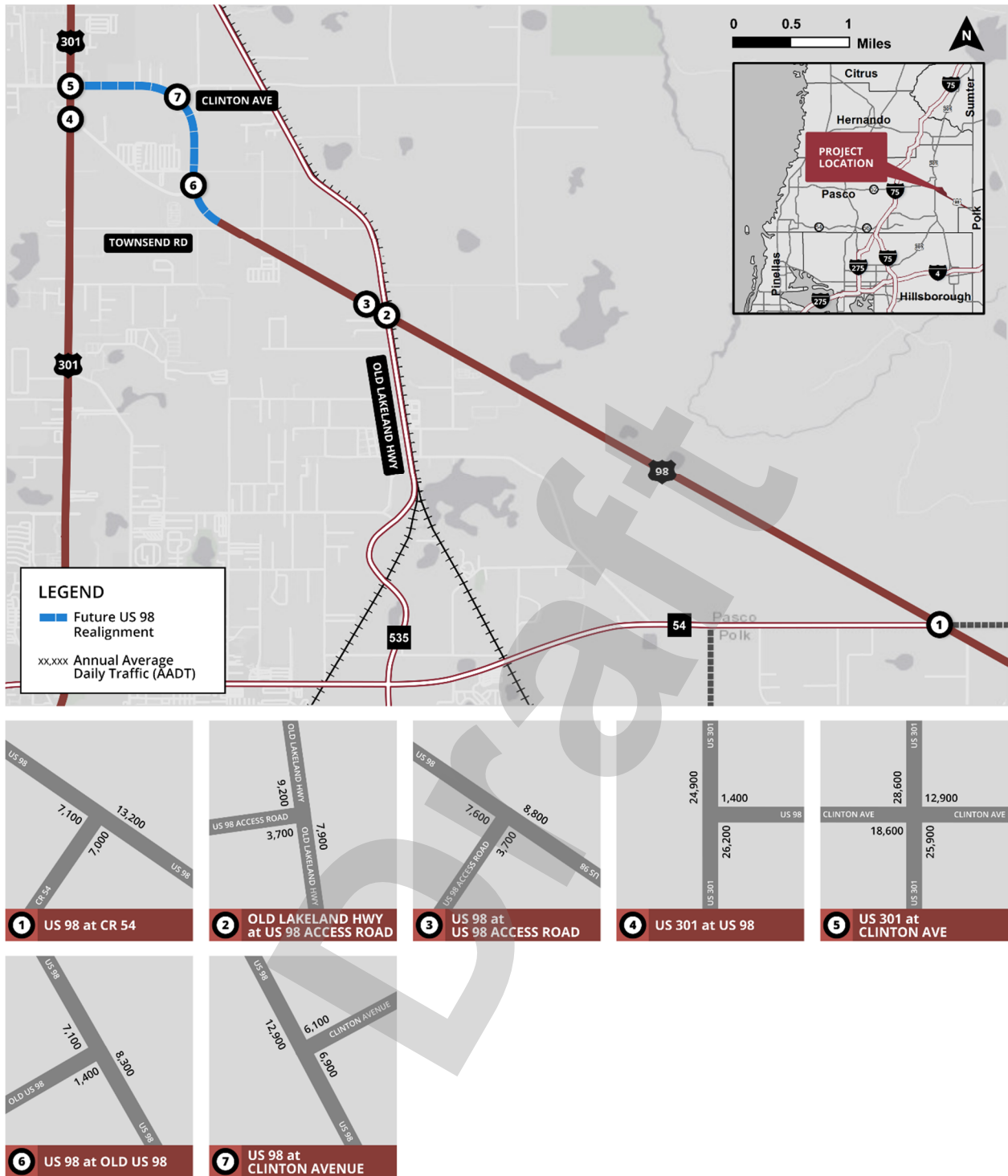


Figure 2.2: Opening Year (2025) Build AADTs



Figure 2.3: Design Year (2045) Build AADTs

# 3.0 ICE Analysis Summary

## 3.1 Alternative Scenario Rankings

The results of the ICE Stage 1 analysis is summarized in **Table 3.1** and includes how each Alternative Scenario performed at each of the study intersections based on the CAP-X and SPICE analysis.

Table 3.1: Analysis Summary

ID	Intersection	Alternative Scenario	ICE Stage 1 Analysis		
			CAP-X Rank		SPICE Rank
			AM	PM	Daily
1	US 98 and CR 54	Two-Way Stop Control	3	3	2
		Traffic Signal Control	1	1	1
		2NS x 1EW Roundabout	2	2	3
3	US 98 and US 98 Access	Two-Way Stop Control	3	3	1
		Traffic Signal Control	1	1	2
		2NS x 1EW Roundabout	2	2	3
6	US 98 and Old US 98	Two-Way Stop Control	1	1	1
		Traffic Signal Control	2	2	2
		2NS x 1EW Roundabout	3	3	3
7	US 98 and Clinton Avenue	Two-Way Stop Control	3	3	1
		Traffic Signal Control	1	2	2
		2NS x 1EW Roundabout	2	1	3

# Appendices



# Appendix A

ICE Stage 1 Forms

Draft

**Florida Department of Transportation**  
**Intersection Control Evaluation (ICE) Form**  
**Stage 1: Screening**

Intersection Control Evaluation Form 750-010-003

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms can be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval.

Project Name	US 98 PD&E Studies - US 98 at CR 54		FDOT Project #	443368-2-22-01 & 443368-1-22-01	
Submitted By	JJ Samus	Agency/Company	H.W. Lochner	Date	9/8/2021
Email	<a href="mailto:jsamus@hwlochner.com">jsamus@hwlochner.com</a>	FDOT District	District 7	County	Pasco
Project Locality (City/Town/Village)			Project Type	Corridor Improvement Project	
Project Funding Source			FDOT Context Classification	C3R - Suburban Residential	
Project Purpose <i>(What is the catalyst for this project and why is it being undertaken?)</i>	The primary purpose of this project is to evaluate the realignment of US 98 at US 301 at US 98 and Clinton Avenue to enhance safety and provide system linkage/regional connectivity. An additional goal of this project is to address transportation demand, which may result in improvements to several intersections in the project study area surrounding the US 98 study corridor.				
Project Setting Description <i>(Describe the area surrounding the intersection)</i>	The area around the intersection is minimally developed. However, in the future the surrounding area will be developed into a more suburban area				
Multimodal Context <i>(Describe the pedestrian, bicycle, and transit activity in the area and the potential for activity based on surrounding land uses and development patterns)</i>	There are no existing pedestrian, bicycle, or transit facilities near the study intersection.				

Major Street Information									
Route #:	98	Route Name(s)	US 98		Milepost	0.000			
Existing Control Type	Two-way Stop-Control		Existing AADT	Design Year AADT		45,400			
Design Vehicle	Florida Interstate Semitrailer (WB-62FL)		Control Vehicle						
Primary Functional Classification			Rural Principal Arterial		Design Speed (mph)		60		
Secondary Functional Classification (if app.)			Target Speed (mph) [if app.]						
Approach #1	Direction	Northbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along	Neither side of the approach		Left-Turn	2	Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?	No		Left-Through	0	Left	545	Left	545
	On-Street Bike Facilities?	No		Through	2	Through	625	Through	860
	Multi-Use Path?	No		Left-Through-Right	0	Right		Right	
	Scheduled Bus Service?	No		Through-Right	0	Daily Truck %		7.0%	
	Bus Stop on Approach?	No		Right-Turn	0				
Approach #2	Direction	Southbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach		Left-Turn	0	Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?	No		Left-Through	0	Left		Left	
	On-Street Bike Facilities?	No		Through	2	Through	860	Through	625
	Multi-Use Path?	No		Left-Through-Right	0	Right	25	Right	15
	Scheduled Bus Service?	No		Through-Right	0	Daily Truck %		12.0%	
	Bus Stop on Approach?	No		Right-Turn	1				
Minor Street Information									
Route #:	CR 54	Route Name(s)	CR 54		Milepost (if app.)	0.00			
Existing Control Type	Two-way Stop-Control		Existing AADT	Design Year AADT		12,500			
Design Vehicle	Florida Interstate Semitrailer (WB-62FL)		Control Vehicle						

Primary Functional Classification		Rural Minor Arterial			Design Speed (mph)		55		
Secondary Functional Classification (if app.)					Target Speed (mph) [if app.]				
Approach #1	Direction	Eastbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach		Left-Turn	1	Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?	No		Left-Through	0	Left	15	Left	25
	On-Street Bike Facilities?	No		Through	0	Through		Through	
	Multi-Use Path?	No		Left-Through-Right	0	Right	545	Right	545
	Scheduled Bus Service?	No		Through-Right	0	Daily Truck %		3.0%	
	Bus Stop on Approach?	No		Right-Turn	1				
Approach #2	Direction			Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:			Left-Turn		Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?			Left-Through		Left		Left	
	On-Street Bike Facilities?			Through		Through		Through	
	Multi-Use Path?			Left-Through-Right		Right		Right	
	Scheduled Bus Service?			Through-Right		Daily Truck %			
	Bus Stop on Approach?			Right-Turn					
Approach #3	Direction			Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:			Left-Turn		Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?			Left-Through		Left		Left	
	On-Street Bike Facilities?			Through		Through		Through	
	Multi-Use Path?			Left-Through-Right		Right		Right	
	Scheduled Bus Service?			Through-Right		Daily Truck %			
	Bus Stop on Approach?			Right-Turn					

Crash History (Existing Intersections Only)	
<p>Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:</p> <p>Although the crash rate at this intersection is higher than the statewide average, there are only six total crashes at this intersection. Therefore, there is not enough evidence to point to any specific issues related to safety performance.</p>	

Control Strategy Evaluation						
Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental impacts.						
Control Strategy	CAP-X Outputs			SPICE Ranking	Strategy to Be Advanced?	Justification
	V/C Ratio		Multimodal Score			
	Weekday AM Peak	Weekday PM Peak				
Two-Way Stop-Controlled	4.10	1.73	3.7	2	No	Operates at over capacity due to the heavy demand placed on the eastbound right turn and northbound left turn demand.
All-Way Stop-Controlled						
Signalized Control	0.66	0.59	4.8	1	Yes	SPICE and V/C Ranking put the traffic signal first, with an overall v/c ratio of 0.66 and 0.59, for AM and PM peak periods, respectively.



Roundabout	0.95	0.77	5.6	3	No	Operates at capacity due to the heavy eastbound right turn competition for gapping with the southbound US 98 demand.
Median U-Turn						
RCUT (Signalized)						
RCUT (Unsignalized)						
Jughandle						
Displaced Left-Turn						
Continuous Green Tee						
Quadrant Roadway						
Partial MUT						
Other 2 (Type)						

Resolution					
<i>To be filled out by FDOT District Traffic Operations Engineer and District Design Engineer</i>					
Project Determination					
Comments					
DOT E Name		Signature		Date	
DDE Name		Signature		Date	

**Florida Department of Transportation**  
**Intersection Control Evaluation (ICE) Form**  
**Stage 1: Screening**

Intersection Control Evaluation Form 750-010-003

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms can be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval.

Project Name	US 98 PD&E Studies - US 98 at US 98 Access Rd		FDOT Project #	443368-2-22-01 & 443368-1-22-01	
Submitted By	JJ Samus	Agency/Company	H.W. Lochner	Date	9/8/2021
Email	<a href="mailto:jsamus@hwlochner.com">jsamus@hwlochner.com</a>	FDOT District	District 7	County	Pasco
Project Locality (City/Town/Village)			Project Type	Corridor Improvement Project	
Project Funding Source			FDOT Context Classification	C3R - Suburban Residential	
Project Purpose <i>(What is the catalyst for this project and why is it being undertaken?)</i>	The primary purpose of this project is to evaluate the realignment of US 98 at US 301 at US 98 and Clinton Avenue to enhance safety and provide system linkage/regional connectivity. An additional goal of this project is to address transportation demand, which may result in improvements to several intersections in the project study area surrounding the US 98 study corridor.				
Project Setting Description <i>(Describe the area surrounding the intersection)</i>	The area around the intersection is minimally developed. However, in the future the surrounding area will be developed into a more suburban area				
Multimodal Context <i>(Describe the pedestrian, bicycle, and transit activity in the area and the potential for activity based on surrounding land uses and development patterns)</i>	There are no existing pedestrian, bicycle, or transit facilities near the study intersection.				

Major Street Information									
Route #:	98	Route Name(s)	US 98			Milepost	5.320		
Existing Control Type	Two-way Stop-Control		Existing AADT	7,800	Design Year AADT	31,500			
Design Vehicle	Florida Interstate Semitrailer (WB-62FL)		Control Vehicle						
Primary Functional Classification			Urban Principal Arterial			Design Speed (mph)		60	
Secondary Functional Classification (if app.)						Target Speed (mph) [if app.]			
Approach #1	Direction	Eastbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along	Neither side of the approach		Left-Turn	0				
	Crosswalk on Approach?	No		Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No		Through	2	Left		Left	
	Multi-Use Path?	No		Left-Through-Right	0	Through	655	Through	480
	Scheduled Bus Service?	No		Through-Right	0	Right	50	Right	70
	Bus Stop on Approach?	No		Right-Turn	1	Daily Truck %		8.0%	
Approach #2	Direction	Westbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach		Left-Turn	1				
	Crosswalk on Approach?	No		Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No		Through	2	Left	215	Left	235
	Multi-Use Path?	No		Left-Through-Right	0	Through	480	Through	655
	Scheduled Bus Service?	No		Through-Right	0	Right		Right	
	Bus Stop on Approach?	No		Right-Turn	0	Daily Truck %		12.0%	
Minor Street Information									
Route #:		Route Name(s)	US 98 Access Rd to Old Lakeland Highway			Milepost (if app.)	5.32		
Existing Control Type	Two-way Stop-Control		Existing AADT	3,400	Design Year AADT	6,300			
Design Vehicle	Florida Interstate Semitrailer (WB-62FL)		Control Vehicle						

Primary Functional Classification		Rural Local			Design Speed (mph)		40		
Secondary Functional Classification (if app.)					Target Speed (mph) [if app.]				
Approach #1	Direction	Northbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach		Left-Turn	1	Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?	No		Left-Through	0	Left	70	Left	50
	On-Street Bike Facilities?	No		Through	0	Through		Through	
	Multi-Use Path?	No		Left-Through-Right	0	Right	235	Right	215
	Scheduled Bus Service?	No		Through-Right	0	Daily Truck %		11.0%	
	Bus Stop on Approach?	No		Right-Turn	1				
Approach #2	Direction			Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:			Left-Turn		Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?			Left-Through		Left		Left	
	On-Street Bike Facilities?			Through		Through		Through	
	Multi-Use Path?			Left-Through-Right		Right		Right	
	Scheduled Bus Service?			Through-Right		Daily Truck %			
	Bus Stop on Approach?			Right-Turn					
Approach #3	Direction			Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:			Left-Turn		Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?			Left-Through		Left		Left	
	On-Street Bike Facilities?			Through		Through		Through	
	Multi-Use Path?			Left-Through-Right		Right		Right	
	Scheduled Bus Service?			Through-Right		Daily Truck %			
	Bus Stop on Approach?			Right-Turn					

Crash History (Existing Intersections Only)	
<p>Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:</p> <p>Existing crash data does not indicate a safety issue at this location.</p>	

Control Strategy Evaluation						
Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental impacts.						
Control Strategy	CAP-X Outputs			SPICE Ranking	Strategy to Be Advanced?	Justification
	V/C Ratio		Multimodal Score			
	Weekday AM Peak	Weekday PM Peak				
Two-Way Stop-Controlled	1.05	0.79	3.7	1	No	Operates at capacity due to the heavy northbound right turn and westbound left turn demand. Ranked first in SPICE analysis.
All-Way Stop-Controlled						
Signalized Control	0.39	0.34	4.8	2	Yes	V/C Ranking put the traffic signal first, with an overall v/c ratio of 0.39 and 0.33, for AM and PM peak periods, respectively.

Roundabout	0.45	0.40	5.6	3	No	General design constraints and proximity of the US 98 at US 98 Access Road intersection to the adjacent bridge.
Median U-Turn						
RCUT (Signalized)						
RCUT (Unsignalized)						
Jughandle						
Displaced Left-Turn						
Continuous Green Tee						
Quadrant Roadway						
Partial MUT						
Other 2 (Type)						

Resolution					
<i>To be filled out by FDOT District Traffic Operations Engineer and District Design Engineer</i>					
Project Determination					
Comments					
DOT E Name		Signature		Date	
DDE Name		Signature		Date	

**Florida Department of Transportation**  
**Intersection Control Evaluation (ICE) Form**  
**Stage 1: Screening**

Intersection Control Evaluation Form 750-010-003

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms can be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval.

Project Name	US 98 PD&E Studies - US 98 at Old US 98		FDOT Project #	443368-2-22-01 & 443368-1-22-01	
Submitted By	JJ Samus	Agency/Company	H.W. Lochner	Date	9/8/2021
Email	<a href="mailto:jsamus@hwlochner.com">jsamus@hwlochner.com</a>	FDOT District	District 7	County	Pasco
Project Locality (City/Town/Village)			Project Type	Corridor Improvement Project	
Project Funding Source			FDOT Context Classification	C3R - Suburban Residential	
Project Purpose <i>(What is the catalyst for this project and why is it being undertaken?)</i>	The primary purpose of this project is to evaluate the realignment of US 98 at US 301 at US 98 and Clinton Avenue to enhance safety and provide system linkage/regional connectivity. An additional goal of this project is to address transportation demand, which may result in improvements to several intersections in the project study area surrounding the US 98 study corridor.				
Project Setting Description <i>(Describe the area surrounding the intersection)</i>	The area around the intersection is minimally developed. However, in the future the surrounding area will be developed into a more suburban area				
Multimodal Context <i>(Describe the pedestrian, bicycle, and transit activity in the area and the potential for activity based on surrounding land uses and development patterns)</i>	There are no existing pedestrian, bicycle, or transit facilities near the study intersection.				

Major Street Information								
Route #:	98	Route Name(s)	US 98			Milepost		
Existing Control Type	None/New Intersection		Existing AADT		Design Year AADT	26,600		
Design Vehicle	Florida Interstate Semitrailer (WB-62FL)		Control Vehicle					
Primary Functional Classification	Urban Principal Arterial			Design Speed (mph)	55			
Secondary Functional Classification (if app.)				Target Speed (mph) [if app.]				
Approach #1	Direction	Northbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along	Neither side of the approach	Left-Turn	1				
	Crosswalk on Approach?	No	Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No	Through	2	Left	95	Left	75
	Multi-Use Path?	No	Left-Through-Right	0	Through	500	Through	615
	Scheduled Bus Service?	No	Through-Right	0	Right		Right	
	Bus Stop on Approach?	No	Right-Turn	0	Daily Truck %		8.0%	
Approach #2	Direction	Southbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach	Left-Turn	0				
	Crosswalk on Approach?	No	Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No	Through	2	Left		Left	
	Multi-Use Path?	No	Left-Through-Right	0	Through	615	Through	500
	Scheduled Bus Service?	No	Through-Right	0	Right	5	Right	5
	Bus Stop on Approach?	No	Right-Turn	1	Daily Truck %		8.0%	
Minor Street Information								
Route #:		Route Name(s)	Old US 98			Milepost (if app.)		
Existing Control Type	None/New Intersection		Existing AADT		Design Year AADT	1,900		
Design Vehicle	Florida Interstate Semitrailer (WB-62FL)		Control Vehicle					

Primary Functional Classification		Urban Major Collector			Design Speed (mph)		55		
Secondary Functional Classification (if app.)					Target Speed (mph) [if app.]				
Approach #1	Direction	Eastbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach		Left-Turn	1	Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?	No		Left-Through	0	Left	5	Left	5
	On-Street Bike Facilities?	No		Through	0	Through		Through	
	Multi-Use Path?	No		Left-Through-Right	0	Right	75	Right	95
	Scheduled Bus Service?	No		Through-Right	0	Daily Truck %		8.0%	
	Bus Stop on Approach?	No		Right-Turn	1				
Approach #2	Direction			Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:			Left-Turn		Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?			Left-Through		Left		Left	
	On-Street Bike Facilities?			Through		Through		Through	
	Multi-Use Path?			Left-Through-Right		Right		Right	
	Scheduled Bus Service?			Through-Right		Daily Truck %			
	Bus Stop on Approach?			Right-Turn					
Approach #3	Direction			Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:			Left-Turn		Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?			Left-Through		Left		Left	
	On-Street Bike Facilities?			Through		Through		Through	
	Multi-Use Path?			Left-Through-Right		Right		Right	
	Scheduled Bus Service?			Through-Right		Daily Truck %			
	Bus Stop on Approach?			Right-Turn					

Crash History (Existing Intersections Only)	
<p>Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:</p> <p>Existing crash data is not available at this location.</p>	

Control Strategy Evaluation						
Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental impacts.						
Control Strategy	CAP-X Outputs			SPICE Ranking	Strategy to Be Advanced?	Justification
	V/C Ratio		Multimodal Score			
	Weekday AM Peak	Weekday PM Peak				
Two-Way Stop-Controlled	0.18	0.18	3.7	1	Yes	Based on the analysis, serves as the best control type due to relatively low left turn demand, ease of construction, and low cost.
All-Way Stop-Controlled						
Signalized Control	0.26	0.23	4.8	2	Yes	Ranked second in SPICE analysis. Preferred v/c ratio for the PM peak period. Overall V/C ratios were less than 0.750.

Roundabout	0.28	0.29	5.6	3	No	Ranked third in SPICE analysis. Preferred v/c ratio for the AM peak period. Overall V/C ratios were less than 0.750.
Median U-Turn						
RCUT (Signalized)						
RCUT (Unsignalized)						
Jughandle						
Displaced Left-Turn						
Continuous Green Tee						
Quadrant Roadway						
Partial MUT						
Other 2 (Type)						

Resolution					
<i>To be filled out by FDOT District Traffic Operations Engineer and District Design Engineer</i>					
Project Determination					
Comments					
DOT E Name		Signature		Date	
DDE Name		Signature		Date	

**Florida Department of Transportation**  
**Intersection Control Evaluation (ICE) Form**  
**Stage 1: Screening**

Intersection Control Evaluation Form 750-010-003

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms can be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval.

Project Name	US 98 PD&E Studies - US 98 at Clinton Ave		FDOT Project #	443368-2-22-01 & 443368-1-22-01	
Submitted By	JJ Samus	Agency/Company	H.W. Lochner	Date	9/8/2021
Email	<a href="mailto:jsamus@hwlochner.com">jsamus@hwlochner.com</a>	FDOT District	District 7	County	Pasco
Project Locality (City/Town/Village)			Project Type	Corridor Improvement Project	
Project Funding Source			FDOT Context Classification	C3R - Suburban Residential	
Project Purpose <i>(What is the catalyst for this project and why is it being undertaken?)</i>	The primary purpose of this project is to evaluate the realignment of US 98 at US 301 at US 98 and Clinton Avenue to enhance safety and provide system linkage/regional connectivity. An additional goal of this project is to address transportation demand, which may result in improvements to several intersections in the project study area surrounding the US 98 study corridor.				
Project Setting Description <i>(Describe the area surrounding the intersection)</i>	The area around the intersection is minimally developed. However, in the future the surrounding area will be developed into a more suburban area				
Multimodal Context <i>(Describe the pedestrian, bicycle, and transit activity in the area and the potential for activity based on surrounding land uses and development patterns)</i>	There are no existing pedestrian, bicycle, or transit facilities near the study intersection.				

Major Street Information									
Route #:	98	Route Name(s)	US 98			Milepost			
Existing Control Type	None/New Intersection		Existing AADT			Design Year AADT	32,000		
Design Vehicle	Florida Interstate Semitrailer (WB-62FL)		Control Vehicle						
Primary Functional Classification			Urban Principal Arterial			Design Speed (mph)	55		
Secondary Functional Classification (if app.)						Target Speed (mph) [if app.]			
Approach #1	Direction	Northbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along	Neither side of the approach		Left-Turn	0				
	Crosswalk on Approach?	No		Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No		Through	2	Left		Left	
	Multi-Use Path?	No		Left-Through-Right	0	Through	495	Through	610
	Scheduled Bus Service?	No		Through-Right	0	Right	5	Right	5
	Bus Stop on Approach?	No		Right-Turn	1	Daily Truck %		8.0%	
Approach #2	Direction	Southbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach		Left-Turn	1				
	Crosswalk on Approach?	No		Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No		Through	2	Left	300	Left	355
	Multi-Use Path?	No		Left-Through-Right	0	Through	610	Through	495
	Scheduled Bus Service?	No		Through-Right	0	Right		Right	
	Bus Stop on Approach?	No		Right-Turn	0	Daily Truck %		8.0%	
Minor Street Information									
Route #:		Route Name(s)	Clinton Avenue			Milepost (if app.)			
Existing Control Type	None/New Intersection		Existing AADT			Design Year AADT	7,400		
Design Vehicle	Florida Interstate Semitrailer (WB-62FL)		Control Vehicle						



Primary Functional Classification		Urban Major Collector			Design Speed (mph)		45		
Secondary Functional Classification (if app.)					Target Speed (mph) [if app.]				
Approach #1	Direction	Westbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach		Left-Turn	1	Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?	No		Left-Through	0	Left	5	Left	5
	On-Street Bike Facilities?	No		Through	0	Through		Through	
	Multi-Use Path?	No		Left-Through-Right	0	Right	355	Right	300
	Scheduled Bus Service?	No		Through-Right	0	Daily Truck %		3.0%	
	Bus Stop on Approach?	No		Right-Turn	1				
Approach #2	Direction			Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:			Left-Turn		Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?			Left-Through		Left		Left	
	On-Street Bike Facilities?			Through		Through		Through	
	Multi-Use Path?			Left-Through-Right		Right		Right	
	Scheduled Bus Service?			Through-Right		Daily Truck %			
	Bus Stop on Approach?			Right-Turn					
Approach #3	Direction			Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:			Left-Turn		Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?			Left-Through		Left		Left	
	On-Street Bike Facilities?			Through		Through		Through	
	Multi-Use Path?			Left-Through-Right		Right		Right	
	Scheduled Bus Service?			Through-Right		Daily Truck %			
	Bus Stop on Approach?			Right-Turn					

Crash History (Existing Intersections Only)	
<p>Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:</p> <p>Existing crash data is not available at this location.</p>	

Control Strategy Evaluation						
Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental impacts.						
Control Strategy	CAP-X Outputs			SPICE Ranking	Strategy to Be Advanced?	Justification
	V/C Ratio		Multimodal Score			
	Weekday AM Peak	Weekday PM Peak				
Two-Way Stop-Controlled	0.50	0.47	3.7	1	No	Ranks 3rd (AM) and 2nd (PM) in CAP-X analysis. Highest PM peak V/C ratio among viable control strategies.
All-Way Stop-Controlled						
Signalized Control	0.41	0.43	4.8	2	Yes	Ranks 1st (AM) and 2nd (PM) in CAP-X analysis. Ranked second in SPICE among viable control strategies.

Roundabout	0.42	0.40	5.6	3	Yes	Ranked first for (PM) Cap-x analysis. Scenario benefit includes acting as a transitioning point for the US 98 facility to regulate driving behavior.
Median U-Turn						
RCUT (Signalized)						
RCUT (Unsignalized)						
Jughandle						
Displaced Left-Turn						
Continuous Green Tee						
Quadrant Roadway						
Partial MUT						
Other 2 (Type)						

Resolution					
<i>To be filled out by FDOT District Traffic Operations Engineer and District Design Engineer</i>					
Project Determination					
Comments					
DOT E Name		Signature		Date	
DDE Name		Signature		Date	

**Florida Department of Transportation**  
**Intersection Control Evaluation (ICE) Form**  
**Stage 1: Screening**

Intersection Control Evaluation Form 750-010-003

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms can be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval.

Project Name	US 98 PD&E Studies - US 98 at CR 54		FDOT Project #	443368-2-22-01 & 443368-1-22-01	
Submitted By	JJ Samus	Agency/Company	H.W. Lochner	Date	9/8/2021
Email	<a href="mailto:jsamus@hwlochner.com">jsamus@hwlochner.com</a>	FDOT District	District 7	County	Pasco
Project Locality (City/Town/Village)			Project Type	Corridor Improvement Project	
Project Funding Source			FDOT Context Classification	C3R - Suburban Residential	
Project Purpose <i>(What is the catalyst for this project and why is it being undertaken?)</i>	The primary purpose of this project is to evaluate the realignment of US 98 at US 301 at US 98 and Clinton Avenue to enhance safety and provide system linkage/regional connectivity. An additional goal of this project is to address transportation demand, which may result in improvements to several intersections in the project study area surrounding the US 98 study corridor.				
Project Setting Description <i>(Describe the area surrounding the intersection)</i>	The area around the intersection is minimally developed. However, in the future the surrounding area will be developed into a more suburban area				
Multimodal Context <i>(Describe the pedestrian, bicycle, and transit activity in the area and the potential for activity based on surrounding land uses and development patterns)</i>	There are no existing pedestrian, bicycle, or transit facilities near the study intersection.				

Major Street Information									
Route #:	98	Route Name(s)	US 98			Milepost	0.000		
Existing Control Type	Two-way Stop-Control		Existing AADT	Design Year AADT		45,400			
Design Vehicle	Florida Interstate Semitrailer (WB-62FL)		Control Vehicle						
Primary Functional Classification			Rural Principal Arterial		Design Speed (mph)		60		
Secondary Functional Classification (if app.)			Target Speed (mph) [if app.]						
Approach #1	Direction	Northbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along	Neither side of the approach		Left-Turn	2	Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?	No		Left-Through	0	Left	545	Left	545
	On-Street Bike Facilities?	No		Through	2	Through	625	Through	860
	Multi-Use Path?	No		Left-Through-Right	0	Right		Right	
	Scheduled Bus Service?	No		Through-Right	0	Daily Truck %		7.0%	
	Bus Stop on Approach?	No		Right-Turn	0				
Approach #2	Direction	Southbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach		Left-Turn	0	Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?	No		Left-Through	0	Left		Left	
	On-Street Bike Facilities?	No		Through	2	Through	860	Through	625
	Multi-Use Path?	No		Left-Through-Right	0	Right	25	Right	15
	Scheduled Bus Service?	No		Through-Right	0	Daily Truck %		12.0%	
	Bus Stop on Approach?	No		Right-Turn	1				
Minor Street Information									
Route #:	CR 54	Route Name(s)	CR 54			Milepost (if app.)	0.00		
Existing Control Type	Two-way Stop-Control		Existing AADT	Design Year AADT		12,500			
Design Vehicle	Florida Interstate Semitrailer (WB-62FL)		Control Vehicle						

Primary Functional Classification		Rural Minor Arterial			Design Speed (mph)		55		
Secondary Functional Classification (if app.)					Target Speed (mph) [if app.]				
Approach #1	Direction	Eastbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach		Left-Turn	1	Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?	No		Left-Through	0	Left	15	Left	25
	On-Street Bike Facilities?	No		Through	0	Through		Through	
	Multi-Use Path?	No		Left-Through-Right	0	Right	545	Right	545
	Scheduled Bus Service?	No		Through-Right	0	Daily Truck %		3.0%	
	Bus Stop on Approach?	No		Right-Turn	1				
Approach #2	Direction			Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:			Left-Turn		Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?			Left-Through		Left		Left	
	On-Street Bike Facilities?			Through		Through		Through	
	Multi-Use Path?			Left-Through-Right		Right		Right	
	Scheduled Bus Service?			Through-Right		Daily Truck %			
	Bus Stop on Approach?			Right-Turn					
Approach #3	Direction			Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:			Left-Turn		Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?			Left-Through		Left		Left	
	On-Street Bike Facilities?			Through		Through		Through	
	Multi-Use Path?			Left-Through-Right		Right		Right	
	Scheduled Bus Service?			Through-Right		Daily Truck %			
	Bus Stop on Approach?			Right-Turn					

Crash History (Existing Intersections Only)	
<p>Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:</p> <p>Although the crash rate at this intersection is higher than the statewide average, there are only six total crashes at this intersection. Therefore, there is not enough evidence to point to any specific issues related to safety performance.</p>	

Control Strategy Evaluation						
Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental impacts.						
Control Strategy	CAP-X Outputs			SPICE Ranking	Strategy to Be Advanced?	Justification
	V/C Ratio		Multimodal Score			
	Weekday AM Peak	Weekday PM Peak				
Two-Way Stop-Controlled	4.10	1.73	3.7	2	No	Operates at over capacity due to the heavy demand placed on the eastbound right turn and northbound left turn demand.
All-Way Stop-Controlled						
Signalized Control	0.66	0.59	4.8	1	Yes	SPICE and V/C Ranking put the traffic signal first, with an overall v/c ratio of 0.66 and 0.59, for AM and PM peak periods, respectively.

Roundabout	0.95	0.77	5.6	3	No	Operates at capacity due to the heavy eastbound right turn competition for gaping with the southbound US 98 demand.
Median U-Turn						
RCUT (Signalized)						
RCUT (Unsignalized)						
Jughandle						
Displaced Left-Turn						
Continuous Green Tee						
Quadrant Roadway						
Partial MUT						
Other 2 (Type)						

Resolution					
<i>To be filled out by FDOT District Traffic Operations Engineer and District Design Engineer</i>					
Project Determination					
Comments					
DOT E Name		Signature		Date	
DDE Name		Signature		Date	

**Florida Department of Transportation**  
**Intersection Control Evaluation (ICE) Form**  
**Stage 1: Screening**

Intersection Control Evaluation Form 750-010-003

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms can be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval.

Project Name	US 98 PD&E Studies - US 98 at US 98 Access Rd		FDOT Project #	443368-2-22-01 & 443368-1-22-01	
Submitted By	JJ Samus	Agency/Company	H.W. Lochner	Date	9/8/2021
Email	<a href="mailto:jsamus@hwlochner.com">jsamus@hwlochner.com</a>	FDOT District	District 7	County	Pasco
Project Locality (City/Town/Village)			Project Type	Corridor Improvement Project	
Project Funding Source			FDOT Context Classification	C3R - Suburban Residential	
Project Purpose <i>(What is the catalyst for this project and why is it being undertaken?)</i>	The primary purpose of this project is to evaluate the realignment of US 98 at US 301 at US 98 and Clinton Avenue to enhance safety and provide system linkage/regional connectivity. An additional goal of this project is to address transportation demand, which may result in improvements to several intersections in the project study area surrounding the US 98 study corridor.				
Project Setting Description <i>(Describe the area surrounding the intersection)</i>	The area around the intersection is minimally developed. However, in the future the surrounding area will be developed into a more suburban area				
Multimodal Context <i>(Describe the pedestrian, bicycle, and transit activity in the area and the potential for activity based on surrounding land uses and development patterns)</i>	There are no existing pedestrian, bicycle, or transit facilities near the study intersection.				

Major Street Information									
Route #:	98	Route Name(s)	US 98			Milepost	5.320		
Existing Control Type	Two-way Stop-Control		Existing AADT	7,800	Design Year AADT	31,500			
Design Vehicle	Florida Interstate Semitrailer (WB-62FL)		Control Vehicle						
Primary Functional Classification			Urban Principal Arterial			Design Speed (mph)		60	
Secondary Functional Classification (if app.)						Target Speed (mph) [if app.]			
Approach #1	Direction	Eastbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along	Neither side of the approach		Left-Turn	0				
	Crosswalk on Approach?	No		Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No		Through	2	Left		Left	
	Multi-Use Path?	No		Left-Through-Right	0	Through	655	Through	480
	Scheduled Bus Service?	No		Through-Right	0	Right	50	Right	70
	Bus Stop on Approach?	No		Right-Turn	1	Daily Truck %		8.0%	
Approach #2	Direction	Westbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach		Left-Turn	1				
	Crosswalk on Approach?	No		Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No		Through	2	Left	215	Left	235
	Multi-Use Path?	No		Left-Through-Right	0	Through	480	Through	655
	Scheduled Bus Service?	No		Through-Right	0	Right		Right	
	Bus Stop on Approach?	No		Right-Turn	0	Daily Truck %		12.0%	
Minor Street Information									
Route #:		Route Name(s)	US 98 Access Rd to Old Lakeland Highway			Milepost (if app.)	5.32		
Existing Control Type	Two-way Stop-Control		Existing AADT	3,400	Design Year AADT	6,300			
Design Vehicle	Florida Interstate Semitrailer (WB-62FL)		Control Vehicle						

Primary Functional Classification		Rural Local			Design Speed (mph)		40		
Secondary Functional Classification (if app.)					Target Speed (mph) [if app.]				
Approach #1	Direction	Northbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach		Left-Turn	1	Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?	No		Left-Through	0	Left	70	Left	50
	On-Street Bike Facilities?	No		Through	0	Through		Through	
	Multi-Use Path?	No		Left-Through-Right	0	Right	235	Right	215
	Scheduled Bus Service?	No		Through-Right	0	Daily Truck %		11.0%	
	Bus Stop on Approach?	No		Right-Turn	1				
Approach #2	Direction			Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:			Left-Turn		Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?			Left-Through		Left		Left	
	On-Street Bike Facilities?			Through		Through		Through	
	Multi-Use Path?			Left-Through-Right		Right		Right	
	Scheduled Bus Service?			Through-Right		Daily Truck %			
	Bus Stop on Approach?			Right-Turn					
Approach #3	Direction			Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:			Left-Turn		Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?			Left-Through		Left		Left	
	On-Street Bike Facilities?			Through		Through		Through	
	Multi-Use Path?			Left-Through-Right		Right		Right	
	Scheduled Bus Service?			Through-Right		Daily Truck %			
	Bus Stop on Approach?			Right-Turn					

Crash History (Existing Intersections Only)	
<p>Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:</p> <p>Existing crash data does not indicate a safety issue at this location.</p>	

Control Strategy Evaluation						
Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental impacts.						
Control Strategy	CAP-X Outputs			SPICE Ranking	Strategy to Be Advanced?	Justification
	V/C Ratio		Multimodal Score			
	Weekday AM Peak	Weekday PM Peak				
Two-Way Stop-Controlled	1.07	0.79	3.7	1	No	Operates at capacity due to the heavy northbound right turn and westbound left turn demand. Ranked first in SPICE analysis.
All-Way Stop-Controlled						
Signalized Control	0.39	0.34	4.8	2	Yes	V/C Ranking put the traffic signal first, with an overall v/c ratio of 0.39 and 0.33, for AM and PM peak periods, respectively.

Roundabout	0.45	0.40	5.6	3	No	General design constraints and proximity of the US 98 at US 98 Access Road intersection to the adjacent bridge.
Median U-Turn						
RCUT (Signalized)						
RCUT (Unsignalized)						
Jughandle						
Displaced Left-Turn						
Continuous Green Tee						
Quadrant Roadway						
Partial MUT						
Other 2 (Type)						

Resolution					
<i>To be filled out by FDOT District Traffic Operations Engineer and District Design Engineer</i>					
Project Determination					
Comments					
DOT E Name		Signature		Date	
DDE Name		Signature		Date	



**Florida Department of Transportation**  
**Intersection Control Evaluation (ICE) Form**  
**Stage 1: Screening**

Intersection Control Evaluation Form 750-010-003

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms can be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval.

Project Name	US 98 PD&E Studies - US 98 at Old US 98		FDOT Project #	443368-2-22-01 & 443368-1-22-01	
Submitted By	JJ Samus	Agency/Company	H.W. Lochner	Date	9/8/2021
Email	<a href="mailto:jsamus@hwlochner.com">jsamus@hwlochner.com</a>	FDOT District	District 7	County	Pasco
Project Locality (City/Town/Village)			Project Type	Corridor Improvement Project	
Project Funding Source			FDOT Context Classification	C3R - Suburban Residential	
Project Purpose <i>(What is the catalyst for this project and why is it being undertaken?)</i>	The primary purpose of this project is to evaluate the realignment of US 98 at US 301 at US 98 and Clinton Avenue to enhance safety and provide system linkage/regional connectivity. An additional goal of this project is to address transportation demand, which may result in improvements to several intersections in the project study area surrounding the US 98 study corridor.				
Project Setting Description <i>(Describe the area surrounding the intersection)</i>	The area around the intersection is minimally developed. However, in the future the surrounding area will be developed into a more suburban area				
Multimodal Context <i>(Describe the pedestrian, bicycle, and transit activity in the area and the potential for activity based on surrounding land uses and development patterns)</i>	There are no existing pedestrian, bicycle, or transit facilities near the study intersection.				

Major Street Information								
Route #:	98	Route Name(s)	US 98			Milepost		
Existing Control Type	None/New Intersection		Existing AADT		Design Year AADT	26,600		
Design Vehicle	Florida Interstate Semitrailer (WB-62FL)		Control Vehicle					
Primary Functional Classification	Urban Principal Arterial			Design Speed (mph)	55			
Secondary Functional Classification (if app.)				Target Speed (mph) [if app.]				
Approach #1	Direction	Northbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along	Neither side of the approach	Left-Turn	1				
	Crosswalk on Approach?	No	Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No	Through	2	Left	95	Left	75
	Multi-Use Path?	No	Left-Through-Right	0	Through	500	Through	615
	Scheduled Bus Service?	No	Through-Right	0	Right		Right	
	Bus Stop on Approach?	No	Right-Turn	0	Daily Truck %		8.0%	
Approach #2	Direction	Southbound	Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach	Left-Turn	0				
	Crosswalk on Approach?	No	Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No	Through	2	Left		Left	
	Multi-Use Path?	No	Left-Through-Right	0	Through	615	Through	500
	Scheduled Bus Service?	No	Through-Right	0	Right	5	Right	5
	Bus Stop on Approach?	No	Right-Turn	1	Daily Truck %		8.0%	
Minor Street Information								
Route #:		Route Name(s)	Old US 98			Milepost (if app.)		
Existing Control Type	None/New Intersection		Existing AADT		Design Year AADT	1,900		
Design Vehicle	Florida Interstate Semitrailer (WB-62FL)		Control Vehicle					

Primary Functional Classification		Urban Major Collector			Design Speed (mph)		55		
Secondary Functional Classification (if app.)					Target Speed (mph) [if app.]				
Approach #1	Direction	Eastbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach		Left-Turn	1	Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?	No		Left-Through	0	Left	5	Left	5
	On-Street Bike Facilities?	No		Through	0	Through		Through	
	Multi-Use Path?	No		Left-Through-Right	0	Right	75	Right	95
	Scheduled Bus Service?	No		Through-Right	0	Daily Truck %		8.0%	
	Bus Stop on Approach?	No		Right-Turn	1				
Approach #2	Direction			Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:			Left-Turn		Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?			Left-Through		Left		Left	
	On-Street Bike Facilities?			Through		Through		Through	
	Multi-Use Path?			Left-Through-Right		Right		Right	
	Scheduled Bus Service?			Through-Right		Daily Truck %			
	Bus Stop on Approach?			Right-Turn					
Approach #3	Direction			Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:			Left-Turn		Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?			Left-Through		Left		Left	
	On-Street Bike Facilities?			Through		Through		Through	
	Multi-Use Path?			Left-Through-Right		Right		Right	
	Scheduled Bus Service?			Through-Right		Daily Truck %			
	Bus Stop on Approach?			Right-Turn					

Crash History (Existing Intersections Only)	
<p>Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:</p> <p>Existing crash data is not available at this location.</p>	

Control Strategy Evaluation						
Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental impacts.						
Control Strategy	CAP-X Outputs			SPICE Ranking	Strategy to Be Advanced?	Justification
	V/C Ratio		Multimodal Score			
	Weekday AM Peak	Weekday PM Peak				
Two-Way Stop-Controlled	0.18	0.18	3.7	1	Yes	Based on the analysis, serves as the best control type due to relatively low left turn demand, ease of construction, and low cost.
All-Way Stop-Controlled						
Signalized Control	0.26	0.23	4.8	2	Yes	Ranked second in SPICE analysis. Preferred v/c ratio for the PM peak period. Overall V/C ratios were less than 0.750.

Roundabout	0.28	0.29	5.6	3	No	Ranked third in SPICE analysis. Preferred v/c ratio for the AM peak period. Overall V/C ratios were less than 0.750.
Median U-Turn						
RCUT (Signalized)						
RCUT (Unsignalized)						
Jughandle						
Displaced Left-Turn						
Continuous Green Tee						
Quadrant Roadway						
Partial MUT						
Other 2 (Type)						

Resolution					
<i>To be filled out by FDOT District Traffic Operations Engineer and District Design Engineer</i>					
Project Determination					
Comments					
DOT E Name		Signature		Date	
DDE Name		Signature		Date	

**Florida Department of Transportation**  
**Intersection Control Evaluation (ICE) Form**  
**Stage 1: Screening**

Intersection Control Evaluation Form 750-010-003

To fulfill the requirements of Stage 1 (Screening) of FDOT's ICE procedures, complete the following form and append all supporting documentation. Completed forms can be submitted to the District Traffic Operations Engineer (DTOE) and District Design Engineer (DDE) for the project's approval.

Project Name	US 98 PD&E Studies - US 98 at Clinton Ave		FDOT Project #	443368-2-22-01 & 443368-1-22-01	
Submitted By	JJ Samus	Agency/Company	H.W. Lochner	Date	9/8/2021
Email	<a href="mailto:jsamus@hwlochner.com">jsamus@hwlochner.com</a>	FDOT District	District 7	County	Pasco
Project Locality (City/Town/Village)			Project Type	Corridor Improvement Project	
Project Funding Source			FDOT Context Classification	C3R - Suburban Residential	
Project Purpose <i>(What is the catalyst for this project and why is it being undertaken?)</i>	The primary purpose of this project is to evaluate the realignment of US 98 at US 301 at US 98 and Clinton Avenue to enhance safety and provide system linkage/regional connectivity. An additional goal of this project is to address transportation demand, which may result in improvements to several intersections in the project study area surrounding the US 98 study corridor.				
Project Setting Description <i>(Describe the area surrounding the intersection)</i>	The area around the intersection is minimally developed. However, in the future the surrounding area will be developed into a more suburban area				
Multimodal Context <i>(Describe the pedestrian, bicycle, and transit activity in the area and the potential for activity based on surrounding land uses and development patterns)</i>	There are no existing pedestrian, bicycle, or transit facilities near the study intersection.				

Major Street Information									
Route #:	98	Route Name(s)	US 98			Milepost			
Existing Control Type	None/New Intersection		Existing AADT			Design Year AADT	32,000		
Design Vehicle	Florida Interstate Semitrailer (WB-62FL)		Control Vehicle						
Primary Functional Classification			Urban Principal Arterial			Design Speed (mph)	55		
Secondary Functional Classification (if app.)						Target Speed (mph) [if app.]			
Approach #1	Direction	Northbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along	Neither side of the approach		Left-Turn	0				
	Crosswalk on Approach?	No		Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No		Through	2	Left		Left	
	Multi-Use Path?	No		Left-Through-Right	0	Through	495	Through	610
	Scheduled Bus Service?	No		Through-Right	0	Right	5	Right	5
	Bus Stop on Approach?	No		Right-Turn	1	Daily Truck %		8.0%	
Approach #2	Direction	Southbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach		Left-Turn	1				
	Crosswalk on Approach?	No		Left-Through	0	Weekday AM Peak		Weekday PM Peak	
	On-Street Bike Facilities?	No		Through	2	Left	300	Left	355
	Multi-Use Path?	No		Left-Through-Right	0	Through	610	Through	495
	Scheduled Bus Service?	No		Through-Right	0	Right		Right	
	Bus Stop on Approach?	No		Right-Turn	0	Daily Truck %		8.0%	
Minor Street Information									
Route #:		Route Name(s)	Clinton Avenue			Milepost (if app.)			
Existing Control Type	None/New Intersection		Existing AADT			Design Year AADT	7,400		
Design Vehicle	Florida Interstate Semitrailer (WB-62FL)		Control Vehicle						

Primary Functional Classification		Urban Major Collector			Design Speed (mph)		45		
Secondary Functional Classification (if app.)					Target Speed (mph) [if app.]				
Approach #1	Direction	Westbound		Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:	Neither side of the approach		Left-Turn	1	Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?	No		Left-Through	0	Left	5	Left	5
	On-Street Bike Facilities?	No		Through	0	Through		Through	
	Multi-Use Path?	No		Left-Through-Right	0	Right	355	Right	300
	Scheduled Bus Service?	No		Through-Right	0	Daily Truck %		3.0%	
	Bus Stop on Approach?	No		Right-Turn	1				
Approach #2	Direction			Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:			Left-Turn		Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?			Left-Through		Left		Left	
	On-Street Bike Facilities?			Through		Through		Through	
	Multi-Use Path?			Left-Through-Right		Right		Right	
	Scheduled Bus Service?			Through-Right		Daily Truck %			
	Bus Stop on Approach?			Right-Turn					
Approach #3	Direction			Number of Lanes		Study Period #1 Traffic Volumes		Study Period #2 Traffic Volumes	
	Sidewalks along:			Left-Turn		Weekday AM Peak		Weekday PM Peak	
	Crosswalk on Approach?			Left-Through		Left		Left	
	On-Street Bike Facilities?			Through		Through		Through	
	Multi-Use Path?			Left-Through-Right		Right		Right	
	Scheduled Bus Service?			Through-Right		Daily Truck %			
	Bus Stop on Approach?			Right-Turn					

Crash History (Existing Intersections Only)	
<p>Append the most recent five-years of crash data for the intersection from the CAR System. If the crash data evidences any issues relating to safety performance, discuss briefly here:</p> <p>Existing crash data is not available at this location.</p>	

Control Strategy Evaluation						
Provide a brief justification as to why each of the following control strategies should be advanced or not. Justification should consider potential environmental impacts.						
Control Strategy	CAP-X Outputs			SPICE Ranking	Strategy to Be Advanced?	Justification
	V/C Ratio		Multimodal Score			
	Weekday AM Peak	Weekday PM Peak				
Two-Way Stop-Controlled	0.50	0.47	3.7	1	No	Ranks 3rd (AM) and 2nd (PM) in CAP-X analysis. Highest PM peak V/C ratio among viable control strategies.
All-Way Stop-Controlled						
Signalized Control	0.41	0.43	4.8	2	Yes	Ranks 1st (AM) and 2nd (PM) in CAP-X analysis. Ranked second in SPICE among viable control strategies.

Roundabout	0.42	0.40	5.6	3	Yes	Ranked first for (PM) Cap-x analysis. Scenario benefit includes acting as a transitioning point for the US 98 facility to regulate driving behavior.
Median U-Turn						
RCUT (Signalized)						
RCUT (Unsignalized)						
Jughandle						
Displaced Left-Turn						
Continuous Green Tee						
Quadrant Roadway						
Partial MUT						
Other 2 (Type)						

Resolution					
<i>To be filled out by FDOT District Traffic Operations Engineer and District Design Engineer</i>					
Project Determination					
Comments					
DOT E Name		Signature		Date	
DDE Name		Signature		Date	

# Appendix B

CAP-X – Existing AM Peak Hour

Draft











# Appendix C

CAP-X - 2045 PM Peak Hour

Draft











# Appendix D

Historical Crash Data (2014 to 2018)

Draft

## Crash Data

HSMV Report												
Number	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
83773738	CARS	4/17/2014	2014	ALT COUNTY ROAD 52	US 301 (STATE ROAD	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	NB
82108677	CARS	11/19/2014	2014	CLINTON AVENUE	US HWY 301	US 301 at Clinton Ave	Minor Injury	Rear End	Clear	Day	Dry	NB
82108471	CARS	6/20/2014	2014	CLINTON AVENUE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Sideswipe	Clear	Dark -	Dry	NB
82108659	CARS	10/24/2014	2014	MORNINGSIDE DR	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Left Turn	Clear	Day	Dry	WB
83830131	CARS	7/9/2014	2014	US HWY 301	CLINTON AVE	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	EB
84509742	CARS	10/16/2014	2014	ALT COUNTY ROAD 52	US 301 (STATE ROAD	US 301 at Clinton Ave	Minor Injury	Rear End	Clear	Day	Dry	NB
82108570	CARS	5/27/2014	2014	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	SB
82108513	CARS	6/13/2014	2014	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Left Turn	Clear	Dark -	Dry	EB
82108625	CARS	9/11/2014	2014	US 301/ CLINTON AVE	US 301/ CLINTON AVE	US 301 at Clinton Ave	Property Damage Only	Sideswipe	Clear	Day	Dry	SB
82108623	CARS	8/23/2014	2014	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Minor Injury	Angle	Clear	Day	Dry	SB
82108447	CARS	1/22/2014	2014	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Left Turn	Clear	Dark - Not	Dry	SB
83787884	CARS	5/5/2014	2014	US-301	CLINTON AVE	US 301 at Clinton Ave	Property Damage Only	Left Turn	Clear	Day	Dry	WB
84514836	CARS	11/15/2014	2014	ALT CR 52 (CLINTON AV)	US 301	US 301 at Clinton Ave	Property Damage Only	Sideswipe	Clear	Dark -	Dry	NB
82108538	CARS	5/11/2014	2014	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Left Turn	Clear	Day	Dry	EB
82108823	CARS	6/22/2015	2015	CLINTON AVENUE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Hit Fixed Object	Clear	Day	Dry	NB
82108969	CARS	11/5/2015	2015	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Dark -	Dry	SB
82108841	CARS	5/29/2015	2015	CLINTON AVENUE	US HIGHWAY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	SB
85195948	CARS	9/29/2015	2015	CLINTON AVENUE	U.S. 301	US 301 at Clinton Ave	Moderate Injury	Rear End	Clear	Day	Dry	NB
85182130	CARS	9/17/2015	2015	US 301 (STATE ROAD 39)	ALTERNATE COUNTY	US 301 at Clinton Ave	Minor Injury	Sideswipe	Cloudy	Day	Dry	EB
82108773	CARS	9/19/2015	2015	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Minor Injury	Left Turn	Clear	Day	Dry	SB
85215480	CARS	11/24/2015	2015	CLINTON AVENUE	U.S. 301	US 301 at Clinton Ave	Minor Injury	Rear End	Clear	Day	Dry	NB
82108921	CARS	9/2/2015	2015	CLINTON AVE	US 301	US 301 at Clinton Ave	Minor Injury	Left Turn	Clear	Day	Dry	SB
85234064	CARS	11/26/2015	2015	CLINTON AVENUE (ALT	US HIGHWAY 301 (US	US 301 at Clinton Ave	Minor Injury	Rear End	Clear	Day	Dry	SB
82108806	CARS	4/24/2015	2015	US 301	CLINTON AVENUE	US 301 at Clinton Ave	Property Damage Only	Overturn/Rollover	Clear	Day	Wet	WB
82108937	CARS	11/12/2015	2015	HWY 301	HWY 301	US 301 at Clinton Ave	Property Damage Only	Sideswipe	Clear	Dark - Not	Dry	SB
84570987	CARS	2/22/2015	2015	CR 52 (CLINTON AV)	US 301 (SR 39)	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Dark -	Dry	SB
82109202	CARS	9/12/2016	2016	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	SB
82109125	CARS	7/30/2016	2016	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Dark - Not	Dry	SB
82109029	CARS	1/20/2016	2016	HWY 301/ CLINTON AVE	HIGHWAY 301/	US 301 at Clinton Ave	Minor Injury	Left Turn	Rain	Dark -	Wet	SB
85431676	CARS	12/21/2016	2016	US 301 (STATE ROAD 39)	ALT COUNTY RD 52	US 301 at Clinton Ave	Property Damage Only	Rear End	Cloudy	Day	Dry	EB
85274188	CARS	2/7/2016	2016	CLINTON AVE	US 301	US 301 at Clinton Ave	Moderate Injury	Pedestrian	Clear	Day	Dry	EB
82109044	CARS	5/8/2016	2016	US HWY 301	CLINTON AVE	US 301 at Clinton Ave	Minor Injury	Right Turn	Clear	Dark -	Dry	SB
85237711	CARS	2/2/2016	2016	CLINTON AVENUE	U.S. 301	US 301 at Clinton Ave	Severe Injury	Rear End	Clear	Day	Dry	NB
82109167	CARS	7/29/2016	2016	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	SB
85411557	CARS	10/14/2016	2016	CLINTON AVENUE	U.S. 301 (STATE ROAD	US 301 at Clinton Ave	Property Damage Only	Left Turn	Clear	Day	Dry	NB
82109009	CARS	1/11/2016	2016	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	EB
82109097	CARS	4/23/2016	2016	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Dark -	Dry	SB
82109428	CARS	7/11/2017	2017	CLINTON AVE	US 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	NB
85432766	CARS	10/24/2017	2017	CLINTON AVENUE	U.S. 301 (STATE ROAD	US 301 at Clinton Ave	Moderate Injury	Rear End	Clear	Day	Dry	NB
85591559	CARS	10/2/2017	2017	U.S. 301	CLINTON AVE	US 301 at Clinton Ave	Moderate Injury	Rear End	Cloudy	Dark - Not	Wet	EB
87127815	CARS	12/30/2017	2017	ALT COUNTY ROAD 52	US HIGHWAY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Dark -	Dry	NB
85549912	CARS	7/31/2017	2017	CLINTON AVENUE	U.S. 301	US 301 at Clinton Ave	Minor Injury	Rear End	Cloudy	Day	Wet	NB
82109367	CARS	4/4/2017	2017	CLINTON AVE	US 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	SB
85449328	CARS	2/1/2017	2017	US HIGHWAY 301	CLINTON AVE	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	EB
85557621	CARS	9/3/2017	2017	CLINTON AVE	US HIGHWAY 301	US 301 at Clinton Ave	Property Damage Only	Angle	Clear	Day	Dry	SB
87108357	CARS	12/8/2017	2017	US HIGHWAY 301 (STATE	CLINTON AVE	US 301 at Clinton Ave	Minor Injury	Left Turn	Clear	Dark -	Dry	EB
82109448	CARS	7/5/2017	2017	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Minor Injury	Right Turn	Clear	Dark -	Dry	SB
85495032	CARS	4/6/2017	2017	U.S. 301	CLINTON AVENUE	US 301 at Clinton Ave	Minor Injury	Rear End	Cloudy	Day	Wet	EB
82109466	CARS	7/26/2017	2017	CLINTON AVE.	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Left Turn	Clear	Day	Dry	EB
82109715	CARS	7/21/2018	2018	CLINTON AVE	US HIGHWAY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	SB
82109675	CARS	5/27/2018	2018	CLINTON AVE	US HWY 301/ CLINTON	US 301 at Clinton Ave	Minor Injury	Rear End	Rain	Day	Wet	SB
87281088	CARS	11/8/2018	2018	ALT COUNTY ROAD 52	US 301 (STATE ROAD	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	NB
82109608	CARS	2/15/2018	2018	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Dusk	Dry	SB
82109738	CARS	10/2/2018	2018	CLINTON AVE	US 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	SB

## Crash Data

HSMV Report												
Number	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
82109606	CARS	1/28/2018	2018	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Moderate Injury	Rear End	Rain	Dusk	Wet	NB
82109615	CARS	1/26/2018	2018	CLINTON AVENUE	US HIGHWAY 301	US 301 at Clinton Ave	Minor Injury	Rear End	Clear	Dark -	Dry	SB
82109665	CARS	8/20/2018	2018	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Clear	Day	Dry	EB
87282917	CARS	11/30/2018	2018	CLINTON AVE	U.S. 301	US 301 at Clinton Ave	Minor Injury	Rear End	Clear	Dark -	Dry	SB
82109678	CARS	7/23/2018	2018	CLINTON AVE	US HWY 301	US 301 at Clinton Ave	Property Damage Only	Rear End	Cloudy	Day	Dry	SB
82109567	CARS	1/3/2018	2018	CLINTON AVE	US 301	US 301 at Clinton Ave	Moderate Injury	Angle	Cloudy	Day	Wet	NB
87111212	CARS	1/5/2018	2018	ALT COUNTY RD 52	US-301 (STATE ROAD	US 301 at Clinton Ave	Property Damage Only	Sideswipe	Clear	Dark -	Dry	NB
83717968	CARS	2/11/2014	2014	CLINTON AVENUE	U.S. 301 (S.R. 35)	US 301 at Clinton Ave	Minor Injury	Other	Clear	Day	Dry	SB
83748349	CARS	2/27/2014	2014	US 301	CR 52 (CLINTON AV)	US 301 at Clinton Ave	Moderate Injury	Other	Clear	Dark -	Dry	WB
84049243	CARS	3/17/2015	2015	US 301	CR 52	US 301 at Clinton Ave	Property Damage Only	Other	Clear	Day	Dry	U
87269539	CARS	9/18/2018	2018	U.S. 301	CLINTON AVE	US 301 at Clinton Ave	Property Damage Only	Other	Clear	Day	Dry	WB
85258581	CARS	2/20/2016	2016	US HWY 98	US HWY 301	US 301 at US 98	Severe Injury	Left Turn	Clear	Dark -	Dry	SB
84515216	CARS	10/10/2014	2014	US-98	US-301	US 301 at US 98	Minor Injury	Left Turn	Clear	Day	Dry	NB
83732815	CARS	1/11/2014	2014	US 98	US 301	US 301 at US 98	Severe Injury	Rear End	Clear	Day	Dry	SB
82022916	CARS	1/15/2014	2014	US 98	US 301	US 301 at US 98	Severe Injury	Sideswipe	Clear	Day	Dry	NB
83767198	CARS	3/13/2014	2014	U.S. 98	U.S. 301	US 301 at US 98	Moderate Injury	Left Turn	Clear	Day	Dry	NB
83753469	CARS	1/28/2014	2014	U.S. 98	U.S. 301	US 301 at US 98	Moderate Injury	Left Turn	Clear	Day	Dry	SB
84510291	CARS	10/17/2014	2014	US 98 (SR 700)	US 301 (SR 35)	US 301 at US 98	Property Damage Only	Left Turn	Clear	Dark -	Dry	EB
83786915	CARS	4/19/2014	2014	U.S. 98	U.S. 301	US 301 at US 98	Property Damage Only	Sideswipe	Cloudy	Day	Dry	NB
84506727	CARS	11/7/2014	2014	US 98 (STATE ROAD 35)	US 301 (STATE ROAD 39)	US 301 at US 98	Property Damage Only	Left Turn	Clear	Dusk	Dry	NB
83741707	CARS	1/6/2014	2014	US 98	US 301	US 301 at US 98	Minor Injury	Left Turn	Cloudy	Day	Dry	NB
84480010	CARS	8/31/2014	2014	US HIGHWAY 98 (STATE	US HIGHWAY 301	US 301 at US 98	Property Damage Only	Left Turn	Clear	Day	Dry	NB
83710339	CARS	1/10/2014	2014	US 98	US 301	US 301 at US 98	Property Damage Only	Left Turn	Clear	Day	Dry	SB
83836464	CARS	7/15/2014	2014	US 98 (STATE ROAD 35)	US-301 (STATE ROAD	US 301 at US 98	Moderate Injury	Rear End	Clear	Day	Dry	SB
84529009	CARS	12/25/2014	2014	US HIGHWAY 98 (STATE	US HIGHWAY 301	US 301 at US 98	Severe Injury	Left Turn	Clear	Day	Dry	NB
84482112	CARS	9/9/2014	2014	US HIGHWAY 98 (STATE	US HIGHWAY 301	US 301 at US 98	Severe Injury	Rear End	Cloudy	Day	Wet	NB
83707060	CARS	1/7/2014	2014	US98	US301	US 301 at US 98	Property Damage Only	Left Turn	Clear	Day	Dry	NB
83769415	CARS	3/10/2014	2014	US98	US301	US 301 at US 98	Moderate Injury	Left Turn	Clear	Day	Dry	SB
83719559	CARS	1/17/2014	2014	US 98	US 301	US 301 at US 98	Property Damage Only	Rear End	Clear	Day	Dry	NB
83767190	CARS	3/7/2014	2014	U.S. 98	U.S. 301	US 301 at US 98	Minor Injury	Rear End	Clear	Dark - Not	Dry	SB
84867368	CARS	3/12/2015	2015	US98	US301	US 301 at US 98	Moderate Injury	Left Turn	Clear	Day	Dry	SB
82108977	CARS	11/17/2015	2015	US 98 BYPASS	US HWY 301	US 301 at US 98	Property Damage Only	Angle	Clear	Dark -	Dry	NB
85196191	CARS	9/19/2015	2015	US HIGHWAY 98 (STATE	US HIGHWAY 301	US 301 at US 98	Minor Injury	Left Turn	Clear	Dark - Not	Dry	SB
85195933	CARS	9/20/2015	2015	U.S. 98 SOUTH	U.S. 301	US 301 at US 98	Severe Injury	Left Turn	Clear	Day	Dry	NB
84905057	CARS	5/11/2015	2015	US 98	US 301	US 301 at US 98	Moderate Injury	Left Turn	Clear	Day	Dry	SB
82108928	CARS	9/28/2015	2015	98 BYPASS	US HWY 301	US 301 at US 98	Minor Injury	Left Turn	Clear	Day	Dry	SB
85192145	CARS	11/26/2015	2015	US-98	US-301 SR-39	US 301 at US 98	Minor Injury	Rear End	Cloudy	Day	Dry	NB
84886105	CARS	4/21/2015	2015	US 98 (STATE ROAD 35)	US 301 (STATE ROAD	US 301 at US 98	Moderate Injury	Left Turn	Cloudy	Dark - Not	Dry	SB
85155316	CARS	9/14/2015	2015	U.S.98	U.S.301	US 301 at US 98	Minor Injury	Rear End	Clear	Day	Dry	NB
85215424	CARS	10/26/2015	2015	U.S. 98 SOUTH	U.S. 301	US 301 at US 98	Minor Injury	Rear End	Clear	Day	Dry	NB
85155354	CARS	11/27/2015	2015	U.S. 98 (S.R. 35)	U.S. 301 (S.R. 39)	US 301 at US 98	Property Damage Only	Rear End	Clear	Day	Dry	WB
84883576	CARS	4/21/2015	2015	US 98 (STATE ROAD 35)	US 301 (STATE ROAD	US 301 at US 98	Property Damage Only	Left Turn	Clear	Dark - Not	Dry	SB
85153666	CARS	8/7/2015	2015	U.S. 98 (SOUTH)	U.S. 301	US 301 at US 98	Property Damage Only	Rear End	Rain	Day	Wet	SB
84570986	CARS	2/22/2015	2015	US 98 (SR 35)	US 301 (SR 39)	US 301 at US 98	Minor Injury	Left Turn	Clear	Day	Dry	SB
85257164	CARS	2/9/2016	2016	US 301 (US 98)	20212 US 301	US 301 at US 98	Severe Injury	Overturn/Rollover	Cloudy	Dark - Not	Dry	NB
85411606	CARS	11/2/2016	2016	U.S. 98	U.S. 301	US 301 at US 98	Property Damage Only	Rear End	Clear	Day	Dry	SB
85418680	CARS	12/17/2016	2016	US-301 (SR-39)	US-98 (SR-35)	US 301 at US 98	Property Damage Only	Rear End	Clear	Day	Dry	WB
85353973	CARS	6/25/2016	2016	US-98	US-301	US 301 at US 98	Minor Injury	Left Turn	Clear	Day	Dry	SB
85423325	CARS	11/22/2016	2016	U.S. 98 (STATE ROAD 35)	U.S. 301 (STATE ROAD	US 301 at US 98	Property Damage Only	Left Turn	Clear	Dark -	Dry	SB
85950767	CARS	1/11/2016	2016	US HIGHWAY 98	US HIGHWAY 301	US 301 at US 98	Property Damage Only	Rear End	Clear	Day	Dry	U
84890375	CARS	2/19/2016	2016	US98	US301	US 301 at US 98	Property Damage Only	Left Turn	Clear	Day	Dry	NB
85325459	CARS	6/4/2016	2016	US 98 (STATE ROAD 35)	US 301 (STATE ROAD	US 301 at US 98	Property Damage Only	Sideswipe	Clear	Day	Dry	SB
85366374	CARS	8/10/2016	2016	U.S. 98 (STATE ROAD 35)	U.S. 301 (STATE ROAD	US 301 at US 98	Property Damage Only	Left Turn	Clear	Dark - Not	Dry	NB
85229317	CARS	1/1/2016	2016	US HWY 98	US HWY 301	US 301 at US 98	Severe Injury	Left Turn	Clear	Dark - Not	Dry	SB

## Crash Data

HSMV Report												
Number	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
85528807	CARS	7/29/2017	2017	U.S. 98	U.S. 301 (S.R. 39)	US 301 at US 98	Severe Injury	Rear End	Cloudy	Day	Dry	NB
85476100	CARS	2/1/2017	2017	US HIGHWAY 98 (STATE	US HIGHWAY 301	US 301 at US 98	Severe Injury	Left Turn	Other Inclement	Dawn	Dry	NB
85552041	CARS	7/11/2017	2017	US-98	SR-39 (US-301)	US 301 at US 98	Minor Injury	Rear End	Rain	Day	Wet	NB
82109337	CARS	3/10/2017	2017	98 BYPASS	US 301	US 301 at US 98	Moderate Injury	Angle	Clear	Day	Dry	NB
85521058	CARS	4/25/2017	2017	U.S. 98 SOUTH	U.S. 301	US 301 at US 98	Severe Injury	Left Turn	Clear	Day	Dry	NB
82109457	CARS	7/4/2017	2017	98 BYPASS	US HIGHWAY 301	US 301 at US 98	Minor Injury	Angle	Clear	Day	Dry	SB
87258437	CARS	7/17/2018	2018	US 98	US-301 (GALL BLVD)	US 301 at US 98	Property Damage Only	Rear End	Cloudy	Day	Wet	NB
87243229	CARS	8/3/2018	2018	US 98 (STATE ROAD 35)	US 301 (STATE ROAD	US 301 at US 98	Moderate Injury	Left Turn	Clear	Day	Dry	SB
87259611	CARS	7/26/2018	2018	US 98 SOUTH	US 301	US 301 at US 98	Moderate Injury	Rear End	Clear	Day	Dry	NB
87170901	CARS	2/24/2018	2018	U.S. 98	U.S. 301	US 301 at US 98	Moderate Injury	Rear End	Clear	Day	Dry	NB
87208935	CARS	5/29/2018	2018	U.S. HWY 98(SR-35)	U.S. HWY 301(SR- 39)	US 301 at US 98	Minor Injury	Right Turn	Rain	Day	Wet	WB
87276631	CARS	9/6/2018	2018	US 98 (STATE ROAD 35)	US 301 (STATE ROAD	US 301 at US 98	Property Damage Only	Hit Fixed Object	Clear	Dark - Not	Dry	WB
87228717	CARS	6/15/2018	2018	U.S. 98	U.S. 301	US 301 at US 98	Property Damage Only	Left Turn	Clear	Day	Dry	NB
88050906	CARS	12/30/2018	2018	US HIGHWAY 98	US HIGHWAY 301	US 301 at US 98	Property Damage Only	Left Turn	Clear	Day	Dry	NB
87195837	CARS	3/28/2018	2018	U.S.98 (STATE ROAD 35)	U.S.301 (STATE ROAD	US 301 at US 98	Severe Injury	Left Turn	Clear	Day	Dry	SB
82109630	CARS	2/9/2018	2018	US HWY 98 BYPASS	US 301	US 301 at US 98	Minor Injury	Sideswipe	Clear	Day	Dry	NB
82109703	CARS	7/30/2018	2018	US 98 BYPASS	US HWY 301	US 301 at US 98	Property Damage Only	Left Turn	Clear	Day	Dry	NB
88053234	CARS	12/22/2018	2018	U.S. 98 SOUTH	U.S. 301	US 301 at US 98	Property Damage Only	Right Turn	Clear	Day	Dry	NB
85418993	CARS	11/14/2016	2016	US 98 (STATE ROAD 35)	US 301 (STATE ROAD	US 301 at US 98	Property Damage Only	Other	Clear	Day	Dry	SB
82022920	CARS	10/5/2016	2016	US 98	US-301	US 301 at US 98	Property Damage Only	Single Vehicle	Clear	Day	Dry	NB
83764027	CARS	4/7/2014	2014	ALT COUNTY ROAD 52	US 301 (STATE ROAD	US 301 from US 98 to Clinton	Property Damage Only	Rear End	Clear	Day	Dry	NB
83759398	CARS	3/4/2014	2014	CR52A(CLINTON AVE)	US301(SR35)	US 301 from US 98 to Clinton	Moderate Injury	Rear End	Cloudy	Day	Dry	NB
83732823	CARS	1/17/2014	2014	CLINTON AVE	US HWY 301	US 301 from US 98 to Clinton	Severe Injury	Rear End	Clear	Day	Dry	NB
83763426	CARS	4/17/2014	2014	ALT COUNTY ROAD 52	US HIGHWAY 301 (US	US 301 from US 98 to Clinton	Moderate Injury	Rear End	Cloudy	Day	Dry	NB
85202658	CARS	10/3/2015	2015	ALTERNATE 52 (CLINTON	US 301	US 301 from US 98 to Clinton	Minor Injury	Rear End	Clear	Day	Dry	NB
85148515	CARS	10/5/2015	2015	US 98	US 301	US 301 from US 98 to Clinton	Moderate Injury	Rear End	Cloudy	Day	Dry	SB
84568081	CARS	1/23/2015	2015	CLINTON AVE.	U.S. 301(S.R. 35)	US 301 from US 98 to Clinton	Property Damage Only	Rear End	Cloudy	Day	Dry	NB
85195956	CARS	10/2/2015	2015	CLINTON AVENUE	U.S. 301	US 301 from US 98 to Clinton	Minor Injury	Rear End	Clear	Day	Dry	NB
85306289	CARS	8/26/2016	2016	CLINTON AVENUE	US HIGHWAY 301	US 301 from US 98 to Clinton	Property Damage Only	Hit Fixed Object	Clear	Day	Dry	NB
85440312	CARS	12/23/2016	2016	ALT CR 52 (CLINTON	US 301 (SR 39)	US 301 from US 98 to Clinton	Severe Injury	Other	Clear	Day	Dry	NB
87170920	CARS	3/6/2018	2018	CLINTON AVE	U.S. 301	US 301 from US 98 to Clinton	Property Damage Only	Rear End	Clear	Day	Dry	NB
87131255	CARS	1/17/2018	2018	U.S. HWY 98(SR-35)	U.S. HWY 301(U.S. HWY	US 301 from US 98 to Clinton	Minor Injury	Sideswipe	Clear	Day	Dry	SB
85440020	CARS	1/11/2017	2017	CLINTON AVENUE	U.S. 301	US 301 from US 98 to Clinton	Property Damage Only	Other	Clear	Day	Dry	SB
88009494	CARS	11/19/2018	2018	ALTERNATE C.R. 52	US HIGHWAY 301	US 301 from US 98 to Clinton	Severe Injury	Other	Clear	Dark - Not	Dry	NB
83768827	CARS	3/18/2014	2014	US HIGHWAY 98	COUNTY ROAD 54	US 98 at CR 54	Property Damage Only	Rear End	Clear	Day	Dry	EB
83786760	CARS	5/27/2014	2014	STATE ROAD 700	STATE ROAD 54	US 98 at CR 54	Moderate Injury	Overturn/Rollover	Clear	Day	Dry	NB
85203752	CARS	12/4/2015	2015	U.S. HIGHWAY 98 (STATE	COUNTY ROAD 54 EAST	US 98 at CR 54	Minor Injury	Rear End	Clear	Dark - Not	Dry	EB
87223899	CARS	5/20/2018	2018	COUNTY ROAD 54	US HIGHWAY 98	US 98 at CR 54	Property Damage Only	Hit Fixed Object	Rain	Dawn	Wet	SB
88751839	CARS	11/7/2018	2018	COUNTY ROAD 54	HIGHWAY 98 NORTH	US 98 at CR 54	Property Damage Only	Hit Fixed Object	Clear	Day	Dry	SB
87123151	CARS	2/16/2018	2018	SR 700 (US HWY 98)	CR 54	US 98 at CR 54	Property Damage Only	Rear End	Cloudy	Day	Dry	EB
84540461	CARS	12/12/2014	2014	U.S. 98 (S.R. 700)	OLD LAKELAND	US 98 at Old Lakeland Hwy	Property Damage Only	Hit Fixed Object	Clear	Day	Dry	SB
83773746	CARS	4/25/2014	2014	US 98 (COUNTY ROAD	ALT CR-35 (OLD	US 98 at Old Lakeland Hwy	Moderate Injury	Left Turn	Clear	Day	Dry	EB
83722400	CARS	2/22/2014	2014	US HIGHWAY 98	COUNTY ROAD 35 ALT	US 98 at Old Lakeland Hwy	Moderate Injury	Left Turn	Cloudy	Day	Dry	EB
83836497	CARS	8/11/2014	2014	CR 35 A	ALT 35 (OLD LAKELAND	US 98 at Old Lakeland Hwy	Property Damage Only	Left Turn	Cloudy	Day	Dry	EB
83768579	CARS	3/5/2014	2014	U.S. 98 SOUTH	OLD LAKELAND HWY	US 98 at Old Lakeland Hwy	Minor Injury	Left Turn	Clear	Day	Dry	SB
85274200	CARS	2/15/2016	2016	US 98	COUNTY ROAD 35 (OLD	US 98 at Old Lakeland Hwy	Property Damage Only	Left Turn	Clear	Day	Dry	EB
85280588	CARS	3/3/2016	2016	US 98 (STATE ROAD 35)	COUNTY ROAD 35 (OLD	US 98 at Old Lakeland Hwy	Severe Injury	Angle	Clear	Day	Dry	EB
87108446	CARS	11/11/2017	2017	U.S. 98	OLD LAKELAND	US 98 at Old Lakeland Hwy	Property Damage Only	Left Turn	Clear	Day	Dry	SB
85461798	CARS	2/14/2017	2017	US 98	COUNTY ROAD 35 (OLD	US 98 at Old Lakeland Hwy	Property Damage Only	Left Turn	Clear	Dark -	Dry	NB
85462873	CARS	2/20/2017	2017	US 98 (STATE ROAD 35)	ALT COUNTY RD 35	US 98 at Old Lakeland Hwy	Property Damage Only	Rear End	Clear	Day	Dry	NB
85551325	CARS	6/27/2017	2017	U.S. 98 (STATE ROAD 35)	COUNTY ROAD 35 (OLD	US 98 at Old Lakeland Hwy	Property Damage Only	Left Turn	Clear	Day	Dry	SB
87108423	CARS	10/28/2017	2017	U.S. 98	OLD LAKELAND	US 98 at Old Lakeland Hwy	Severe Injury	Left Turn	Clear	Day	Dry	EB
85440055	CARS	2/8/2017	2017	U.S. 98	OLD LAKELAND	US 98 at Old Lakeland Hwy	Minor Injury	Left Turn	Clear	Day	Dry	EB
85579557	CARS	9/5/2017	2017	US-98	CR-35A (OLD LAKELAND	US 98 at Old Lakeland Hwy	Minor Injury	Left Turn	Clear	Day	Dry	EB

## Crash Data

HSMV Report Number	Source	Crash Date	Year	Crash Street Location	Cross Street	Assigned Location	Crash Severity	Crash Type	Weather Condition	Lighting Condition	Road Surface Condition	Vehicle 1 Direction
85557616	CARS	9/1/2017	2017	US HIGHWAY 98	OLD LAKELAND	US 98 at Old Lakeland Hwy	Minor Injury	Angle	Rain	Day	Wet	EB
87221054	CARS	6/18/2018	2018	OLD LAKELAND	U.S. 98	US 98 at Old Lakeland Hwy	Property Damage Only	Sideswipe	Clear	Day	Dry	EB
87258426	CARS	7/7/2018	2018	US 98 EXIT/ ENTRANCE	COUNTY ROAD 35 A	US 98 at Old Lakeland Hwy	Severe Injury	Left Turn	Clear	Dark -	Dry	EB
87281056	CARS	8/26/2018	2018	US 98	OLD LAKELAND HWY	US 98 at Old Lakeland Hwy	Property Damage Only	Left Turn	Clear	Day	Dry	EB
87258315	CARS	8/14/2018	2018	US-98	CR-35A(OLD LAKELAND	US 98 at Old Lakeland Hwy	Property Damage Only	Left Turn	Clear	Dawn	Dry	EB
87170898	CARS	2/23/2018	2018	U.S. 98	OLD LAKELAND HWY	US 98 at Old Lakeland Hwy	Moderate Injury	Left Turn	Clear	Day	Dry	EB
87107444	CARS	11/17/2017	2017	U.S. 98	OLD LAKELAND	US 98 at Old Lakeland Hwy	Property Damage Only	Other	Clear	Day	Dry	EB
87272047	CARS	10/6/2018	2018	US HIGHWAY 98	OLD LAKELAND	US 98 at Old Lakeland Hwy	Severe Injury	Other	Clear	Day	Dry	EB
84502245	CARS	9/8/2014	2014	COUNTY ROAD 54	U.S. HIGHWAY 98	US 98 from Old Lakeland Hwy	Minor Injury	Hit Non-Fixed Object	Clear	Dark - Not	Dry	SB
85250700	CARS	12/21/2015	2015	COUNTY ROAD 54	US HIGHWAY 98 (STATE	US 98 from Old Lakeland Hwy	Property Damage Only	Hit Non-Fixed Object	Clear	Dark - Not	Dry	NB
87133206	SignalFour	1/14/2018	2018	COUNTY ROAD 54	U.S. 98	US 98 from Old Lakeland Hwy	Minor Injury	Hit Non-Fixed Object	Clear	Day	Dry	SB
87168966	SignalFour	4/4/2018	2018	COUNTY ROAD 54	US HIGHWAY 98 (STATE	US 98 from Old Lakeland Hwy	Moderate Injury	Single Vehicle	Clear	Dark - Not	Dry	SB
83768627	CARS	4/30/2014	2014	COUNTY ROAD 54	U.S. 98(S.R. 700)	US 98 from Old Lakeland Hwy	Severe Injury	Overturn/Rollover	Cloudy	Day	Wet	NB
83786849	CARS	5/30/2014	2014	STANTON HALL DR	US HWY 98	US 98 from Old Lakeland Hwy	Moderate Injury	Rear End	Clear	Day	Dry	NB
85215099	CARS	11/26/2015	2015	COUNTY ROAD 35 (OLD	US HWY 98 (STATE	US 98 from Old Lakeland Hwy	Property Damage Only	Hit Non-Fixed Object	Clear	Dark - Not	Dry	SB
84524674	CARS	1/3/2015	2015	COUNTY RD 35A (OLD	US HWY 98 (STATE	US 98 at Old Lakeland Hwy	Severe Injury	Left Turn	Clear	Dark -	Dry	NB
85215100	CARS	11/26/2015	2015	COUNTY ROAD 535 (OLD	US HWY 98 (STATE	US 98 from Old Lakeland Hwy	Severe Injury	Sideswipe	Clear	Dark - Not	Dry	NB
84554359	CARS	1/26/2015	2015	JANMAR ROAD	US HWY 98 (STATE	US 98 from Old Lakeland Hwy	Property Damage Only	Right Turn	Rain	Dark - Not	Wet	EB
85152381	CARS	11/22/2015	2015	STANTON RD	U.S. HIGHWAY 98	US 98 from Old Lakeland Hwy	Fatal	Hit Fixed Object	Cloudy	Dark - Not	Wet	NB
84879863	CARS	3/11/2015	2015	JAMMER RD	US HWY 98 ( STATE	US 98 from Old Lakeland Hwy	Severe Injury	Overturn/Rollover	Clear	Dawn	Dry	NB
85202670	CARS	10/16/2015	2015	JAMAR RD	US 98	US 98 from Old Lakeland Hwy	Severe Injury	Rear End	Clear	Day	Dry	NB
83759822	CARS	10/5/2015	2015	STANTON HALL ROAD	U.S.98(STATE ROAD 35)	US 98 from Old Lakeland Hwy	Fatal	Hit Fixed Object	Clear	Day	Dry	SB
85434417	CARS	12/8/2016	2016	JANMAR ROAD	US HIGHWAY 98	US 98 from Old Lakeland Hwy	Moderate Injury	Head On	Clear	Day	Dry	NB
85303556	CARS	4/14/2016	2016	JANMAR RD	U.S. 98	US 98 from Old Lakeland Hwy	Property Damage Only	Rear End	Rain	Day	Wet	WB
83705453	CARS	10/27/2016	2016	COUNTY ROAD 54	US 98 (STATE 35)	US 98 from Old Lakeland Hwy	Moderate Injury	Sideswipe	Clear	Day	Dry	EB
85543156	CARS	6/6/2017	2017	JANMAR ROAD	US 98 (SR 35)	US 98 from Old Lakeland Hwy	Property Damage Only	Angle	Rain	Day	Wet	SB
85495022	CARS	4/1/2017	2017	JANMAR ROAD	U.S. 98	US 98 from Old Lakeland Hwy	Property Damage Only	Hit Fixed Object	Clear	Day	Dry	NB
85501044	CARS	4/23/2017	2017	ALT COUNTY RD 35 (OLD	US-98 (STATE ROAD 35)	US 98 from Old Lakeland Hwy	Property Damage Only	Hit Fixed Object	Clear	Day	Dry	NB
82109624	CARS	3/2/2018	2018	35A	US HIGHWAY 98	US 98 from Old Lakeland Hwy	Moderate Injury	Head On	Clear	Dark - Not	Dry	SB
87236586	CARS	6/22/2018	2018	STANTON HALL DR	U.S.HWY.98	US 98 from Old Lakeland Hwy	Fatal	Head On	Clear	Day	Dry	NB
87169072	CARS	2/8/2018	2018	OLD LAKELAND	U.S. 98	US 98 from Old Lakeland Hwy	Severe Injury	Left Turn	Clear	Day	Dry	NB
87111207	CARS	1/2/2018	2018	JANMAR ROAD	US-98 (STATE ROAD 35)	US 98 from Old Lakeland Hwy	Property Damage Only	Ran Off Road	Clear	Dark - Not	Dry	NB
85528803	SignalFour	7/11/2017	2017	COUNTY ROAD 54	U.S. 98 (S.R. 35)	US 98 from Old Lakeland Hwy	Property Damage Only	Ran Off Road	Rain	Day	Wet	NB
83772268	CARS	4/9/2014	2014	TOWNSEND RD	US HWY 98	US 98 from US 301 to Old	Severe Injury	Single Vehicle	Clear	Day	Dry	SB
83787849	CARS	5/20/2014	2014	ALT STATE ROAD 52	US HIGHWAY 301 (US	US 98 from US 301 to Old	Minor Injury	Rear End	Clear	Day	Dry	SB
83719562	CARS	1/22/2014	2014	SALLY RD	US 98	US 98 from US 301 to Old	Property Damage Only	Rear End	Clear	Day	Dry	EB
85133631	CARS	7/20/2015	2015	HAMP DR	US98	US 98 from US 301 to Old	Severe Injury	Left Turn	Clear	Day	Dry	NB
84566577	CARS	2/14/2015	2015	JIM JORDAN ROAD	US 98 (STATE ROAD 35)	US 98 from US 301 to Old	Property Damage Only	Rear End	Clear	Day	Dry	WB
85268742	CARS	3/12/2016	2016	TUMBLEWEED DRIVE	US HWY 98 (STATE	US 98 from US 301 to Old	Minor Injury	Overturn/Rollover	Clear	Day	Dry	SB
85360333	CARS	7/27/2016	2016	JIM JORDAN ROAD	US HIGHWAY 98 (STATE	US 98 from US 301 to Old	Property Damage Only	Left Turn	Clear	Day	Dry	NB
85411568	CARS	10/16/2016	2016	JANMAR ROAD	U.S. 98 (STATE ROAD	US 98 from US 301 to Old	Moderate Injury	Rear End	Clear	Dark - Not	Dry	EB
85284803	CARS	7/21/2016	2016	CONNERLY RD	US HWY 98 (SR-35)	US 98 from US 301 to Old	Severe Injury	Rear End	Cloudy	Day	Dry	NB
85562488	CARS	8/5/2017	2017	PRAIRIE DRIVE	US 98 (SR 35)	US 98 from US 301 to Old	Property Damage Only	Sideswipe	Clear	Dark - Not	Dry	NB
85571794	CARS	8/16/2017	2017	SALLY ROAD	U.S. 98 (STATE ROAD	US 98 from US 301 to Old	Minor Injury	Hit Fixed Object	Clear	Day	Dry	NB
85431696	CARS	1/4/2017	2017	SALLY ROAD	US-98 (STATE ROAD 35)	US 98 from US 301 to Old	Moderate Injury	Left Turn	Clear	Day	Dry	EB
85481112	CARS	4/10/2017	2017	SALLY ROAD	US HIGHWAY 98 (STATE	US 98 from US 301 to Old	Severe Injury	Overturn/Rollover	Clear	Dark - Not	Dry	NB
87281956	CARS	9/10/2018	2018	WATSON RD	US-98	US 98 from US 301 to Old	Property Damage Only	Rear End	Clear	Day	Dry	NB
87166663	CARS	2/28/2018	2018	PRAIRE DR	US HWY 98 (SR-35)	US 98 from US 301 to Old	Moderate Injury	Overturn/Rollover	Clear	Day	Dry	NB
85128798	CARS	8/9/2015	2015	WILDS RD	US 98	US 98 from US 301 to Old	Severe Injury	Other	Rain	Day	Wet	SB

# Appendix E

SPICE - Stage 1

Draft

**Federal Highway Administration (FHWA)  
Safety Performance for Intersection Control Evaluation Tool**

**Results**

*Summary of crash prediction results for each alternative*

**Project Information**

<b>Project Name:</b>	US 98 PD&E	<b>Intersection Type</b>	At-Grade Intersections
<b>Intersection:</b>	US 98 at CR 54	<b>Opening Year</b>	2025
<b>Agency:</b>	FDOT	<b>Design Year</b>	2045
<b>Project Reference:</b>	FPID 443368-2-22-01	<b>Facility Type</b>	On Rural Multilane Highway
<b>City:</b>	Dade	<b>Number of Legs</b>	3-leg
<b>State:</b>	Florida	<b>1-Way/2-Way</b>	2-way Intersecting 2-way
<b>Date:</b>	5/12/2021	<b># of Major Street Lanes (both directions)</b>	5 or fewer
<b>Analyst:</b>	Sean McNulty	<b>Major Street Approach Speed</b>	55+ mph

**Crash Prediction Summary**

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Rank	AADT Within Prediction Range?	Source of Prediction
Traffic Signal	Total	3.81	6.93	113.50	1	Yes	Uncalibrated SPF
	Fatal & Injury	0.92	2.19	32.42			
Minor Road Stop	Total	2.24	6.76	92.03	2	Yes	Calibrated SPF w/ EB
	Fatal & Injury	0.96	2.74	38.02			
2-lane Roundabout	Total	5.37	12.42	185.67	3	No	Uncalibrated SPF
	Fatal & Injury	1.20	3.20	45.46			

**Federal Highway Administration (FHWA)  
Safety Performance for Intersection Control Evaluation Tool**

**Results**

*Summary of crash prediction results for each alternative*

**Project Information**

<b>Project Name:</b>	US 98 PD&E	<b>Intersection Type</b>	At-Grade Intersections
<b>Intersection:</b>	US 98 at US 98 Access Rd	<b>Opening Year</b>	2025
<b>Agency:</b>	FDOT	<b>Design Year</b>	2045
<b>Project Reference:</b>	FPID 443368-2-22-01	<b>Facility Type</b>	On Urban and Suburban Arterial
<b>City:</b>	Dade	<b>Number of Legs</b>	3-leg
<b>State:</b>	Florida	<b>1-Way/2-Way</b>	2-way Intersecting 2-way
<b>Date:</b>	5/20/2021	<b># of Major Street Lanes (both directions)</b>	5 or fewer
<b>Analyst:</b>	Jiyang Liu	<b>Major Street Approach Speed</b>	55+ mph

**Crash Prediction Summary**

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Rank	AADT Within Prediction Range?	Source of Prediction
Traffic Signal	Total	3.14	4.62	82.14	2	Yes	Uncalibrated SPF
	Fatal & Injury	1.09	1.83	30.88			
Minor Road Stop	Total	1.17	2.30	36.23	1	Yes	Calibrated SPF w/ EB
	Fatal & Injury	0.55	0.92	15.48			
2-lane Roundabout	Total	5.99	12.01	188.27	3	No	Uncalibrated SPF
	Fatal & Injury	1.03	2.36	35.16			



**Federal Highway Administration (FHWA)  
Safety Performance for Intersection Control Evaluation Tool**

**Results**

*Summary of crash prediction results for each alternative*

**Project Information**

<b>Project Name:</b>	US 98 PD&E	<b>Intersection Type</b>	At-Grade Intersections
<b>Intersection:</b>	US 98 at Old US 98 (Build Only)	<b>Opening Year</b>	2025
<b>Agency:</b>	FDOT	<b>Design Year</b>	2045
<b>Project Reference:</b>	FPID 443368-2-22-01	<b>Facility Type</b>	On Urban and Suburban Arterial
<b>City:</b>	Dade	<b>Number of Legs</b>	3-leg
<b>State:</b>	Florida	<b>1-Way/2-Way</b>	2-way Intersecting 2-way
<b>Date:</b>	5/12/2021	<b># of Major Street Lanes (both directions)</b>	5 or fewer
<b>Analyst:</b>	Sean McNulty	<b>Major Street Approach Speed</b>	55+ mph

**Crash Prediction Summary**

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Rank	AADT Within Prediction Range?	Source of Prediction
Traffic Signal	Total	2.59	3.50	64.21	2	Yes	Uncalibrated SPF
	Fatal & Injury	0.91	1.36	23.92			
Minor Road Stop	Total	1.47	2.41	40.73	1	Yes	Calibrated SPF
	Fatal & Injury	0.47	0.67	11.96			
2-lane Roundabout	Total	4.92	8.79	143.62	3	No	Uncalibrated SPF
	Fatal & Injury	0.82	1.63	25.47			

**Federal Highway Administration (FHWA)  
Safety Performance for Intersection Control Evaluation Tool**

**Results**

*Summary of crash prediction results for each alternative*

**Project Information**

<b>Project Name:</b>	US 98 PD&E	<b>Intersection Type</b>	At-Grade Intersections
<b>Intersection:</b>	US 98 at Clinton Ave (Build Only)	<b>Opening Year</b>	2025
<b>Agency:</b>	FDOT	<b>Design Year</b>	2045
<b>Project Reference:</b>	FPID 443368-2-22-01	<b>Facility Type</b>	On Urban and Suburban Arterial
<b>City:</b>	Dade	<b>Number of Legs</b>	3-leg
<b>State:</b>	Florida	<b>1-Way/2-Way</b>	2-way Intersecting 2-way
<b>Date:</b>	5/12/2021	<b># of Major Street Lanes (both directions)</b>	5 or fewer
<b>Analyst:</b>	Sean McNulty	<b>Major Street Approach Speed</b>	55+ mph

**Crash Prediction Summary**

Control Strategy	Crash Type	Opening Year	Design Year	Total Project Life Cycle	Rank	AADT Within Prediction Range?	Source of Prediction
Traffic Signal	Total	3.73	4.79	89.75	2	Yes	Uncalibrated SPF
	Fatal & Injury	1.34	1.90	34.12			
Minor Road Stop	Total	3.45	5.12	90.05	1	Yes	Calibrated SPF
	Fatal & Injury	0.92	1.22	22.54			
2-lane Roundabout	Total	7.91	12.57	214.72	3	No	Uncalibrated SPF
	Fatal & Injury	1.44	2.49	40.98			

# Appendix F

US 98 PD&E Volume Development Memorandum

Draft

# ***Draft Volume Development Report***

**US 98 / SR 35 / SR 700  
From CR 54 to US 301 / SR 39**

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



**Florida Department of Transportation**

**District 7**

Work Program Item Segment No. 443368-2

ETDM Project No. 14374

Pasco County, Florida

October 2021

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

# ***Draft Volume Development Report***

**US 98 / SR 35 / SR 700  
From CR 54 to US 301 / SR 39**

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

Work Program Item Segment No. 443368-2  
ETDM Project No. 14374  
Pasco County, Florida

Prepared for:



Florida Department of Transportation  
District Seven

Prepared by:  
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October 2021

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Appendix B: Count Data

Appendix C: Base Year Model Refinement Technical Memorandum

Appendix D: US 98 PD&E Volumes (WPI Segment No: 436673-1)

Draft

# 1.0 Existing Conditions

## 1.1 Data Collection

### 1.1.1 Traffic Data Collection

Traffic count data was collected for the US 98 Product Development and Environment (PD&E) (WPI Segment No: 443368-2) study area for the development of existing year (2019) traffic volumes. As part of the previously conducted US 98 Alternative Corridor Enhancement (ACE) Study, 72-hour bi-directional (approach and departure volumes at 15-minute increments) machine classification counts, 48-hour bi-directional (approach and departure volumes at 15-minute increments) machine counts, 2-hour AM (from 7:00 AM to 9:00 AM) and PM (from 4:15 PM to 6:15 PM) turning movement counts (TMCs), pedestrian, and bicycle counts were collected in April and May of 2019. This report is conducted in accordance with the FDOT approved methodology found in **Appendix A**.

Additionally, 2-hour AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) TMCs were collected at the US 98 and CR 54 intersection on March 4, 2021. **Figure 1.1** shows the locations of the traffic count data collection. The traffic count data can be found in **Appendix B**.

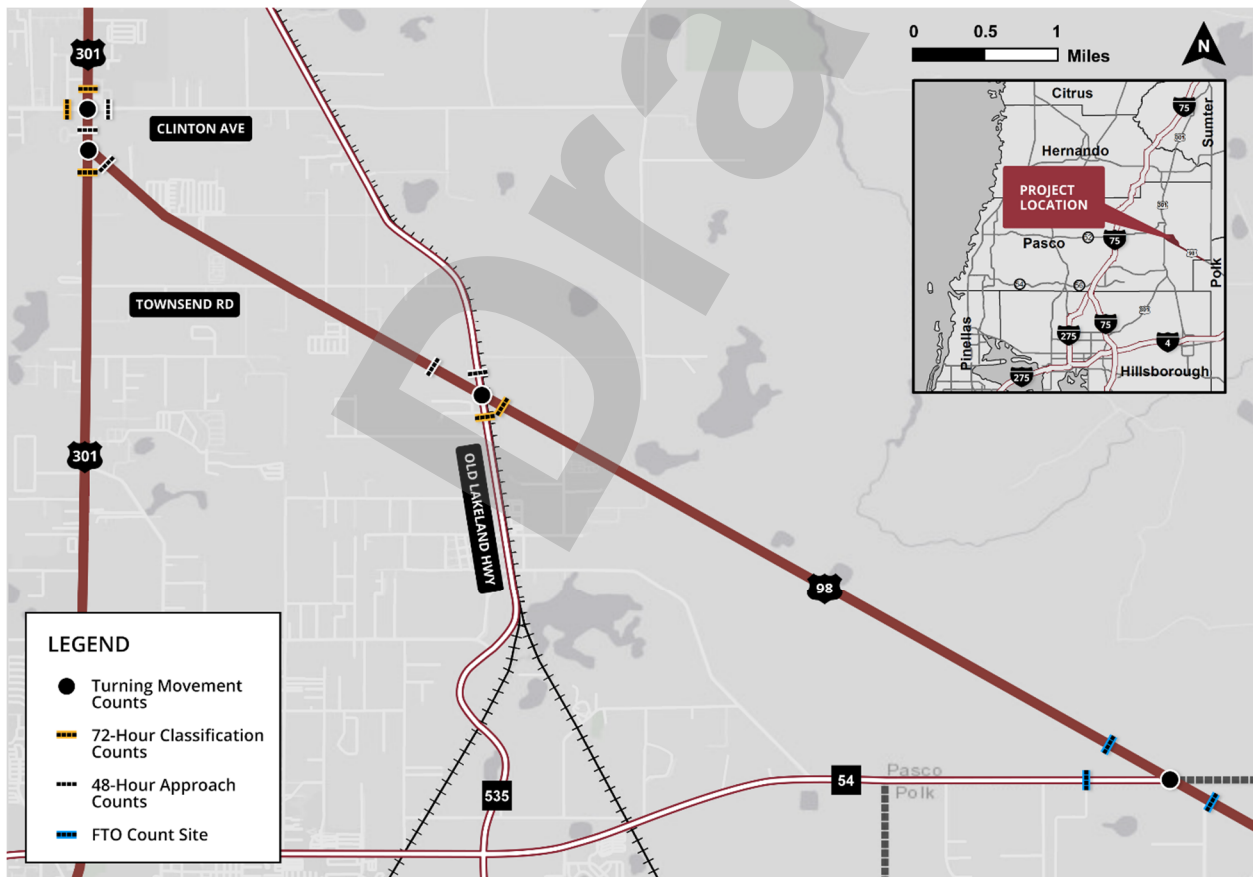


Figure 1.1: Traffic Count Locations

## 1.2 Existing Year (2019) Volume Development

### 1.2.1 Design Traffic Factors

Design traffic factors, including design hour factor (K), directional factor (D), and design hour truck factor (DHT), were determined using traffic data obtained from the FDOT 2020 Florida Traffic Online (FTO) database and field collected counts. DHT is identified by the FDOT Project Traffic Forecasting Handbook (2019) as half of the 24-hour truck percentage ( $T_{24}$ ). Data collection related factors and associated FTO traffic factors can be found in **Table 1.1**. Additionally, a comparison of the 5 years of Directional factors at FTO count locations can be found in **Table 1.2**.

**Table 1.1: Field Collected Traffic Factors**

Segment	Field Data Traffic Factors (2019)				Site	Florida Traffic Online (2019)			
	AADT	D	$T_{24}$	DHT		AADT	D	$T_{24}$	DHT
<i>US 98</i>									
East of CR 54	-	-	-	-	161003	9,400	56.0%	13.5%	7.0%
West of CR 54	-	-	-	-	140055	5,500	56.2%	23.5%	12.0%
East of Old Lakeland Highway	5,900	51.5%	23.9%	12.0%	-	-	-	-	-
West of Old Lakeland Highway	4,500	55.5%	-	-	-	-	-	-	-
East of US 301	6,200	58.1%	-	-	140054	6,100	56.2%	15.2%	8.0%
<i>US 301</i>									
South of US 98	21,900	57.1%	7.1%	4.0%	140053	23,500	56.2%	6.3%	4.0%
US 98 to Clinton Avenue	23,700	54.3%	-	-	140052	28,000	56.2%	6.4%	4.0%
North of Clinton Avenue	23,900	52.9%	5.9%	3.0%	-	-	-	-	-
<i>Clinton Avenue</i>									
West of US 301	15,500	60.7%	8.1%	5.0%	146038	15,700	56.2%	7.2%	4.0%
East of US 301	2,200	69.3%	-	-	149103	2,200	56.2%	5.1%	3.0%
<i>Old Lakeland Highway</i>									
South of US 98	7,200	52.5%	22.7%	12.0%	-	-	-	-	-
North of US 98	8,500	50.8%	-	-	-	-	-	-	-
<i>CR 54</i>									
West of US 98	-	-	-	-	149080	4,400	56.2%	5.1%	3.0%

Table 1.2: Florida Traffic Online 5-Year D-Factor Data

Location	Site	Florida Traffic Online (2015 to 2019)					Average
		2015	2016	2017	2018	2019	
<i>US 98</i>							
East of CR 54	161003	55.7%	53.3%	54.5%	54.5%	56.0%	54.8%
West of CR 54	140055	57.9%	57.9%	57.3%	57.1%	56.2%	57.3%
East of Old Lakeland Highway	140054	57.9%	57.9%	57.3%	57.1%	56.2%	57.3%
<i>US 301</i>							
South of US 98	140053	57.9%	57.9%	57.3%	57.1%	56.2%	57.3%
Between US 98 and Clinton Avenue	140052	57.9%	57.9%	57.3%	57.1%	56.2%	57.3%
<i>Clinton Avenue</i>							
West of US 301	146038	0.0%	0.0%	0.0%	57.1%	56.2%	56.7%
East of US 301	149103	57.9%	57.9%	57.3%	57.1%	56.2%	57.3%
<i>Old Lakeland Highway</i>							
West of US 98	149080	57.9%	57.9%	57.3%	57.1%	56.2%	57.3%

Recommended design traffic factors include the use of standard K of 0.9, D-Factors based on the observed ranges from field data, and DHT factors for each link are provided in **Table 1.3** and **Table 1.4**, respectively. These factors will be used to yield future traffic demand on the proposed network. The AM and PM global peak hours were determined through observation of the collected field data and occur from 7:30 AM to 8:30 AM and 4:45 PM to 5:45 PM, respectively.

Table 1.3: Design Traffic Factors

Factor	
Design Hour Factor (K-Factor)	0.09
Directional Factor (D-Factor)	51.5% to 69.3%

Table 1.4: Design Hour Truck Factors

Segment	T <sub>24</sub>	DHT
<i>US 98</i>		
East of CR 54	13.5%	7.0%
West of CR 54	23.5%	12.0%
East of Old Lakeland Highway	23.9%	12.0%
West of Old Lakeland Highway	15.2%	8.0%
East of US 301	15.2%	8.0%
<i>US 301</i>		
South of US 98	7.1%	4.0%
Between US 98 and Clinton Avenue	5.9%	3.0%
North of Clinton Avenue	6.4%	3.0%
<i>Clinton Avenue</i>		
West of US 301	8.1%	4.0%
East of US 301	5.1%	3.0%
<i>Old Lakeland Highway</i>		
South of US 98	22.7%	11.0%
North of US 98	20.8%	10.0%
<i>CR 54</i>		
West of US 98	5.1%	3.0%

### 1.2.2 Existing Year (2019) Demand Volume Calculations

The existing year (2019) Annual Average Daily Traffic (AADT) volumes were developed through an iterative process, beginning with using the 48-hour and 72-hour machine counts and calculating their daily average to develop the Average Daily Traffic (ADT) throughout the corridor. To normalize the ADT to AADT, two adjustment factors, axle correction factors (ACF) and seasonal factors (SF), were applied to ADT to yield initial existing year (2019) AADTs.

FDOT 2020 FTO database counts were used to supplement the collected field data and a point of comparison to provide a reasonability check to the field data collection effort. AADTs were reviewed throughout the study area to ensure demand throughout the network did not represent any unreasonable imbalance. Traffic patterns within the study area consisted largely of pass-through trips during AM and PM peak hours, which do not traditionally yield a returning trip due to the study area's rural nature and high truck percentage. Future travel patterns are expected to shift to a more suburban condition where trips are expected to reciprocate between the AM and PM peak hours more uniformly. Due to travel patterns exhibited by the future suburban condition, all design level volumes will be developed to reciprocate movement level demand between the AM and PM peak hours. The existing year (2019) AADTs yielded by this additional review will serve as the basis for the development of AM and PM Direction Design Hour Volume (DDHV) and turning movement volumes.

The existing year (2019) AADT volumes were then multiplied by K and D to obtain existing year (2019) AM and PM DDHVs. The resultant DDHVs from this method were smoothed to ensure reasonable network assignment and then compared to field collected data. The DDHVs were adjusted to account for situations where resultant volumes were lower than the measured count data.

DDHVs were distributed by field measured turning movement percentages and then checked for reasonableness. Smoothing ensured reciprocation of the highest volume movement between the AM and PM peak hours. These existing year (2019) DDHVs will be used as the basis for future volume development.

**Figure 1.2, Figure 1.3, and Figure 1.4** show the existing year (2019) AADT, field turning movement counts, and DDHVs for both the AM and PM peak hours, respectively. Turning movement counts at US 98 at the US 98 Access Road were not collected and were estimated using 2019 Project Traffic Forecasting Handbook approved iterative proportional fitting methods.

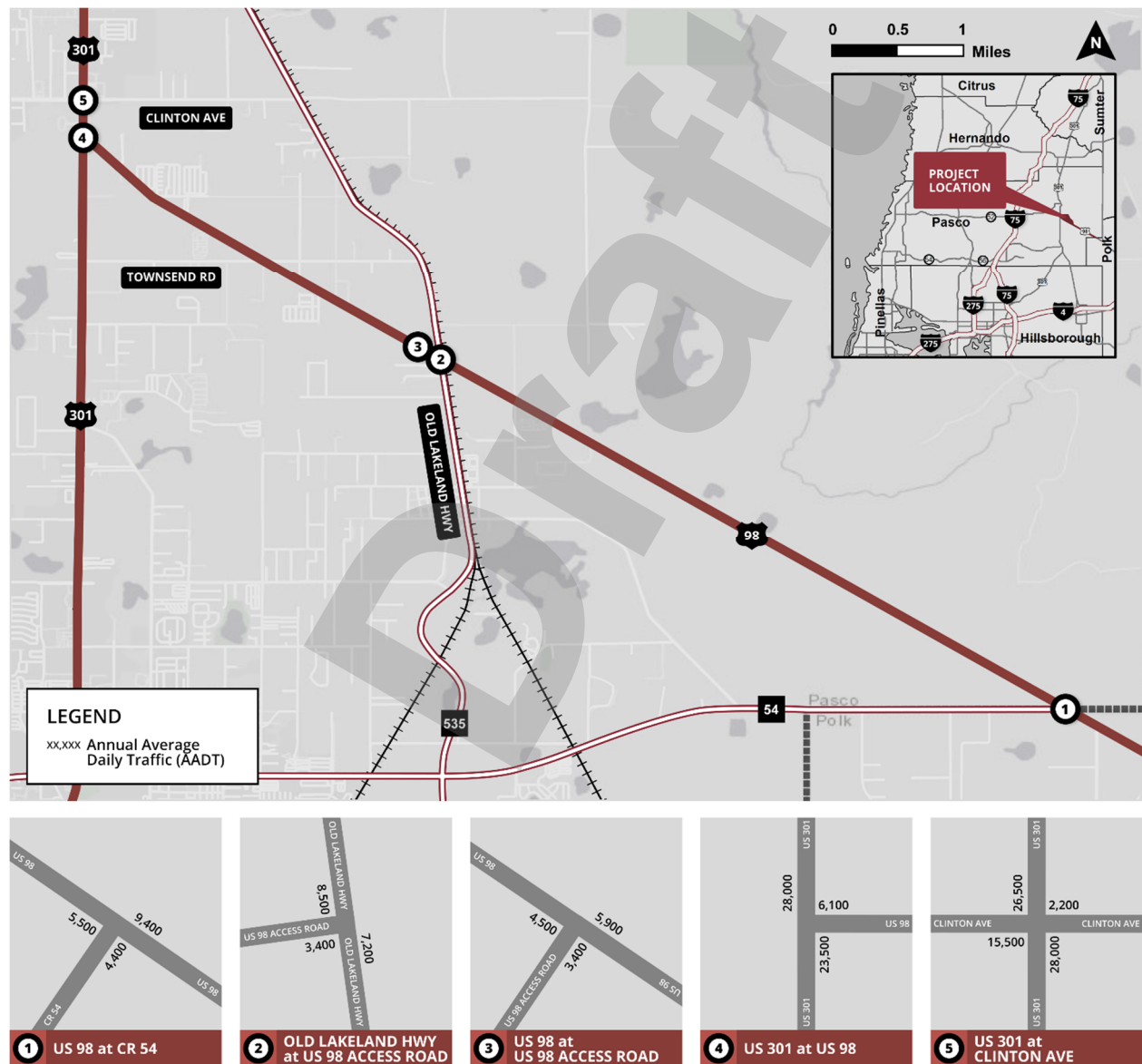


Figure 1.2: Existing Year (2019) AADTs

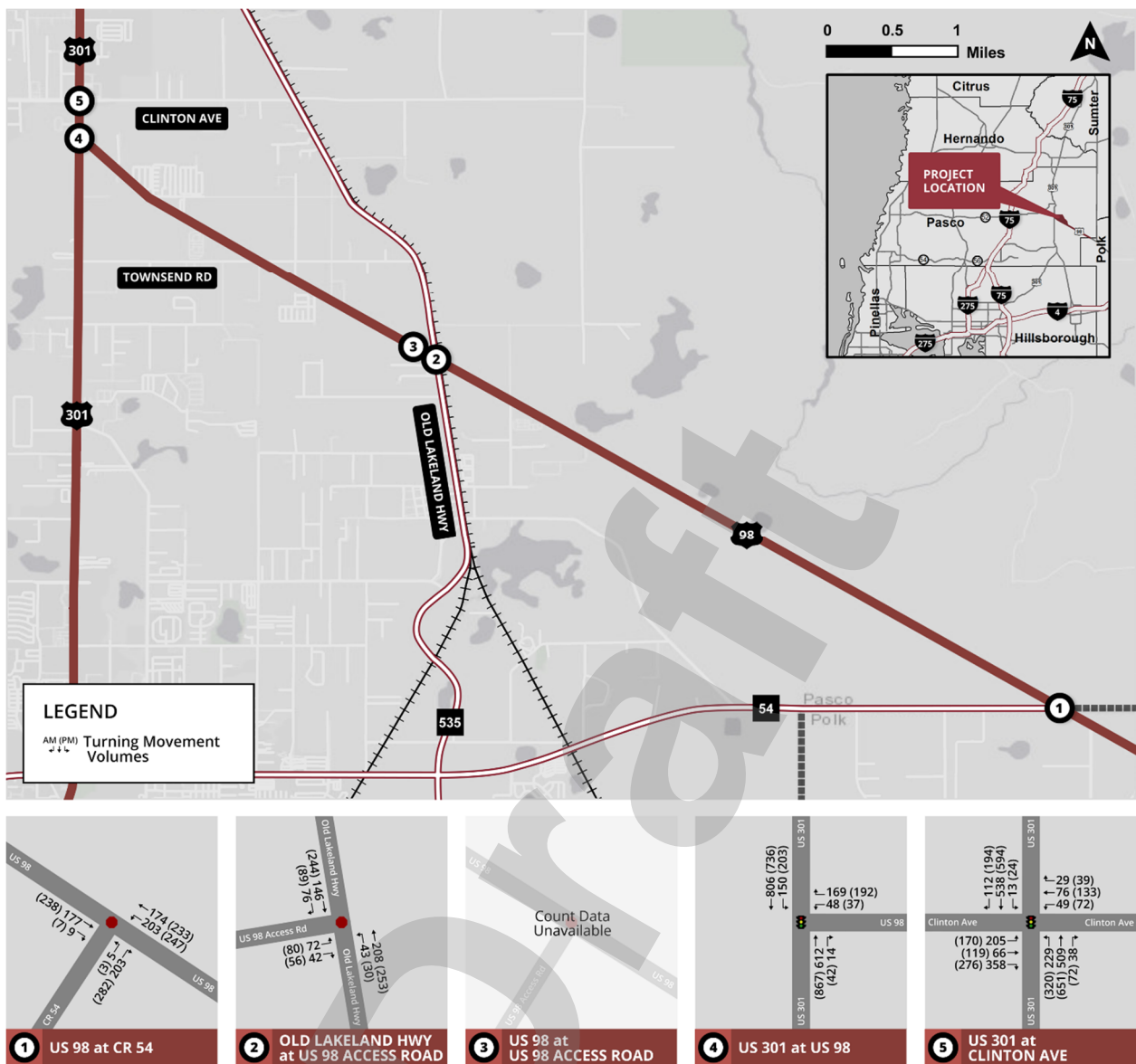


Figure 1.3: Existing Year (2019) Turning Movement Counts

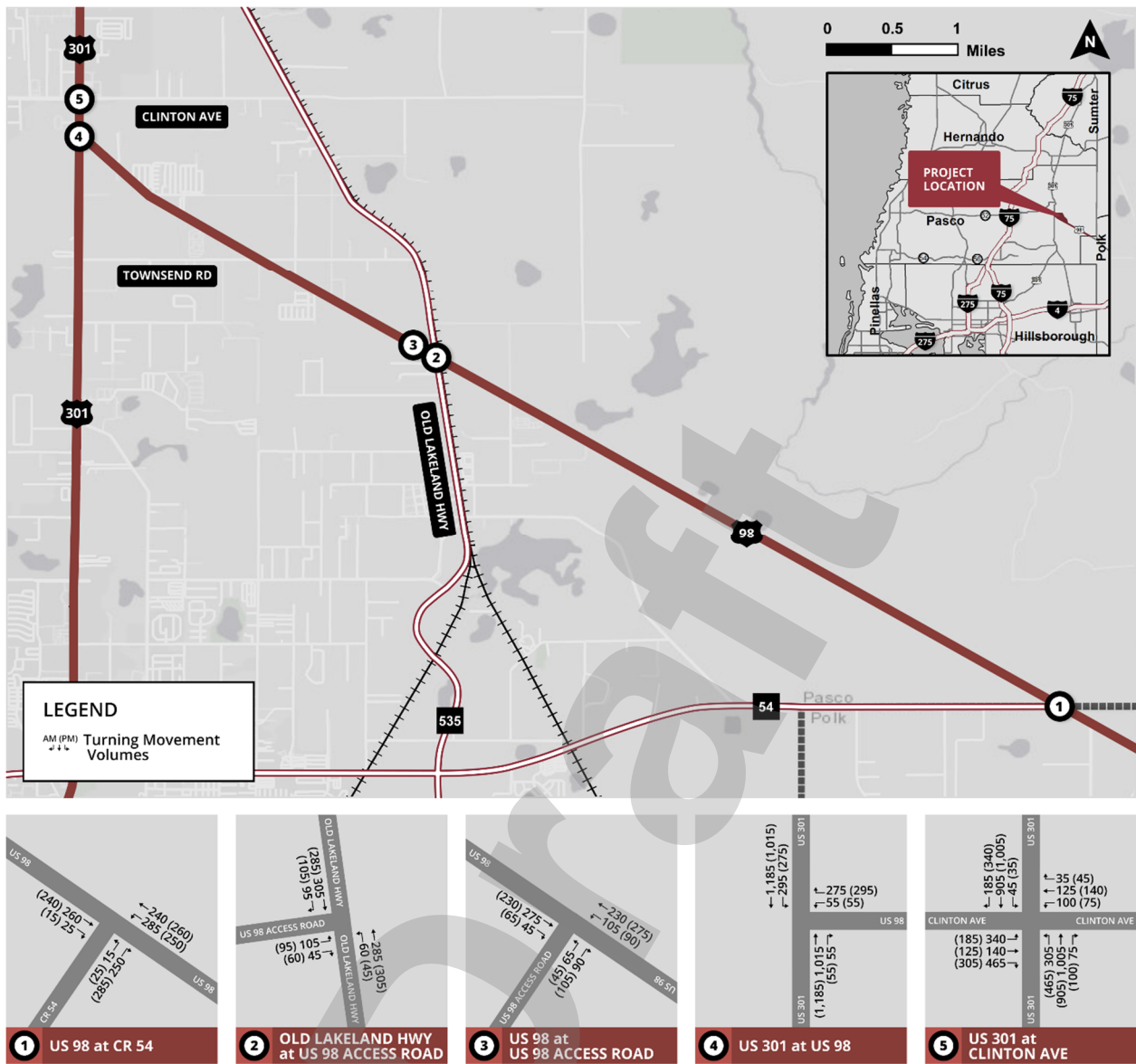


Figure 1.4: Existing Year (2019) Turning Movement Design Volumes



# 2.0 Future Travel Demand

## 2.1 Trend Analysis

### 2.1.1 BEBR Growth Trends

Data was gathered for the Bureau of Economic and Business Research's (BEBR) Projections of Florida Population by County, 2019-2045 and is summarized in **Table 2.1**. BEBR population forecasts provide a useful metric in measuring growth trends within counties by providing low, medium, and high forecast rates. With a design year of 2045, and the anticipated development within the study area, BEBR data indicates that low to high population growth should range from 0.6 percent to 2.2 percent per year.

**Table 2.1: Pasco County BEBR Population Forecasts 2019 to 2045**

2019 527,122	2025		2030		2035		2040		2045	
	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth	Pop	Growth
Low	545,800	0.6%	569,400	0.7%	585,600	0.7%	597,100	0.6%	605,200	0.6%
Medium	586,100	1.9%	626,800	1.7%	659,200	1.6%	686,700	1.4%	711,000	1.3%
High	623,100	3.0%	685,200	2.7%	738,300	2.5%	787,600	2.4%	833,900	2.2%

### 2.1.2 Historical Count Trends

Historical count data was obtained from the FDOT FTO count stations located within or near the study area and growth rates were plotted for the most recent five years of available data and can be found in **Table 2.2**. The coefficient of determination ( $R^2$ ) for the five-year range of data is provided to indicate the statistical fit of the observed growth trend to the available sample. The average weighted annual historical growth rate for the study area is 1.9 percent, which is in line with the BEBR 'Medium' to 'High' population forecasts and consistent with expected growth in the study area.

**Table 2.2: Historical FTO Growth Trends**

Count ID	Location	2015	2016	2017	2018	2019	Linear Growth	$R^2$
<i>US 98</i>								
161003	East of CR 54	7,900	8,300	8,900	10,200	9,400	4.9%	0.73
140055	West of CR 54	4,500	4,500	4,700	5,300	5,500	5.1%	0.89
140054	East of US 301	5,500	5,200	5,400	5,900	6,100	3.2%	0.66
<i>US 301</i>								
140053	South of US 98	23,000	23,000	24,000	22,500	23,500	0.2%	0.02
140052	Between US 98 and Clinton Avenue	28,500	30,500	32,500	33,000	28,000	0.5%	0.01
<i>Clinton Avenue</i>								
146038	West of US 301	-	-	-	15,300	15,700	2.5%	1.00
149103	East of US 301	1,800	1,900	2,000	2,100	2,200	4.5%	1.00
<i>CR 54</i>								
149080	West of US 98	3,800	4,000	4,200	4,300	4,400	3.4%	0.97

## 2.2 Tampa Bay Regional Planning Model (TBRPM) Trend Analysis

The travel demand modeling efforts for this analysis will build off the FDOT's efforts on the State Road 56 ACE (WPI Segment No: 443367-1) and is based off the Tampa Bay Regional Planning Model (TBRPM), Version 9.1 with a calibrated base year of 2015 and horizon year of 2045. This section will document how the calibrated TBRPM forecasts were used to develop design year (2045) forecasts, with an emphasis on consistency between this study and the adjacent FDOT District 1 US 98 PD&E study (WPI Segment No: 436673-1). The model calibration report developed for use in this study and associated demand volumes from the adjacent FDOT District 1 US 98 PD&E Study can be found in **Appendix C** and **Appendix D**, respectively.

### 2.2.1 TBRPM Volume Growth

Based upon the model enhancements made to the base year (2015) (see **Appendix C**) during model calibration efforts, the horizon year (2045) cost-feasible model scenario was updated with these same calibration enhancements and reviewed for consistency with the Pasco County Metropolitan Planning Organization (MPO) 2045 Long Range Transportation Plan (LRTP). Changes between the base year (2015) and horizon year (2045) include the widening of US 98 to four lanes within the project limits to determine horizon year (2045) unrestricted demand.

The resulting horizon year (2045) model volume output was converted from Peak Season Weekday Average Daily Traffic (PSWADT) to design year (2045) AADTs using a Model Output Conversion Factor (MOCF) of 0.96, as indicated by FDOT FTO for Pasco County. The resulting design year (2045) AADTs were reviewed for reasonableness and forecasting consistency. Adjustments to the forecasts were made utilizing the difference and ratio method procedures from the 2019 FDOT Project Traffic Forecasting Handbook. Adjusted design year (2045) AADTs comparisons to existing year (2019) AADTs and their annual growth rate (AGR) can be found in **Table 2.3**. Adjustments were then made to the design year (2045) AADTs to ensure consistency with the Build Scenario under the FDOT District 1 US 98 PD&E Study (WPI Segment No: 436673-1). The final design year (2045) AADTs after this adjustment can be found in **Table 2.4**.

Table 2.3: TBRPM 9.1 NCHRP 765 Adjustments

Segment	Existing		TBRPM 9.1 Output		Difference Method			Ratio Method		Forecast (2045)		
	2019 AADT	2015 AADT	2045 AADT	AGR	2019 AADT	Difference	2045 AADT	Ratio	2045 AADT	2045 AADT	AGR	
<i>US 98</i>												
East of CR 54	9,400	7,700	18,900	4.8%	9,200	9,700	19,100	2.05	19,300	19,200	4.0%	
West of CR 54	5,500	5,000	9,600	3.1%	5,600	4,000	9,500	1.71	9,400	9,500	2.8%	
East of Old Lakeland Highway	5,900	5,000	9,600	3.1%	5,600	4,000	9,900	1.71	10,100	10,000	2.7%	
West of Old Lakeland Highway	4,500	4,800	7,500	1.9%	5,200	2,300	6,800	1.44	6,500	6,700	1.9%	
East of US 301	6,100	4,800	7,500	1.9%	5,200	2,300	8,400	1.44	8,800	8,600	1.6%	
<i>US 301</i>												
South of US 98	23,500	25,900	33,200	0.9%	26,900	6,300	29,800	1.23	29,000	29,400	1.0%	
Between US 98 and Clinton Avenue	28,000	25,900	33,200	0.9%	26,900	6,300	34,300	1.23	34,600	34,500	0.9%	
North of Clinton Avenue	26,500	26,000	32,700	0.9%	26,900	5,800	32,300	1.22	32,200	32,300	0.8%	
<i>Clinton Avenue</i>												
West of US 301	15,500	10,700	20,400	3.0%	12,000	8,400	23,900	1.70	26,400	25,200	2.4%	
East of US 301	2,200	1,100	2,400	3.9%	1,300	1,100	3,300	1.85	4,100	3,700	2.6%	
<i>US 98 Access Road</i>												
South of US 98	3,400	-	-	-	-	-	-	-	-	6,300	3.3%	
<i>Old Lakeland Highway</i>												
South of US 98	7,200	4,500	6,000	1.1%	4,700	1,300	8,500	1.28	9,200	8,900	0.9%	
North of US 98	8,500	4,500	6,000	1.1%	4,700	1,300	9,800	1.28	10,900	10,400	0.9%	
<i>CR 54</i>												
West of US 98	4400	3400	9800	6.3%	4,300	5,500	9,900	2.28	10,000	10,000	4.9%	

Note:

TBRPM 2019 AADTs are calculated using linear interpolation between the TBRPM Base Year (2015) and Horizon Year (2045) TBRPM outputs.

Difference 2045 AADTs are yielded by applying the difference between the 2019 and 2045 TBRPM AADTs to the Existing Year (2019) AADTs.

Ratio 2045 AADTs are yielded by applying the ratio between the 2019 and 2045 TBRPM AADTs to the Existing Year (2019) AADTs.

Forecast (2045) AADTs are an average between the Delta and Ratio yielded 2045 AADTs as described in the 2019 Project Traffic Forecasting Manual.

Table 2.4: Design Year (2045) AADT Forecasting

Segment	Existing Year (2019) AADT	Forecast (2045)		D1 Consistency Adjustment	Design Year (2045)	
		AADT	AGR		AADT	AGR
<i>US 98</i>						
East of CR 54	9,400	19,200	4.0%	9,300	28,500	7.8%
West of CR 54	5,500	9,500	2.8%	7,400	16,900	8.0%
East of Old Lakeland Highway	5,900	10,000	2.7%	7,600	17,600	7.6%
West of Old Lakeland Highway	4,500	6,700	1.9%	7,200	13,900	8.0%
East of US 301	6,100	8,600	1.6%	5,900	14,500	5.3%
<i>US 301</i>						
South of Old US 98	23,500	29,400	1.0%	600	30,000	1.1%
North of Old US 98	28,000	34,500	0.9%	6,200	40,700	1.7%
South of Clinton Avenue	28,000	34,500	0.9%	7,000	41,500	1.9%
North of Clinton Avenue	26,500	32,300	0.8%	1,600	33,900	1.1%
<i>Clinton Avenue</i>						
West of US 301	15,500	25,200	2.4%	4,300	29,500	3.5%
East of US 301	2,200	3,700	2.6%	3,700	7,400	9.1%
<i>US 98 Access Road</i>						
South of US 98	3,400	6,300	3.3%	0	6,300	3.3%
<i>Old Lakeland Highway</i>						
South of US 98	7,200	8,900	0.2%	100	9,000	0.2%
North of US 98	8,500	10,400	1.7%	2,200	12,600	2.9%
<i>CR 54</i>						
West of US 98	4,400	10,000	4.9%	2,500	12,500	7.1%

Note:

Split of the AADT adjustment along CR 54 and US 98 is consistent with the FDOT District 1 US 98 PD&E Study (WPI Segment No: 436673-1).

## 2.3 Development of Future Demand

The design year (2045) DDHVs were calculated by applying K and D to the design year (2045) AADTs. The resulting DDHVs were distributed throughout the existing study area network by turning movement percentages observed in the existing year (2019) turning movements. The resulting DDHVs were examined and smoothed to ensure growth, reciprocation for every movement, and establish the No-Build scenario design year (2045) AADTs and turning movement volumes which can be found in **Figure 2.1** and **Figure 2.2**, respectively.

While the Build scenario does include substantial network adjustment, it does not prohibit any movements from being present under the No-Build scenario. As such, to develop Build scenario design year (2045) turning movement volumes, No-Build demand was logically reassigned throughout the network. The Build scenario design year (2045) AADTs and turning movements that result from this process can be found in **Figure 2.3** and **Figure 2.4**, respectively.

The design year (2045) demand volumes are always higher than the existing year (2019), therefore opening year (2025) AADTs and DDHVs for the No-Build and Build scenarios were developed using linear interpolation based on demand volumes and can be found in **Figure 2.5**, **Figure 2.6**, **Figure 2.7**, and **Figure 2.8**, respectively.

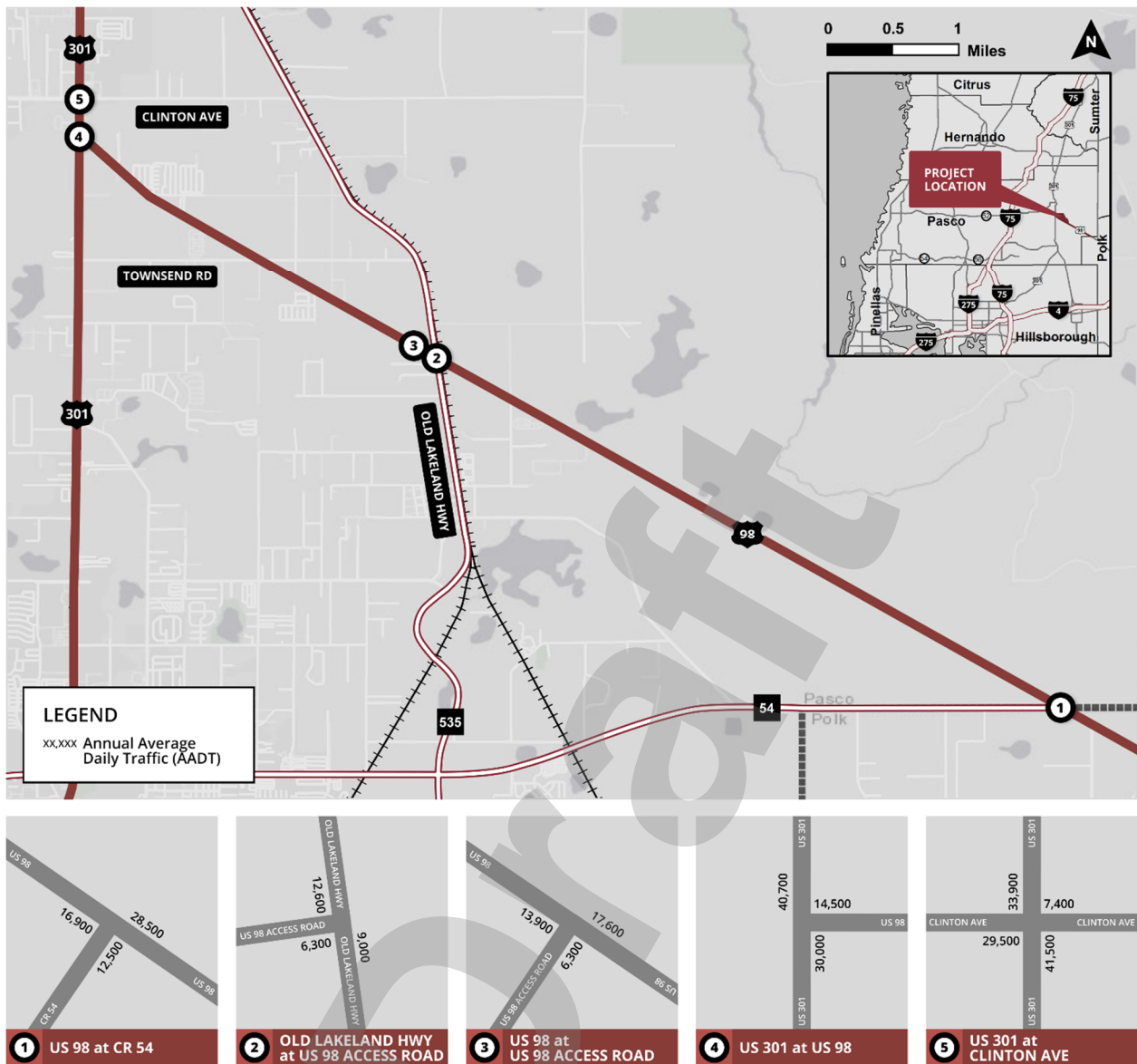


Figure 2.1: Design Year (2045) No-Build AADTs

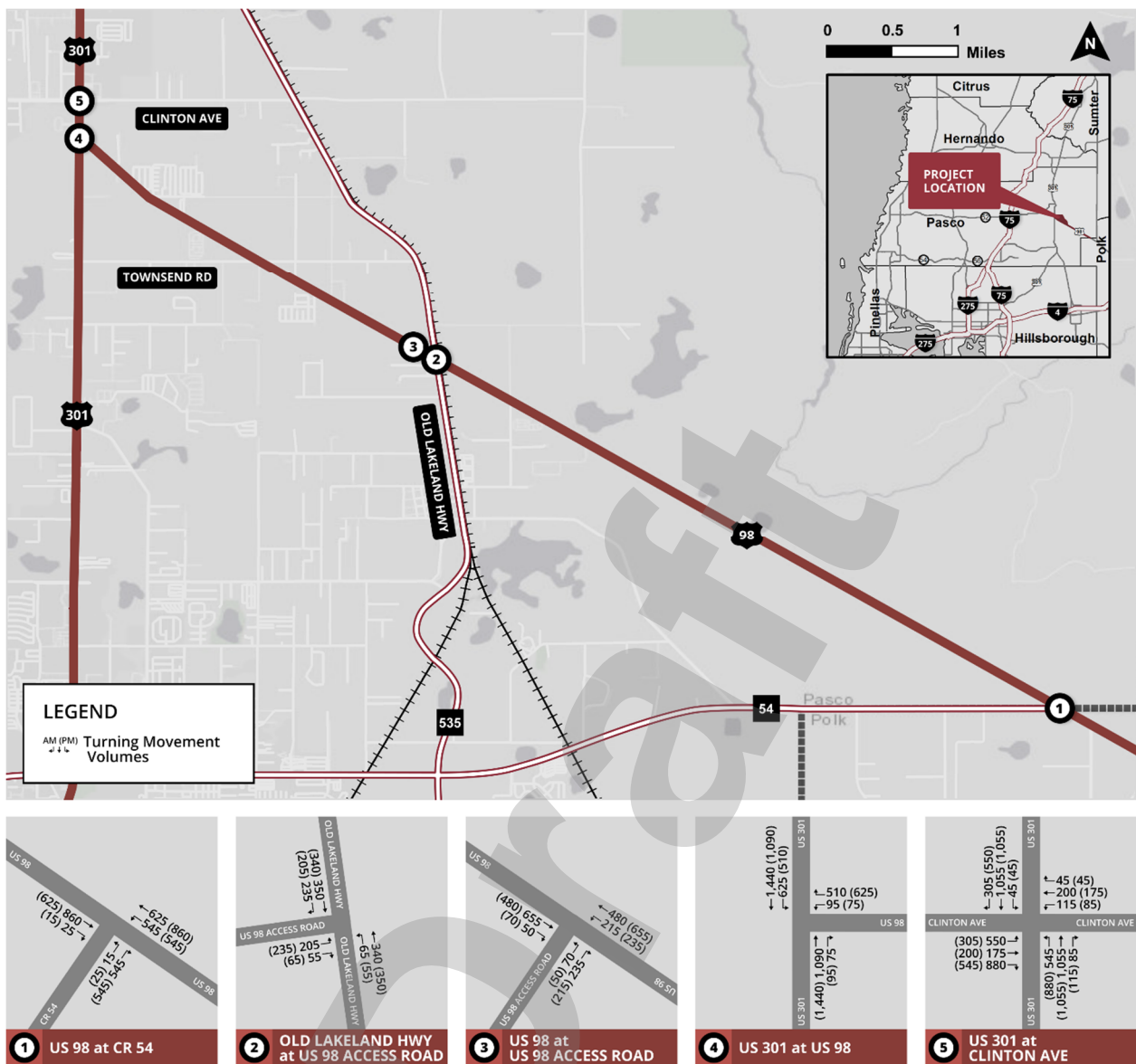


Figure 2.2: Design Year (2045) No-Build Turning Movement Volumes



Figure 2.3: Design Year (2045) Build AADTs



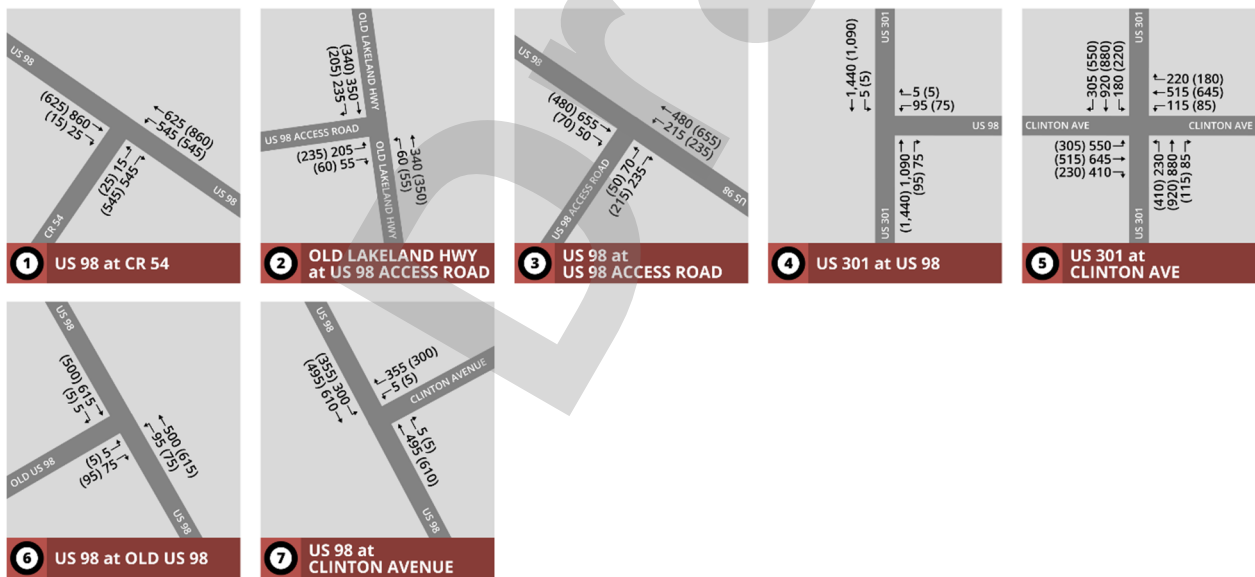
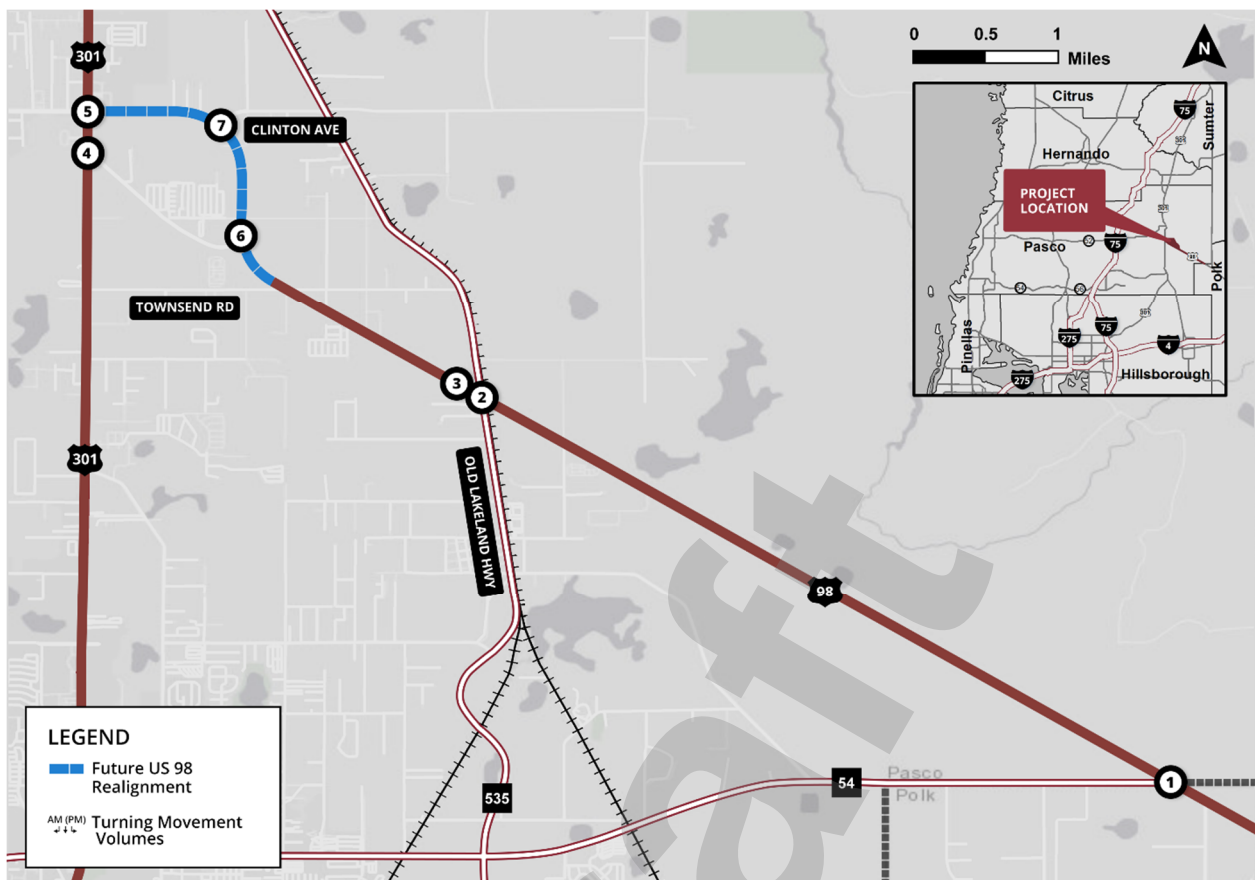


Figure 2.4: Design Year (2045) Build Turning Movement Volumes



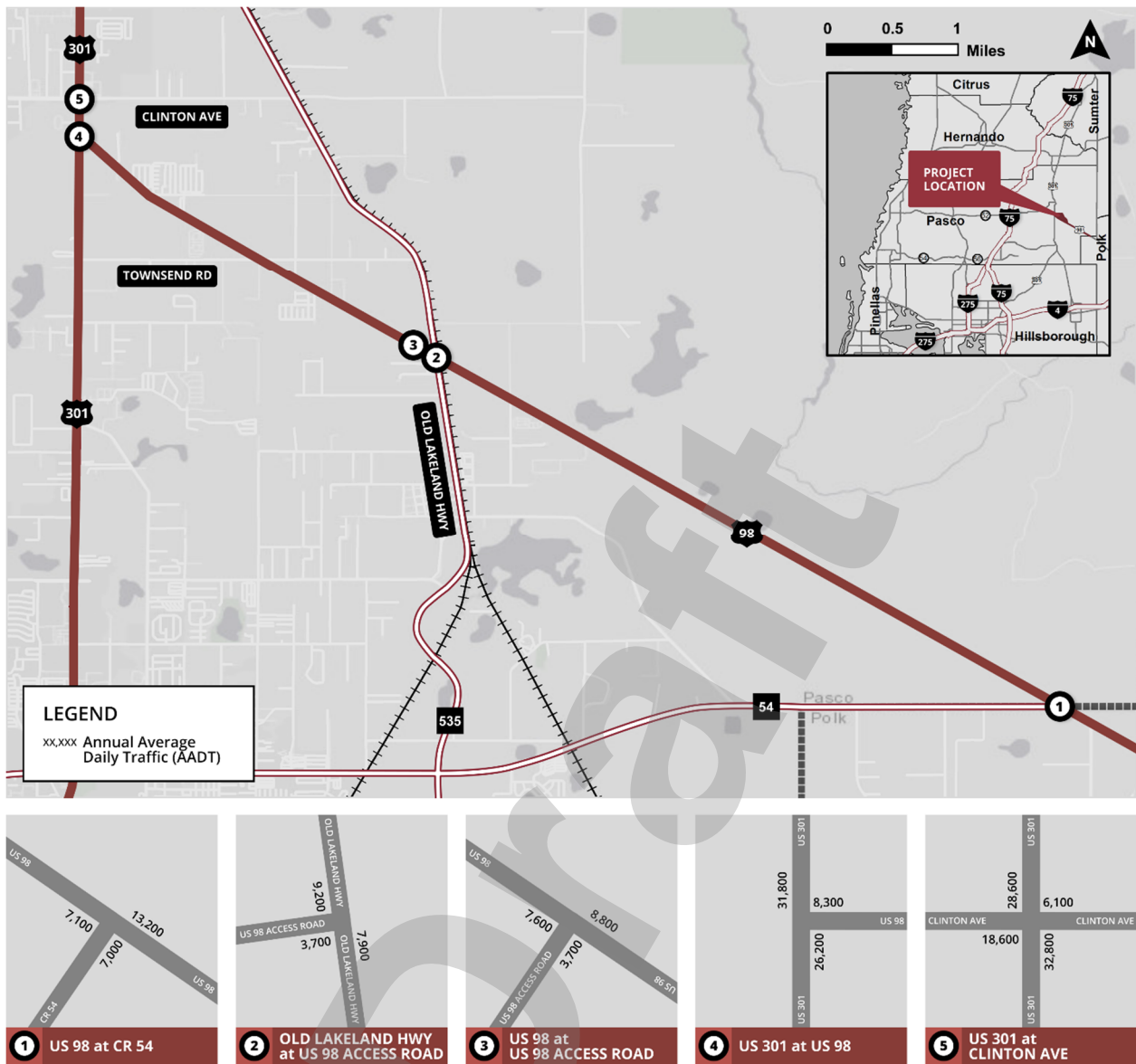


Figure 2.5: Opening Year (2025) No-Build AADTs

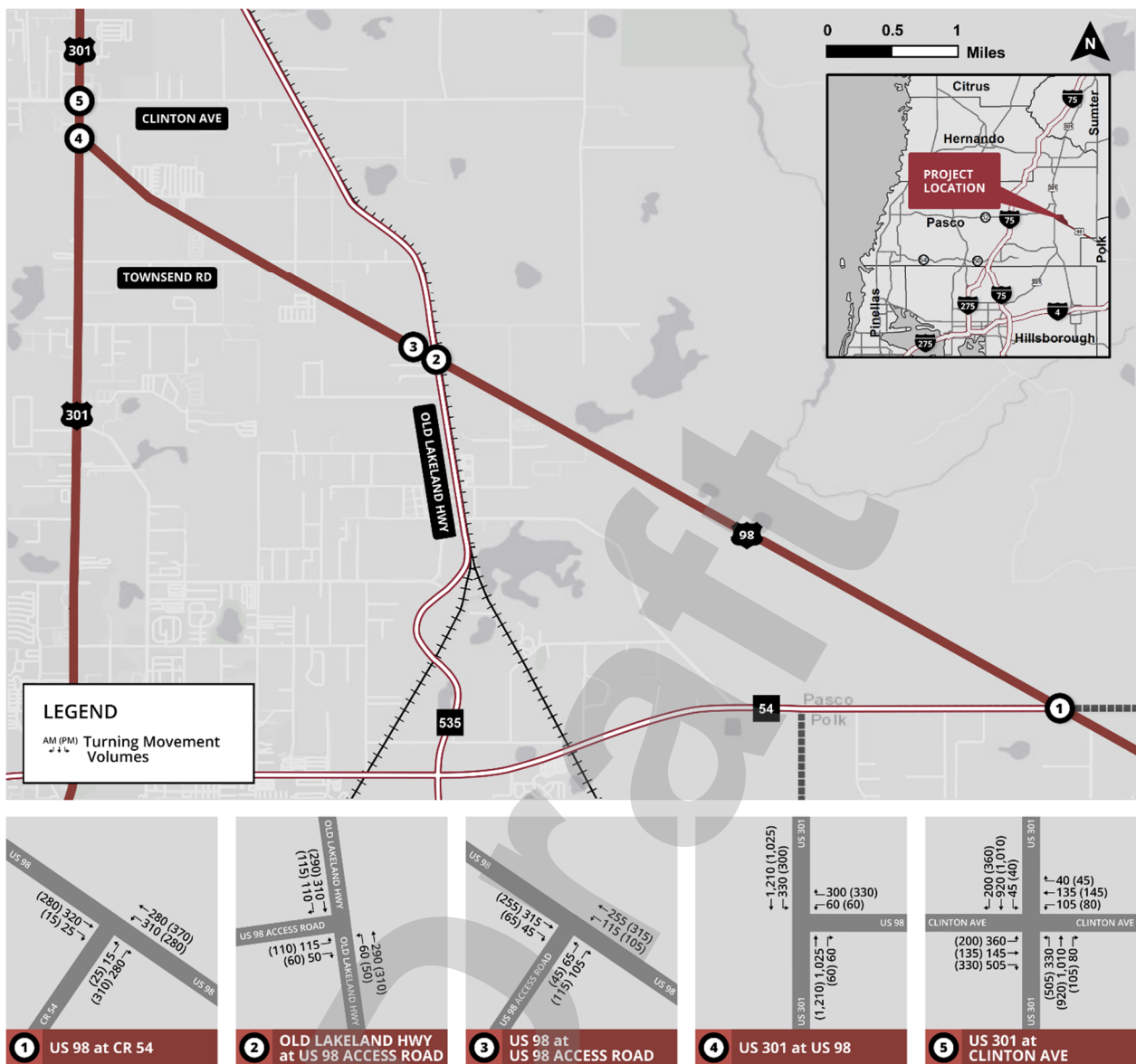


Figure 2.6: Opening Year (2025) No-Build Turning Movement Volumes

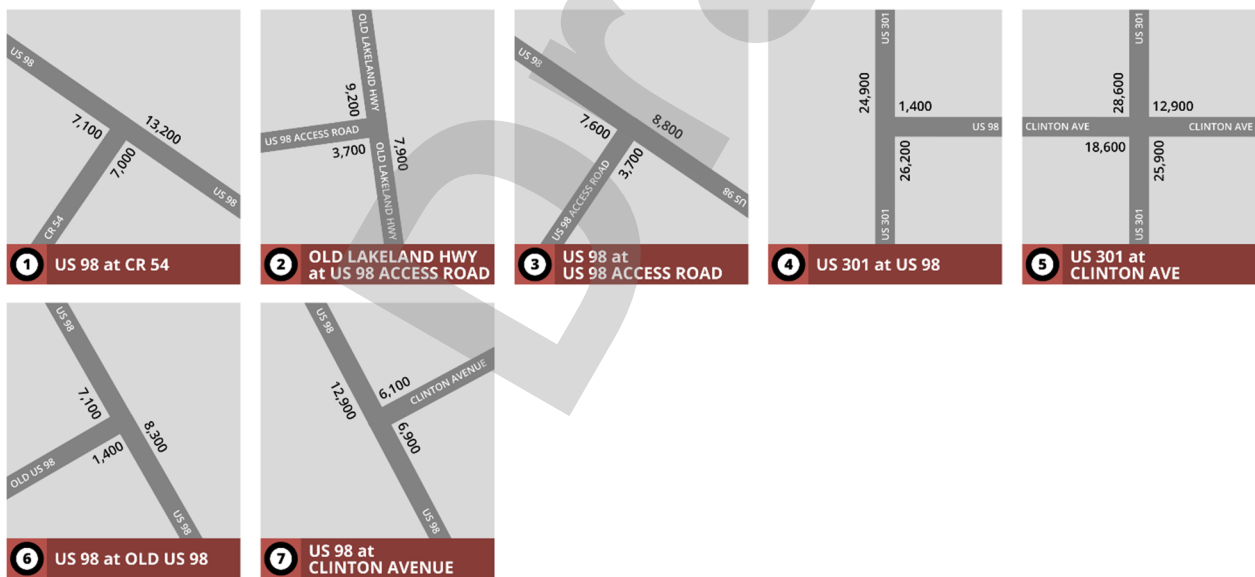
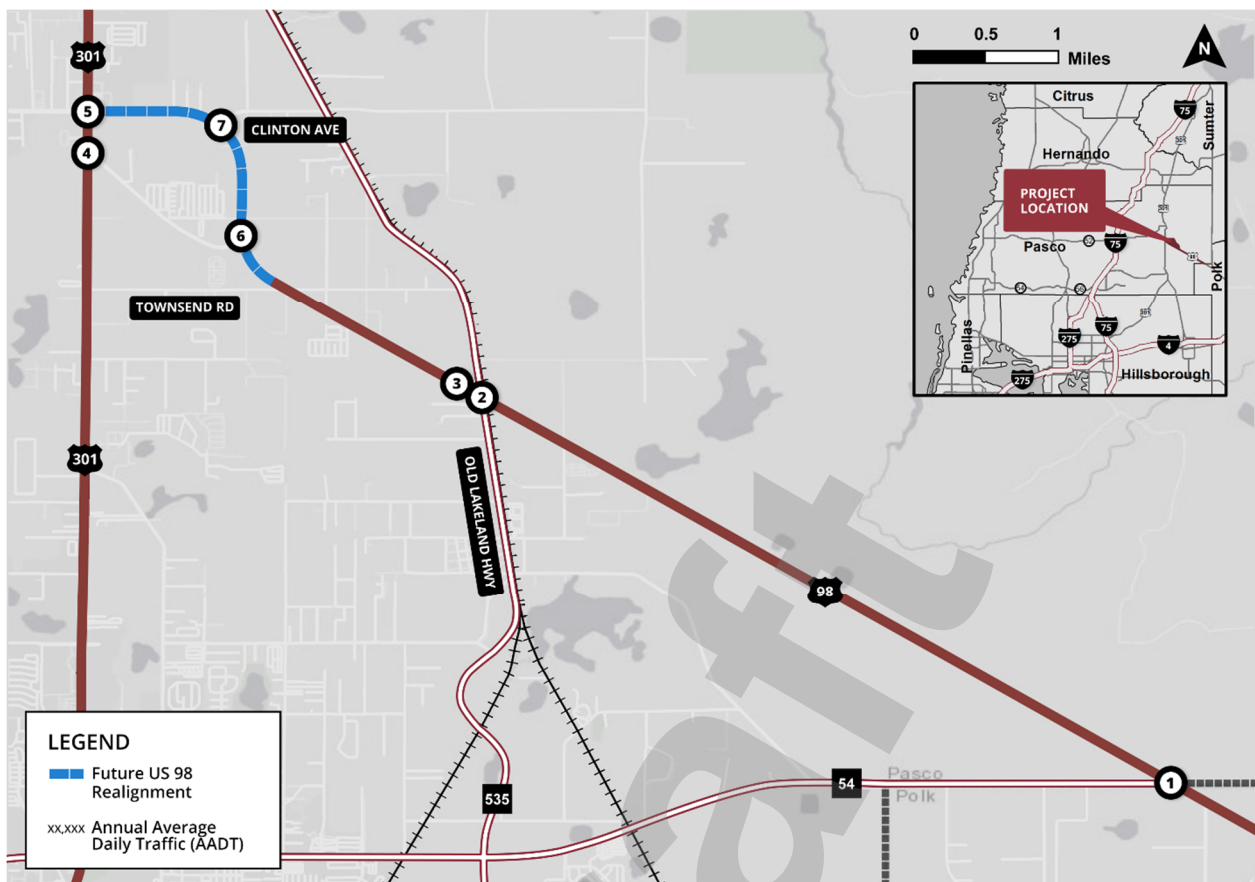


Figure 2.7: Opening Year (2025) Build AADTs

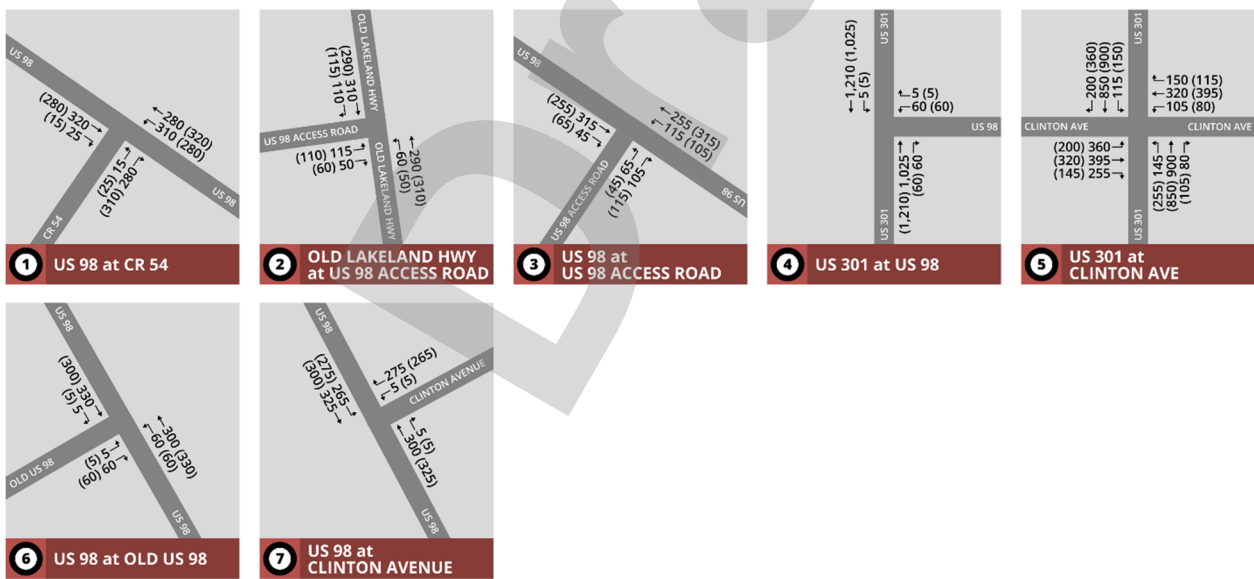
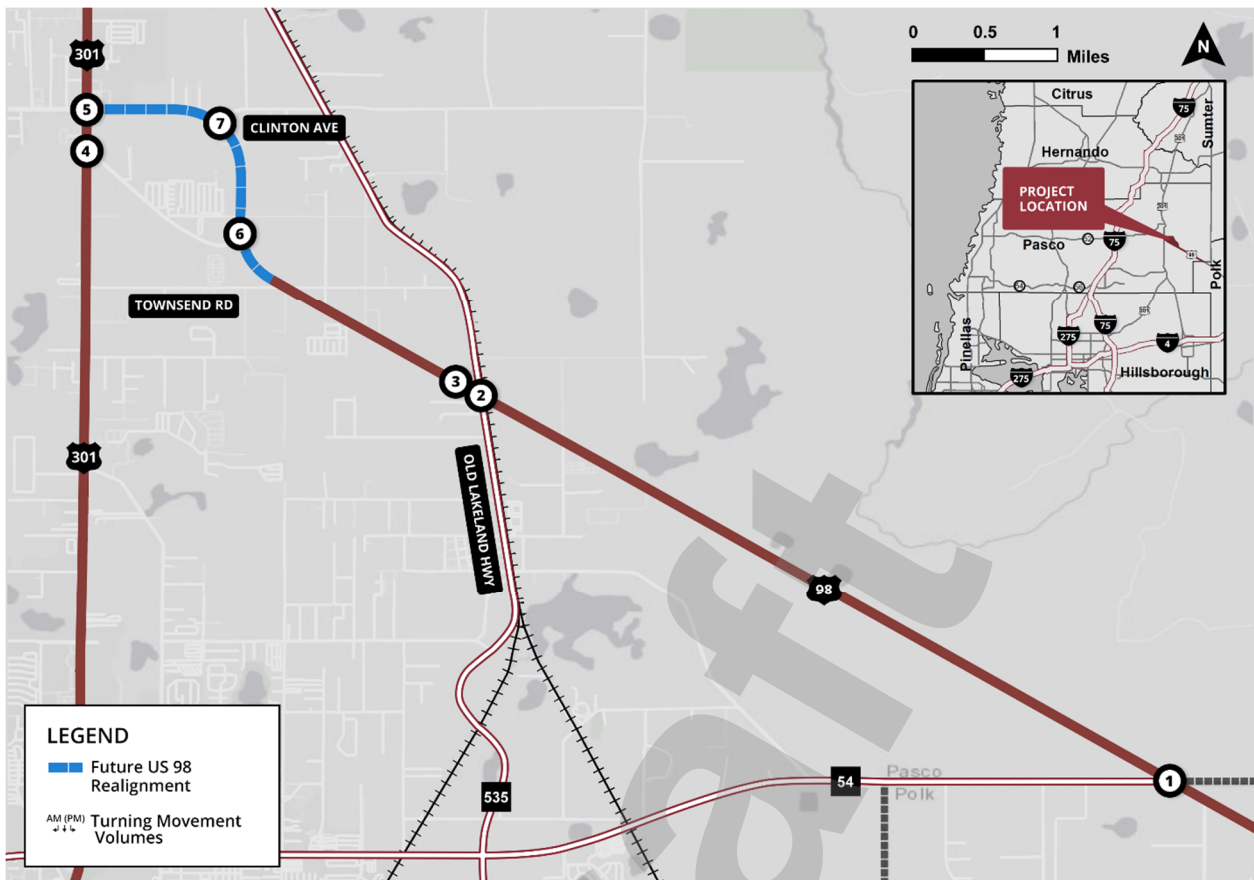


Figure 2.8: Opening Year (2025) Build Turning Movement Volumes

# Appendices



# Appendix A

Traffic Methodology Statement

Draft

# Traffic Methodology Statement *(Draft)*

Project Development and Environment  
(PD&E) Study

## Pasco County, Florida

US 98/SR 35/SR 700 from Polk County Line/CR 54 to US 301/US 98/SR 35/SR 700

Financial Project ID: 443368-2-22-01

### Prepared For:

Florida Department of Transportation, District 7  
11201 McKinley Drive, Tampa, FL 33612



May, 2021

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Draft

# 1.0 Methodology Statement Purpose

The purpose of this Statement is to summarize the process that will be employed to collect traffic data, develop traffic forecasts, and perform operational and safety analyses for the existing and proposed corridor alternatives developed for the US 98/SR 35/SR 700 from Polk County Line/CR 54 to US 301/US 98/SR 35/SR 700 Project Development and Environment (PD&E) Study and the US 301/US 98/SR 35/SR 700/Clinton Avenue Intersection Realignment Study.

## 2.0 Existing Analysis

### 2.1 Study Area

The project study area is shown in **Figure 1.1** and is bounded by the following study intersections:

- US 98 at CR 54 (Stop Controlled)
- US 98/Old Lakeland Highway Access Road at Old Lakeland Highway (Stop Controlled)
- US 98 at US 98/Old Lakeland Highway Access Road (Stop Controlled)
- US 98 at US 301 (Signalized)
- US 301 at Clinton Avenue (Signalized)

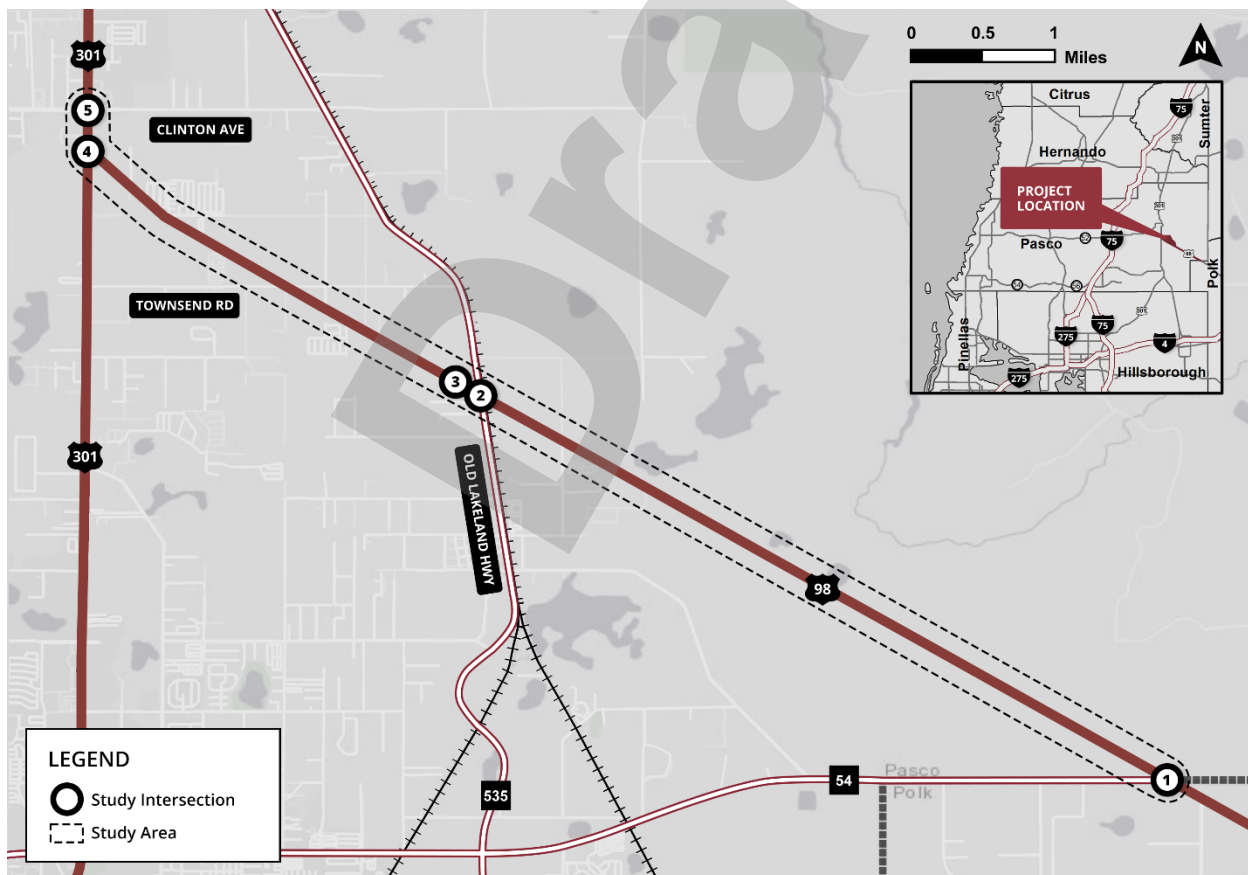


Figure 1.1: Project Location Map

## 2.2 Traffic Data Collection

As part of the previously conducted Alternative Corridor Evaluation (ACE) Study, 72-hour bi-directional (approach and departure volumes at 15-minute increments) machine classification counts, 48-hour bi-directional (approach and departure volumes at 15-minute increments) approach counts, 2-hour AM (from 7:00 AM to 9:00 AM) and PM (from 4:00 PM to 6:00 PM) turning movement, pedestrian, and bicycle counts were collected between May 7 and May 9 of 2019 unless otherwise denoted. These counts are summarized below and are illustrated in **Figure 2.1**.

### 72-hour Classification Count Locations:

- US 98, East of Old Lakeland Highway
- Old Lakeland Highway, South of US 98
- US 301, South of US 98
- US 301, North of Clinton Avenue
- Clinton Avenue, West of US 301

### 48-hour Machine Count Locations

- US 98, West of US 98/Old Lakeland Highway Access Road
- US 98, East of US 301
- Old Lakeland Highway, North of US 98
- US 301, South of Clinton Avenue
- Clinton Avenue, East of US 301

### 4-hour Turning Movement Count Locations

- US 98 at CR 54 (Collected in March 2021)
- US 98/Old Lakeland Highway Access Road at Old Lakeland Highway
- US 98 at US 301
- US 301 at Clinton Avenue

It should be noted that the US 98 at US 98/Old Lakeland Highway Access Road demand will be estimated based upon field collected data.

While COVID-19 has significantly impacted data collection efforts throughout the country during 2020, this project was able to collect the data in 2019 and largely avoided the impacts of the pandemic on our data collection efforts. Due to this, we intend to use the existing year of 2019 for all analyses.

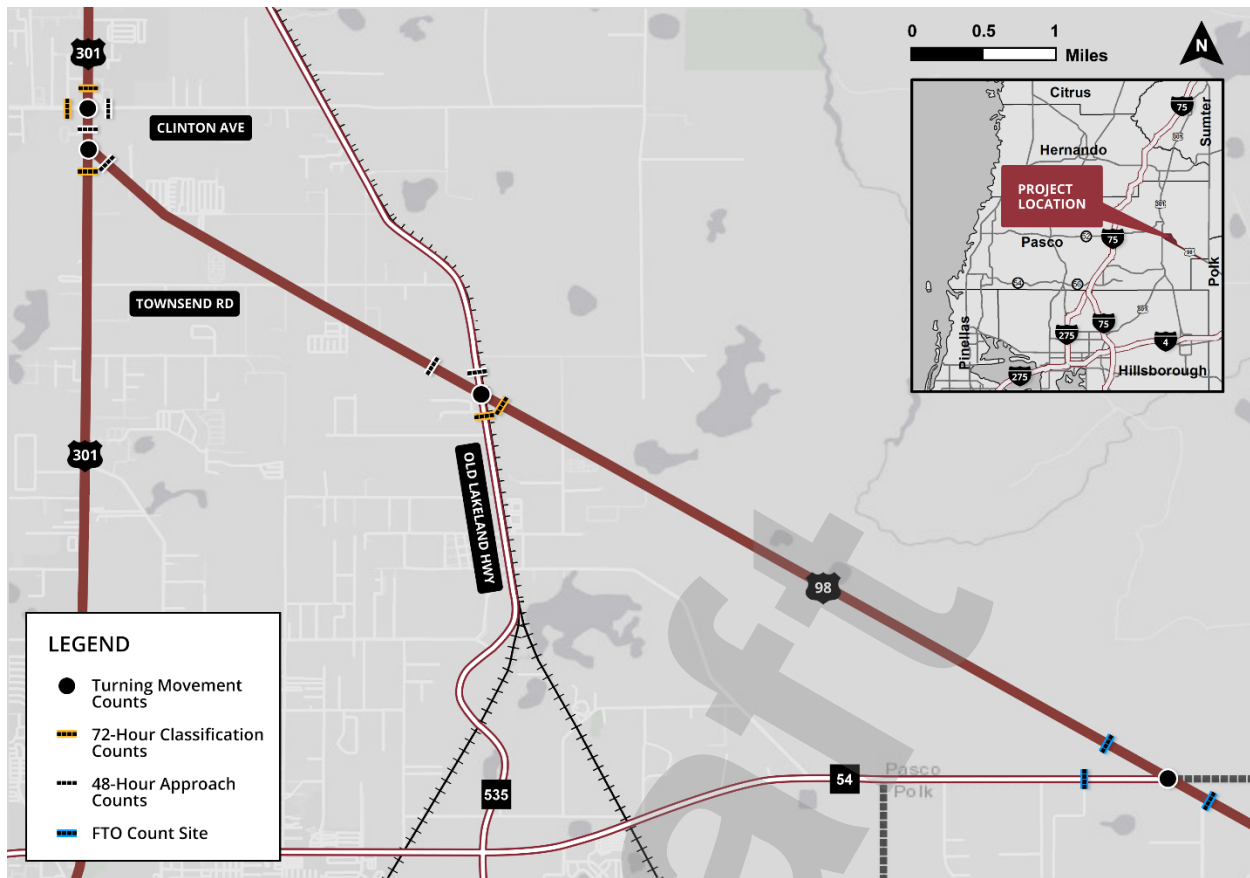


Figure 2.2: Traffic Count Locations

## 2.3 Design Traffic Factors

### 2.3.1 K-Factor

In accordance with the FDOT Project Traffic Forecasting Handbook 2019, the standard K-factor of 9.0 percent is recommended for use on this project.

### 2.3.2 D-Factor

D-factors will be determined based on an observation of the 5-year average from the Florida Traffic Online (FTO) database count locations within the study area. Observed averages will be compared with field data for consistency. If continuous count stations are present within the study area, special emphasis will be placed upon that data. If no FTO count is available, D-factors from the field collected data will be used.

### 2.3.3 Design Hour Truck Factor

The truck percentage ( $T_{24}$ ) will be calculated based on the weighted averages from the 72-hour vehicular classification counts for the study area and compared to the FTO database count stations within the study area for reasonableness. The Design Hour Truck (DHT) percentage used for analysis will be calculated as  $T_{24}$  divided by 2.

### 2.3.4 Peak Hour Factor

A peak hour factor (PHF) of 0.95 will be used for all analysis.

## 2.4 Existing Year (2019) Directional Design Hour Volumes

The existing year (2019) Annual Average Daily Traffic (AADT) volumes will be developed through an iterative process, beginning with taking the 48-hour approach and 72-hour classification counts and taking their daily average to develop the Average Daily Traffic (ADT) throughout the corridor. To normalize the ADT to AADT, two adjustment factors, axle correction factors (ACF) and seasonal factors (SF), will be applied to the ADT to yield AADTs. It should be noted that ACF will not be applied to 72-hour classification count locations.

FDOT FTO database counts will be used to supplement the collected field data and used as a point of comparison as a reasonability check to the field data collection effort. When available, the AADT found in the FTO database will be used. AADTs will be reviewed throughout the study area to ensure demand throughout the network did not represent any unreasonable imbalance.

The existing year (2019) AADTs yielded by this review will serve as the basis for the development of AM and PM Directional Design Hour Volume (DDHV) and turning movement volumes. The existing year (2019) AADT volumes will then be multiplied by K and D factors to obtain existing year (2019) AM and PM DDHVs. The resultant DDHVs from this method will be smoothed and compared to field collected data to check for reasonableness. The DDHVs will be adjusted to account for situations where resultant volumes are lower than the measured count data.

Due to the rural nature and high truck percentages within the study area, it is reasonable to assume a large portion of pass-through trips during AM and PM peak hours, which do not traditionally yield a returning trip. With significant development planned within the study area, future travel patterns are expected to shift to a more suburban condition where trips are expected to reciprocate between the AM and PM peak hours more uniformly. Due to this logic, all design volumes will be developed such that the AM and PM peak hour volumes will be reciprocated.

The intersection turning movement counts contained within the study area will serve as the basis for intersection volume distribution. DDHVs will be distributed by field measured turning movement percentages and then checked for reasonableness. Smoothing will ensure reciprocation of the highest volume movement between the AM and PM peak hours.

# 3.0 Travel Demand Forecasting

## 3.1 Travel Demand Model

The modeling efforts for this analysis will build off the FDOT's efforts on the State Road 56 ACER (FPID: 443367-1-22-01) and is based off the Tampa Bay Regional Planning Model (TBRPM), Version 9.1 with the base year 2015 and horizon year 2045.

This study will expand on the 2015 model validation efforts, check the model for reasonableness, and, if necessary, make additional adjustments to improve accuracy. The guidelines of the FDOT Project Traffic Forecasting Handbook 2019 will be used as the criteria for evaluating model validity.

Base year adjustments will be carried over to the 2045 model structure and zonal data (ZDATA) will be reviewed to ensure demand within the project area is reasonable. Special attention to ZDATA will be paid to ensure all surrounding Developments of Regional Impact (DRIs) and Master Planned Unit Developments (MPUDs) are accounted for during forecasting. Additionally, the modeling structure at the District 7/1 boundary will be checked for consistency. The higher of the two forecasts will be used to ensure a conservative estimate during volume development.

Within the TBRPM, US 98 will be widened to four lanes within the project limits to determine horizon year 2045 network unrestricted demand. The resulting forecasted 2045 Peak Season Weekday Average Daily Traffic (PSWADT) will be converted to 2045 AADTs using the appropriate Model Output Conversion Factor (MOCF). The resulting 2045 AADTs will be reviewed for reasonableness and forecasting consistency. If any adjustment is needed, they will be made utilizing processes and procedures found in Section 3 of the FDOT Project Traffic Forecasting Handbook 2019. Design year (2045) AADTs yielded from this process will serve as the basis for volume development under the No-Build and Build scenarios.

### 3.2 Forecast Directional Design Hour Volume Calculations

The design year (2045) DDHVs will be developed using the same procedure by which the existing year (2019) DDHVs were developed in **Section 2.4** with the process beginning from the forecasted design year (2045) AADTs. The DDHVs that result from this process will be reviewed to ensure growth for every movement within the study area for the No-Build scenario. The Build scenario will include substantial changes to the network, including a new roadway. While the Build scenario does offer changes in the network, no movement from the No-Build scenario will be prohibited. During the development of the Build turning movement volumes, No-Build turning movement percentages will be logically re-assigned throughout the network to redistribute demand while maintaining consistent travel patterns.

Opening year (2025) No-Build DDHVs will be developed through use of linear interpolation under the No-Build scenario. Opening year (2025) Build DDHVs will be developed using the turning movement redistribution of the No-Build demand, consistent with the design year (2045) Build scenario.

## 4.0 Technical Analysis

### 4.1 Operational Analysis

Operational analysis will be conducted at the following study intersections:

- US 98 at CR 54
- US 98/Old Lakeland Highway Access Road at Old Lakeland Highway
- US 98 at US 98/Old Lakeland Highway Access Road
- US 98 at Old US 98 (New Intersection – Only during ‘Build’ analysis)
- US 98 at Clinton Avenue (New Intersection – Only during ‘Build’ analysis)
- US 98 at US 301
- US 301 at Clinton Avenue

Signal timing plans will be obtained from the maintaining agencies at the existing signalized intersections. Future operational analysis will consider the existing signal parameters and will not optimize the signal timings. Operational analysis will be performed using the tools outline in **Table 3.1**.

**Table 3.1: Operational Analysis Tools**

Software		Intersection			Crossroad
Name	Version	Stop	Signal	Roundabout	Arterial
HCS/HCM	7.0	X			
Synchro	10.0		X		
SIDRA	9.0			X	
GLOS Tables	2020				X

## 4.2 Measures of Effectiveness (MOEs)

The LOS target shall be “D” within urbanized areas and “C” within rural areas for proposed improvements through the PD&E Study, consistent with the FDOT 2019 Quality/Level of Service (LOS) Handbook. Per the Planning Boundaries for LOS Standards for Pasco County, the intersection of US 98 at CR 54 is the only study intersection designated as rural.

### 4.2.1 Intersection MOEs

The MOEs for the study intersections will include:

- Queue and available storage;
- Movement and overall intersection control delay; and
- Movement and overall intersection LOS.

### 4.2.2 Arterial MOEs

The MOEs for arterial operations will include:

- Arterial speed; and
- Arterial LOS.

## 4.3 Analysis Years

### Travel Demand Model

- Base year – 2015
- Horizon year – 2045

### Traffic Operational Analysis

- Existing year – 2019
- Opening year – 2025
- Design year – 2045

## 4.4 Alternatives Development

Alternatives screening for this study will be conducted using a combination of Synchro 10/HCM methodologies for existing signal-controlled intersections and Intersection Control Evaluation (ICE) Stage 1 analysis for all currently unsignalized study intersections. All alternative development will be conducted under the Build scenario with the assumption that US 98 will be a 4-lane typical and realigned in the design year (2045). Based upon the current context of the facility and development plans along the corridor, only the following intersection control will be considered during the ICE analysis:

- Two-way stop-control;
- Signalization; and
- 2x1 Roundabout.

Analysis at existing signalized intersections will assume no improvements to existing cycle lengths or splits between the existing year (2019) and design year (2045).

## 4.5 Safety Analysis

Historical crash analysis will be conducted for the most recent five (5) years of data in accordance with the FDOT "PD&E Manual, Section 2.2.8.1". Analysis will be conducted leveraging FDOTs Crash Analysis Reporting (CAR) Online and Signal Four Analytics. Any duplicate crash records between the two databases will be removed.

Historical analysis will be conducted, and existing safety concerns will be identified to serve as a basis for crash countermeasure selection. Special attention will be paid to the US 98 and US 301 intersection as it underwent a traffic control change during the proposed 5-year analysis period.

Crash analysis will be summarized by the following metrics:

- Crash Frequency;
- Crash Severity;
- Crash Type;
- Pavement Condition;
- Lighting Condition;
- Intersection Crash Rates;
- Arterial Crash Rates; and
- Economic Loss.

The FDOT developed SPICE analysis will also be conducted in support of the ICE Stage 1 efforts to provide context during the alternative selection process.

## 4.6 Planning Consistency and Coordination

Coordination during this study will include the FDOT District 7 project team, Pasco County MPO, and FDOT District 1 to ensure consistency with the Pasco County 2045 Long Range Transportation Plan and the US 98 widening being conducted by FDOT District 1 (FPID: 436673-1) from the Pasco/Polk County line to Socrum Loop Road.

## 4.7 Documentation

Project submittal for this effort will include:

- Existing Conditions Report;
- Sub-Area Model Validation and Forecast Report; and
- Project Traffic Analysis Report.



# Appendix B

Count Data

Draft



# 2010 Urban Area Boundaries and Federal Functional Classification Pasco County



*Henry A. Adams*  
Chair, Pasco Metropolitan Planning Organization  
Date: 12/16/13

*Debbie Hart*  
FDOT District Director of Transportation  
Date: 12/20/13

APPROVED BY:  
*Carl R. Kuyper*  
Federal Highway Administration  
Date: 01/23/2014

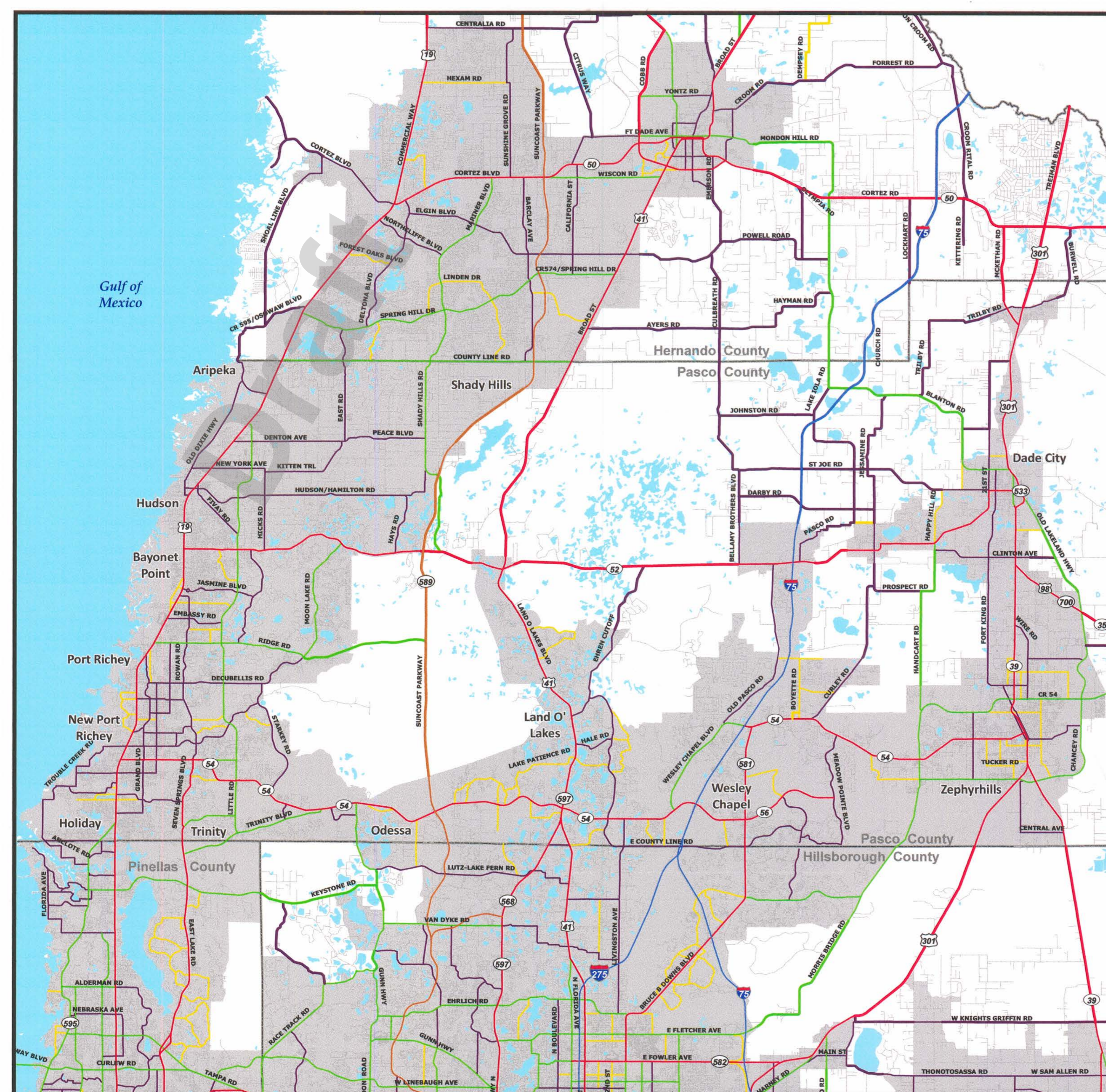
## LEGEND

### Functional Classification

- 01 - Principal Arterial-Interstate RURAL
- 02 - Principal Arterial-Expressway RURAL
- 04 - Principal Arterial-Other RURAL
- 06 - Minor Arterial RURAL
- 07 - Major Collector RURAL
- 08 - Minor Collector RURAL
- 11 - Principal Arterial-Interstate URBAN
- 12 - Principal Arterial-Freeway and Expressway URBAN
- 14 - Principal Arterial-Other URBAN
- 16 - Minor Arterial URBAN
- 17 - Major Collector URBAN
- 18 - Minor Collector (Fed Aid) URBAN
- Local Road
- 2010 FHWA Urban Area



0 1 2 3 4 5  
Miles  
1:160,000





2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 14 - PASCO

WEEK	DATES	1401 I75, HILLS CO - SUMT	US 301	1402	1403 SR41, SR52 - HERNAND	1404 US19, SR52 - HERNAND
1	01/01/2019 - 01/05/2019	0.90		0.96	0.92	0.98
2	01/06/2019 - 01/12/2019	0.90		0.96	0.92	0.98
3	01/13/2019 - 01/19/2019	0.89		0.96	0.92	0.98
4	01/20/2019 - 01/26/2019	0.89		0.96	0.92	0.98
5	01/27/2019 - 02/02/2019	0.89		0.96	0.92	0.98
6	02/03/2019 - 02/09/2019	0.89		0.96	0.92	0.98
7	02/10/2019 - 02/16/2019	0.89		0.96	0.92	0.98
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12	03/17/2019 - 03/23/2019	0.89		0.96	0.92	0.98
13	03/24/2019 - 03/30/2019	0.89		0.96	0.92	0.98
14	03/31/2019 - 04/06/2019	0.89		0.96	0.92	0.98
15	04/07/2019 - 04/13/2019	0.89		0.96	0.92	0.98
16	04/14/2019 - 04/20/2019	0.89		0.96	0.92	0.98
17	04/21/2019 - 04/27/2019	0.89		0.96	0.92	0.98
18	04/28/2019 - 05/04/2019	0.89		0.96	0.92	0.98
19	05/05/2019 - 05/11/2019	0.89		0.96	0.92	0.98
20	05/12/2019 - 05/18/2019	0.89		0.96	0.92	0.98
21	05/19/2019 - 05/25/2019	0.89		0.96	0.92	0.98
22	05/26/2019 - 06/01/2019	0.89		0.96	0.92	0.98
23	06/02/2019 - 06/08/2019	0.89		0.96	0.92	0.98
24	06/09/2019 - 06/15/2019	0.89		0.96	0.92	0.98
25	06/16/2019 - 06/22/2019	0.89		0.96	0.92	0.98
26	06/23/2019 - 06/29/2019	0.89		0.96	0.92	0.98
27	06/30/2019 - 07/06/2019	0.89		0.96	0.92	0.98
28	07/07/2019 - 07/13/2019	0.89		0.96	0.92	0.98
29	07/14/2019 - 07/20/2019	0.89		0.96	0.92	0.98
30	07/21/2019 - 07/27/2019	0.89		0.96	0.92	0.98
31	07/28/2019 - 08/03/2019	0.89		0.96	0.92	0.98
32	08/04/2019 - 08/10/2019	0.88		0.96	0.92	0.98
33	08/11/2019 - 08/17/2019	0.88		0.96	0.92	0.98
34	08/18/2019 - 08/24/2019	0.88		0.96	0.92	0.98
35	08/25/2019 - 08/31/2019	0.88		0.96	0.92	0.98
36	09/01/2019 - 09/07/2019	0.88		0.96	0.92	0.98
37	09/08/2019 - 09/14/2019	0.88		0.96	0.92	0.98
38	09/15/2019 - 09/21/2019	0.88		0.96	0.92	0.98
39	09/22/2019 - 09/28/2019	0.88		0.96	0.92	0.98
40	09/29/2019 - 10/05/2019	0.88		0.96	0.92	0.98
41	10/06/2019 - 10/12/2019	0.88		0.96	0.92	0.98
42	10/13/2019 - 10/19/2019	0.88		0.96	0.92	0.98
43	10/20/2019 - 10/26/2019	0.88		0.96	0.92	0.98
44	10/27/2019 - 11/02/2019	0.89		0.96	0.92	0.98
45	11/03/2019 - 11/09/2019	0.89		0.96	0.92	0.98
46	11/10/2019 - 11/16/2019	0.89		0.96	0.92	0.98
47	11/17/2019 - 11/23/2019	0.89		0.96	0.92	0.98
48	11/24/2019 - 11/30/2019	0.89		0.96	0.92	0.98
49	12/01/2019 - 12/07/2019	0.90		0.96	0.92	0.98
50	12/08/2019 - 12/14/2019	0.90		0.96	0.92	0.98
51	12/15/2019 - 12/21/2019	0.90		0.96	0.92	0.98
52	12/22/2019 - 12/28/2019	0.90		0.96	0.92	0.98
53	12/29/2019 - 12/31/2019	0.89		0.96	0.92	0.98

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2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 14 - PASCO

WEEK	DATES	1405 ALT19, PINE - US 19	1406 SR597, HILLS CO/L -	1407 SR41, HILLS - SR 52	1408 US19, PINE - SR 52
1	01/01/2019 - 01/05/2019	0.99	0.90	0.97	0.99
2	01/06/2019 - 01/12/2019	0.99	0.90	0.97	0.99
3	01/13/2019 - 01/19/2019	0.99	0.89	0.97	0.99
4	01/20/2019 - 01/26/2019	0.99	0.89	0.97	0.99
5	01/27/2019 - 02/02/2019	0.99	0.89	0.97	0.99
6	02/03/2019 - 02/09/2019	0.99	0.89	0.97	0.99
7	02/10/2019 - 02/16/2019	0.99	0.89	0.97	0.99
8	02/17/2019 - 02/23/2019	0.99	0.89	0.97	0.99
9	02/24/2019 - 03/02/2019	0.99	0.90	0.97	0.99
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11	03/10/2019 - 03/16/2019	0.99	0.90	0.97	0.99
12	03/17/2019 - 03/23/2019	0.99	0.90	0.97	0.99
13	03/24/2019 - 03/30/2019	0.99	0.90	0.97	0.99
14	03/31/2019 - 04/06/2019	0.99	0.89	0.97	0.99
15	04/07/2019 - 04/13/2019	0.99	0.89	0.97	0.99
16	04/14/2019 - 04/20/2019	0.99	0.89	0.97	0.99
17	04/21/2019 - 04/27/2019	0.99	0.89	0.97	0.99
18	04/28/2019 - 05/04/2019	0.99	0.89	0.97	0.99
19	05/05/2019 - 05/11/2019	0.99	0.89	0.97	0.99
20	05/12/2019 - 05/18/2019	0.99	0.89	0.97	0.99
21	05/19/2019 - 05/25/2019	0.99	0.89	0.97	0.99
22	05/26/2019 - 06/01/2019	0.99	0.89	0.97	0.99
23	06/02/2019 - 06/08/2019	0.99	0.89	0.97	0.99
24	06/09/2019 - 06/15/2019	0.99	0.89	0.97	0.99
25	06/16/2019 - 06/22/2019	0.99	0.89	0.97	0.99
26	06/23/2019 - 06/29/2019	0.99	0.89	0.97	0.99
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34	08/18/2019 - 08/24/2019	0.99	0.89	0.97	0.99
35	08/25/2019 - 08/31/2019	0.99	0.89	0.97	0.99
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38	09/15/2019 - 09/21/2019	0.99	0.89	0.97	0.99
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40	09/29/2019 - 10/05/2019	0.99	0.89	0.97	0.99
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44	10/27/2019 - 11/02/2019	0.99	0.90	0.97	0.99
45	11/03/2019 - 11/09/2019	0.99	0.90	0.97	0.99
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50	12/08/2019 - 12/14/2019	0.99	0.90	0.97	0.99
51	12/15/2019 - 12/21/2019	0.99	0.90	0.97	0.99
52	12/22/2019 - 12/28/2019	0.99	0.90	0.97	0.99
53	12/29/2019 - 12/31/2019	0.99	0.89	0.97	0.99

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2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 14 - PASCO

WEEK	DATES	1409 US98, POLK - US 301	1410 SR54, US41 - PASCO R	1411 SR54, PASCO RD-CR581	1412 SR54, CR581 - US301
1	01/01/2019 - 01/05/2019	0.90	0.97	0.99	0.99
2	01/06/2019 - 01/12/2019	0.90	0.97	0.99	0.99
3	01/13/2019 - 01/19/2019	0.89	0.97	0.99	0.99
4	01/20/2019 - 01/26/2019	0.89	0.97	0.99	0.99
5	01/27/2019 - 02/02/2019	0.89	0.97	0.99	0.99
6	02/03/2019 - 02/09/2019	0.89	0.97	0.99	0.99
7	02/10/2019 - 02/16/2019	0.89	0.97	0.99	0.99
8	02/17/2019 - 02/23/2019	0.89	0.97	0.99	0.99
9	02/24/2019 - 03/02/2019	0.90	0.97	0.99	0.99
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19	05/05/2019 - 05/11/2019	0.89	0.97	0.99	0.99
20	05/12/2019 - 05/18/2019	0.89	0.97	0.99	0.99
21	05/19/2019 - 05/25/2019	0.89	0.97	0.99	0.99
22	05/26/2019 - 06/01/2019	0.89	0.97	0.99	0.99
23	06/02/2019 - 06/08/2019	0.89	0.97	0.99	0.99
24	06/09/2019 - 06/15/2019	0.89	0.97	0.99	0.99
25	06/16/2019 - 06/22/2019	0.89	0.97	0.99	0.99
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30	07/21/2019 - 07/27/2019	0.89	0.97	0.99	0.99
31	07/28/2019 - 08/03/2019	0.89	0.97	0.99	0.99
32	08/04/2019 - 08/10/2019	0.89	0.97	0.99	0.99
33	08/11/2019 - 08/17/2019	0.89	0.97	0.99	0.99
34	08/18/2019 - 08/24/2019	0.89	0.97	0.99	0.99
35	08/25/2019 - 08/31/2019	0.89	0.97	0.99	0.99
36	09/01/2019 - 09/07/2019	0.89	0.97	0.99	0.99
37	09/08/2019 - 09/14/2019	0.89	0.97	0.99	0.99
38	09/15/2019 - 09/21/2019	0.89	0.97	0.99	0.99
39	09/22/2019 - 09/28/2019	0.89	0.97	0.99	0.99
40	09/29/2019 - 10/05/2019	0.89	0.97	0.99	0.99
41	10/06/2019 - 10/12/2019	0.89	0.97	0.99	0.99
42	10/13/2019 - 10/19/2019	0.89	0.97	0.99	0.99
43	10/20/2019 - 10/26/2019	0.89	0.97	0.99	0.99
44	10/27/2019 - 11/02/2019	0.90	0.97	0.99	0.99
45	11/03/2019 - 11/09/2019	0.90	0.97	0.99	0.99
46	11/10/2019 - 11/16/2019	0.90	0.97	0.99	0.99
47	11/17/2019 - 11/23/2019	0.90	0.97	0.99	0.99
48	11/24/2019 - 11/30/2019	0.90	0.97	0.99	0.99
49	12/01/2019 - 12/07/2019	0.90	0.97	0.99	0.99
50	12/08/2019 - 12/14/2019	0.90	0.97	0.99	0.99
51	12/15/2019 - 12/21/2019	0.90	0.97	0.99	0.99
52	12/22/2019 - 12/28/2019	0.90	0.97	0.99	0.99
53	12/29/2019 - 12/31/2019	0.89	0.97	0.99	0.99

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2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 14 - PASCO

WEEK	DATES	1413 SR52, US19 - CR587	1414 SR52, CR587 - CR581	1415 SR52, CR581 - CR577	1416 SR52, CR577 - SR533
1	01/01/2019 - 01/05/2019	0.98	0.90	0.90	0.98
2	01/06/2019 - 01/12/2019	0.98	0.90	0.90	0.98
3	01/13/2019 - 01/19/2019	0.98	0.89	0.89	0.98
4	01/20/2019 - 01/26/2019	0.98	0.89	0.89	0.98
5	01/27/2019 - 02/02/2019	0.98	0.89	0.89	0.98
6	02/03/2019 - 02/09/2019	0.98	0.89	0.89	0.98
7	02/10/2019 - 02/16/2019	0.98	0.89	0.89	0.98
8	02/17/2019 - 02/23/2019	0.98	0.89	0.89	0.98
9	02/24/2019 - 03/02/2019	0.98	0.90	0.90	0.98
10	03/03/2019 - 03/09/2019	0.98	0.90	0.90	0.98
11	03/10/2019 - 03/16/2019	0.98	0.90	0.90	0.98
12	03/17/2019 - 03/23/2019	0.98	0.90	0.90	0.98
13	03/24/2019 - 03/30/2019	0.98	0.90	0.90	0.98
14	03/31/2019 - 04/06/2019	0.98	0.89	0.89	0.98
15	04/07/2019 - 04/13/2019	0.98	0.89	0.89	0.98
16	04/14/2019 - 04/20/2019	0.98	0.89	0.89	0.98
17	04/21/2019 - 04/27/2019	0.98	0.89	0.89	0.98
18	04/28/2019 - 05/04/2019	0.98	0.89	0.89	0.98
19	05/05/2019 - 05/11/2019	0.98	0.89	0.89	0.98
20	05/12/2019 - 05/18/2019	0.98	0.89	0.89	0.98
21	05/19/2019 - 05/25/2019	0.98	0.89	0.89	0.98
22	05/26/2019 - 06/01/2019	0.98	0.89	0.89	0.98
23	06/02/2019 - 06/08/2019	0.98	0.89	0.89	0.98
24	06/09/2019 - 06/15/2019	0.98	0.89	0.89	0.98
25	06/16/2019 - 06/22/2019	0.98	0.89	0.89	0.98
26	06/23/2019 - 06/29/2019	0.98	0.89	0.89	0.98
27	06/30/2019 - 07/06/2019	0.98	0.89	0.89	0.98
28	07/07/2019 - 07/13/2019	0.98	0.89	0.89	0.98
29	07/14/2019 - 07/20/2019	0.98	0.89	0.89	0.98
30	07/21/2019 - 07/27/2019	0.98	0.89	0.89	0.98
31	07/28/2019 - 08/03/2019	0.98	0.89	0.89	0.98
32	08/04/2019 - 08/10/2019	0.98	0.89	0.89	0.98
33	08/11/2019 - 08/17/2019	0.98	0.89	0.89	0.98
34	08/18/2019 - 08/24/2019	0.98	0.89	0.89	0.98
35	08/25/2019 - 08/31/2019	0.98	0.89	0.89	0.98
36	09/01/2019 - 09/07/2019	0.98	0.89	0.89	0.98
37	09/08/2019 - 09/14/2019	0.98	0.89	0.89	0.98
38	09/15/2019 - 09/21/2019	0.98	0.89	0.89	0.98
39	09/22/2019 - 09/28/2019	0.98	0.89	0.89	0.98
40	09/29/2019 - 10/05/2019	0.98	0.89	0.89	0.98
41	10/06/2019 - 10/12/2019	0.98	0.89	0.89	0.98
42	10/13/2019 - 10/19/2019	0.98	0.89	0.89	0.98
43	10/20/2019 - 10/26/2019	0.98	0.89	0.89	0.98
44	10/27/2019 - 11/02/2019	0.98	0.90	0.90	0.98
45	11/03/2019 - 11/09/2019	0.98	0.90	0.90	0.98
46	11/10/2019 - 11/16/2019	0.98	0.90	0.90	0.98
47	11/17/2019 - 11/23/2019	0.98	0.90	0.90	0.98
48	11/24/2019 - 11/30/2019	0.98	0.90	0.90	0.98
49	12/01/2019 - 12/07/2019	0.98	0.90	0.90	0.98
50	12/08/2019 - 12/14/2019	0.98	0.90	0.90	0.98
51	12/15/2019 - 12/21/2019	0.98	0.90	0.90	0.98
52	12/22/2019 - 12/28/2019	0.98	0.90	0.90	0.98
53	12/29/2019 - 12/31/2019	0.98	0.89	0.89	0.98

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2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 14 - PASCO

WEEK	DATES	1417 SR533, US301 - US301	1418 US41, HILLS - CR 583	1419 SR575, US301 - HERN	1420 SR54, US19 - GUNN HW
1	01/01/2019 - 01/05/2019	0.94	0.93	0.90	0.99
2	01/06/2019 - 01/12/2019	0.94	0.93	0.90	0.99
3	01/13/2019 - 01/19/2019	0.94	0.93	0.89	0.99
4	01/20/2019 - 01/26/2019	0.94	0.93	0.89	0.99
5	01/27/2019 - 02/02/2019	0.94	0.93	0.89	0.99
6	02/03/2019 - 02/09/2019	0.94	0.93	0.89	0.99
7	02/10/2019 - 02/16/2019	0.94	0.93	0.89	0.99
8	02/17/2019 - 02/23/2019	0.94	0.93	0.89	0.99
9	02/24/2019 - 03/02/2019	0.94	0.93	0.90	0.99
10	03/03/2019 - 03/09/2019	0.94	0.93	0.90	0.99
11	03/10/2019 - 03/16/2019	0.94	0.93	0.90	0.99
12	03/17/2019 - 03/23/2019	0.94	0.93	0.90	0.99
13	03/24/2019 - 03/30/2019	0.94	0.93	0.90	0.99
14	03/31/2019 - 04/06/2019	0.94	0.93	0.89	0.99
15	04/07/2019 - 04/13/2019	0.94	0.93	0.89	0.99
16	04/14/2019 - 04/20/2019	0.94	0.93	0.89	0.99
17	04/21/2019 - 04/27/2019	0.94	0.93	0.89	0.99
18	04/28/2019 - 05/04/2019	0.94	0.93	0.89	0.99
19	05/05/2019 - 05/11/2019	0.94	0.93	0.89	0.99
20	05/12/2019 - 05/18/2019	0.94	0.93	0.89	0.99
21	05/19/2019 - 05/25/2019	0.94	0.93	0.89	0.99
22	05/26/2019 - 06/01/2019	0.94	0.93	0.89	0.99
23	06/02/2019 - 06/08/2019	0.94	0.93	0.89	0.99
24	06/09/2019 - 06/15/2019	0.94	0.93	0.89	0.99
25	06/16/2019 - 06/22/2019	0.94	0.93	0.89	0.99
26	06/23/2019 - 06/29/2019	0.94	0.93	0.89	0.99
27	06/30/2019 - 07/06/2019	0.94	0.93	0.89	0.99
28	07/07/2019 - 07/13/2019	0.94	0.93	0.89	0.99
29	07/14/2019 - 07/20/2019	0.94	0.93	0.89	0.99
30	07/21/2019 - 07/27/2019	0.94	0.93	0.89	0.99
31	07/28/2019 - 08/03/2019	0.94	0.93	0.89	0.99
32	08/04/2019 - 08/10/2019	0.94	0.93	0.89	0.99
33	08/11/2019 - 08/17/2019	0.94	0.93	0.89	0.99
34	08/18/2019 - 08/24/2019	0.94	0.93	0.89	0.99
35	08/25/2019 - 08/31/2019	0.94	0.93	0.89	0.99
36	09/01/2019 - 09/07/2019	0.94	0.93	0.89	0.99
37	09/08/2019 - 09/14/2019	0.94	0.93	0.89	0.99
38	09/15/2019 - 09/21/2019	0.94	0.93	0.89	0.99
39	09/22/2019 - 09/28/2019	0.94	0.93	0.89	0.99
40	09/29/2019 - 10/05/2019	0.94	0.93	0.89	0.99
41	10/06/2019 - 10/12/2019	0.94	0.93	0.89	0.99
42	10/13/2019 - 10/19/2019	0.94	0.93	0.89	0.99
43	10/20/2019 - 10/26/2019	0.94	0.93	0.89	0.99
44	10/27/2019 - 11/02/2019	0.94	0.93	0.90	0.99
45	11/03/2019 - 11/09/2019	0.94	0.93	0.90	0.99
46	11/10/2019 - 11/16/2019	0.94	0.93	0.90	0.99
47	11/17/2019 - 11/23/2019	0.94	0.93	0.90	0.99
48	11/24/2019 - 11/30/2019	0.94	0.93	0.90	0.99
49	12/01/2019 - 12/07/2019	0.94	0.93	0.90	0.99
50	12/08/2019 - 12/14/2019	0.94	0.93	0.90	0.99
51	12/15/2019 - 12/21/2019	0.94	0.93	0.90	0.99
52	12/22/2019 - 12/28/2019	0.94	0.93	0.90	0.99
53	12/29/2019 - 12/31/2019	0.94	0.93	0.89	0.99

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2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 14 - PASCO

WEEK	DATES	1421 SR54, PLAYER - US 41	1422 US41, CR583 - HERN	1423 SR 700, US 301-PASCO	1424 SR 39, HILLS-US 301
1	01/01/2019 - 01/05/2019	0.98	0.90	0.90	0.89
2	01/06/2019 - 01/12/2019	0.98	0.90	0.90	0.89
3	01/13/2019 - 01/19/2019	0.98	0.89	0.89	0.89
4	01/20/2019 - 01/26/2019	0.98	0.89	0.89	0.89
5	01/27/2019 - 02/02/2019	0.98	0.89	0.89	0.89
6	02/03/2019 - 02/09/2019	0.98	0.89	0.89	0.89
7	02/10/2019 - 02/16/2019	0.98	0.89	0.89	0.89
8	02/17/2019 - 02/23/2019	0.98	0.89	0.89	0.89
9	02/24/2019 - 03/02/2019	0.98	0.90	0.90	0.89
10	03/03/2019 - 03/09/2019	0.98	0.90	0.90	0.89
11	03/10/2019 - 03/16/2019	0.98	0.90	0.90	0.89
12	03/17/2019 - 03/23/2019	0.98	0.90	0.90	0.89
13	03/24/2019 - 03/30/2019	0.98	0.90	0.90	0.89
14	03/31/2019 - 04/06/2019	0.98	0.89	0.89	0.89
15	04/07/2019 - 04/13/2019	0.98	0.89	0.89	0.89
16	04/14/2019 - 04/20/2019	0.98	0.89	0.89	0.89
17	04/21/2019 - 04/27/2019	0.98	0.89	0.89	0.89
18	04/28/2019 - 05/04/2019	0.98	0.89	0.89	0.89
19	05/05/2019 - 05/11/2019	0.98	0.89	0.89	0.89
20	05/12/2019 - 05/18/2019	0.98	0.89	0.89	0.89
21	05/19/2019 - 05/25/2019	0.98	0.89	0.89	0.89
22	05/26/2019 - 06/01/2019	0.98	0.89	0.89	0.89
23	06/02/2019 - 06/08/2019	0.98	0.89	0.89	0.89
24	06/09/2019 - 06/15/2019	0.98	0.89	0.89	0.89
25	06/16/2019 - 06/22/2019	0.98	0.89	0.89	0.89
26	06/23/2019 - 06/29/2019	0.98	0.89	0.89	0.89
27	06/30/2019 - 07/06/2019	0.98	0.89	0.89	0.89
28	07/07/2019 - 07/13/2019	0.98	0.89	0.89	0.89
29	07/14/2019 - 07/20/2019	0.98	0.89	0.89	0.89
30	07/21/2019 - 07/27/2019	0.98	0.89	0.89	0.89
31	07/28/2019 - 08/03/2019	0.98	0.89	0.89	0.89
32	08/04/2019 - 08/10/2019	0.98	0.89	0.89	0.89
33	08/11/2019 - 08/17/2019	0.98	0.89	0.89	0.89
34	08/18/2019 - 08/24/2019	0.98	0.89	0.89	0.89
35	08/25/2019 - 08/31/2019	0.98	0.89	0.89	0.89
36	09/01/2019 - 09/07/2019	0.98	0.89	0.89	0.89
37	09/08/2019 - 09/14/2019	0.98	0.89	0.89	0.89
38	09/15/2019 - 09/21/2019	0.98	0.89	0.89	0.89
39	09/22/2019 - 09/28/2019	0.98	0.89	0.89	0.89
40	09/29/2019 - 10/05/2019	0.98	0.89	0.89	0.89
41	10/06/2019 - 10/12/2019	0.98	0.89	0.89	0.89
42	10/13/2019 - 10/19/2019	0.98	0.89	0.89	0.89
43	10/20/2019 - 10/26/2019	0.98	0.89	0.89	0.89
44	10/27/2019 - 11/02/2019	0.98	0.90	0.90	0.89
45	11/03/2019 - 11/09/2019	0.98	0.90	0.90	0.89
46	11/10/2019 - 11/16/2019	0.98	0.90	0.90	0.89
47	11/17/2019 - 11/23/2019	0.98	0.90	0.90	0.89
48	11/24/2019 - 11/30/2019	0.98	0.90	0.90	0.89
49	12/01/2019 - 12/07/2019	0.98	0.90	0.90	0.89
50	12/08/2019 - 12/14/2019	0.98	0.90	0.90	0.89
51	12/15/2019 - 12/21/2019	0.98	0.90	0.90	0.89
52	12/22/2019 - 12/28/2019	0.98	0.90	0.90	0.89
53	12/29/2019 - 12/31/2019	0.98	0.89	0.89	0.89

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2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 14 - PASCO

WEEK	DATES	1425 PASCO EASTERN HPMS 1	1426 PASCO EASTERN HPMS 2	1427 PASCO CENTRAL HPMS	1428 PASCO WESTERN HPMS 1
1	01/01/2019 - 01/05/2019	0.90	0.90	0.90	0.90
2	01/06/2019 - 01/12/2019	0.90	0.90	0.90	0.90
3	01/13/2019 - 01/19/2019	0.89	0.89	0.89	0.89
4	01/20/2019 - 01/26/2019	0.89	0.89	0.89	0.89
5	01/27/2019 - 02/02/2019	0.89	0.89	0.89	0.89
6	02/03/2019 - 02/09/2019	0.89	0.89	0.89	0.89
7	02/10/2019 - 02/16/2019	0.89	0.89	0.89	0.89
8	02/17/2019 - 02/23/2019	0.89	0.89	0.89	0.89
9	02/24/2019 - 03/02/2019	0.90	0.90	0.90	0.90
10	03/03/2019 - 03/09/2019	0.90	0.90	0.90	0.90
11	03/10/2019 - 03/16/2019	0.90	0.90	0.90	0.90
12	03/17/2019 - 03/23/2019	0.90	0.90	0.90	0.90
13	03/24/2019 - 03/30/2019	0.90	0.90	0.90	0.90
14	03/31/2019 - 04/06/2019	0.89	0.89	0.89	0.89
15	04/07/2019 - 04/13/2019	0.89	0.89	0.89	0.89
16	04/14/2019 - 04/20/2019	0.89	0.89	0.89	0.89
17	04/21/2019 - 04/27/2019	0.89	0.89	0.89	0.89
18	04/28/2019 - 05/04/2019	0.89	0.89	0.89	0.89
19	05/05/2019 - 05/11/2019	0.89	0.89	0.89	0.89
20	05/12/2019 - 05/18/2019	0.89	0.89	0.89	0.89
21	05/19/2019 - 05/25/2019	0.89	0.89	0.89	0.89
22	05/26/2019 - 06/01/2019	0.89	0.89	0.89	0.89
23	06/02/2019 - 06/08/2019	0.89	0.89	0.89	0.89
24	06/09/2019 - 06/15/2019	0.89	0.89	0.89	0.89
25	06/16/2019 - 06/22/2019	0.89	0.89	0.89	0.89
26	06/23/2019 - 06/29/2019	0.89	0.89	0.89	0.89
27	06/30/2019 - 07/06/2019	0.89	0.89	0.89	0.89
28	07/07/2019 - 07/13/2019	0.89	0.89	0.89	0.89
29	07/14/2019 - 07/20/2019	0.89	0.89	0.89	0.89
30	07/21/2019 - 07/27/2019	0.89	0.89	0.89	0.89
31	07/28/2019 - 08/03/2019	0.89	0.89	0.89	0.89
32	08/04/2019 - 08/10/2019	0.89	0.89	0.89	0.89
33	08/11/2019 - 08/17/2019	0.89	0.89	0.89	0.89
34	08/18/2019 - 08/24/2019	0.89	0.89	0.89	0.89
35	08/25/2019 - 08/31/2019	0.89	0.89	0.89	0.89
36	09/01/2019 - 09/07/2019	0.89	0.89	0.89	0.89
37	09/08/2019 - 09/14/2019	0.89	0.89	0.89	0.89
38	09/15/2019 - 09/21/2019	0.89	0.89	0.89	0.89
39	09/22/2019 - 09/28/2019	0.89	0.89	0.89	0.89
40	09/29/2019 - 10/05/2019	0.89	0.89	0.89	0.89
41	10/06/2019 - 10/12/2019	0.89	0.89	0.89	0.89
42	10/13/2019 - 10/19/2019	0.89	0.89	0.89	0.89
43	10/20/2019 - 10/26/2019	0.89	0.89	0.89	0.89
44	10/27/2019 - 11/02/2019	0.90	0.90	0.90	0.90
45	11/03/2019 - 11/09/2019	0.90	0.90	0.90	0.90
46	11/10/2019 - 11/16/2019	0.90	0.90	0.90	0.90
47	11/17/2019 - 11/23/2019	0.90	0.90	0.90	0.90
48	11/24/2019 - 11/30/2019	0.90	0.90	0.90	0.90
49	12/01/2019 - 12/07/2019	0.90	0.90	0.90	0.90
50	12/08/2019 - 12/14/2019	0.90	0.90	0.90	0.90
51	12/15/2019 - 12/21/2019	0.90	0.90	0.90	0.90
52	12/22/2019 - 12/28/2019	0.90	0.90	0.90	0.90
53	12/29/2019 - 12/31/2019	0.89	0.89	0.89	0.89

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2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: DISTRICT

COUNTY: 14 - PASCO

WEEK	DATES	1429 PASCO WESTERN HPMS 2	1430 PASCO COUNTY WIDE	SR 56	1431
1	01/01/2019 - 01/05/2019	0.90	0.98		0.90
2	01/06/2019 - 01/12/2019	0.90	0.98		0.90
3	01/13/2019 - 01/19/2019	0.89	0.98		0.89
4	01/20/2019 - 01/26/2019	0.89	0.98		0.89
5	01/27/2019 - 02/02/2019	0.89	0.98		0.89
6	02/03/2019 - 02/09/2019	0.89	0.98		0.89
7	02/10/2019 - 02/16/2019	0.89	0.98		0.89
8	02/17/2019 - 02/23/2019	0.89	0.98		0.90
9	02/24/2019 - 03/02/2019	0.90	0.98		0.92
10	03/03/2019 - 03/09/2019	0.90	0.98		0.93
11	03/10/2019 - 03/16/2019	0.90	0.98		0.94
12	03/17/2019 - 03/23/2019	0.90	0.98		0.93
13	03/24/2019 - 03/30/2019	0.90	0.98		0.92
14	03/31/2019 - 04/06/2019	0.89	0.98		0.91
15	04/07/2019 - 04/13/2019	0.89	0.98		0.90
16	04/14/2019 - 04/20/2019	0.89	0.98		0.89
17	04/21/2019 - 04/27/2019	0.89	0.98		0.89
18	04/28/2019 - 05/04/2019	0.89	0.98		0.89
19	05/05/2019 - 05/11/2019	0.89	0.98		0.89
20	05/12/2019 - 05/18/2019	0.89	0.98		0.89
21	05/19/2019 - 05/25/2019	0.89	0.98		0.89
22	05/26/2019 - 06/01/2019	0.89	0.98		0.89
23	06/02/2019 - 06/08/2019	0.89	0.98		0.89
24	06/09/2019 - 06/15/2019	0.89	0.98		0.89
25	06/16/2019 - 06/22/2019	0.89	0.98		0.89
26	06/23/2019 - 06/29/2019	0.89	0.98		0.89
27	06/30/2019 - 07/06/2019	0.89	0.98		0.89
28	07/07/2019 - 07/13/2019	0.89	0.98		0.89
29	07/14/2019 - 07/20/2019	0.89	0.98		0.89
30	07/21/2019 - 07/27/2019	0.89	0.98		0.89
31	07/28/2019 - 08/03/2019	0.89	0.98		0.89
32	08/04/2019 - 08/10/2019	0.89	0.98		0.89
33	08/11/2019 - 08/17/2019	0.89	0.98		0.89
34	08/18/2019 - 08/24/2019	0.89	0.98		0.89
35	08/25/2019 - 08/31/2019	0.89	0.98		0.89
36	09/01/2019 - 09/07/2019	0.89	0.98		0.89
37	09/08/2019 - 09/14/2019	0.89	0.98		0.89
38	09/15/2019 - 09/21/2019	0.89	0.98		0.89
39	09/22/2019 - 09/28/2019	0.89	0.98		0.89
40	09/29/2019 - 10/05/2019	0.89	0.98		0.89
41	10/06/2019 - 10/12/2019	0.89	0.98		0.89
42	10/13/2019 - 10/19/2019	0.89	0.98		0.89
43	10/20/2019 - 10/26/2019	0.89	0.98		0.89
44	10/27/2019 - 11/02/2019	0.90	0.98		0.90
45	11/03/2019 - 11/09/2019	0.90	0.98		0.90
46	11/10/2019 - 11/16/2019	0.90	0.98		0.90
47	11/17/2019 - 11/23/2019	0.90	0.98		0.90
48	11/24/2019 - 11/30/2019	0.90	0.98		0.90
49	12/01/2019 - 12/07/2019	0.90	0.98		0.90
50	12/08/2019 - 12/14/2019	0.90	0.98		0.90
51	12/15/2019 - 12/21/2019	0.90	0.98		0.90
52	12/22/2019 - 12/28/2019	0.90	0.98		0.90
53	12/29/2019 - 12/31/2019	0.89	0.98		0.89

Draft

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1400 PASCO COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2019 - 01/05/2019	0.98	1.03
2	01/06/2019 - 01/12/2019	1.00	1.05
3	01/13/2019 - 01/19/2019	1.03	1.08
4	01/20/2019 - 01/26/2019	1.01	1.06
5	01/27/2019 - 02/02/2019	1.00	1.05
* 6	02/03/2019 - 02/09/2019	0.98	1.03
* 7	02/10/2019 - 02/16/2019	0.97	1.02
* 8	02/17/2019 - 02/23/2019	0.96	1.01
* 9	02/24/2019 - 03/02/2019	0.95	1.00
*10	03/03/2019 - 03/09/2019	0.94	0.99
*11	03/10/2019 - 03/16/2019	0.93	0.98
*12	03/17/2019 - 03/23/2019	0.93	0.98
*13	03/24/2019 - 03/30/2019	0.94	0.99
*14	03/31/2019 - 04/06/2019	0.94	0.99
*15	04/07/2019 - 04/13/2019	0.95	1.00
*16	04/14/2019 - 04/20/2019	0.96	1.01
*17	04/21/2019 - 04/27/2019	0.97	1.02
*18	04/28/2019 - 05/04/2019	0.98	1.03
19	05/05/2019 - 05/11/2019	0.99	1.04
20	05/12/2019 - 05/18/2019	1.01	1.06
21	05/19/2019 - 05/25/2019	1.01	1.06
22	05/26/2019 - 06/01/2019	1.02	1.07
23	06/02/2019 - 06/08/2019	1.02	1.07
24	06/09/2019 - 06/15/2019	1.03	1.08
25	06/16/2019 - 06/22/2019	1.03	1.08
26	06/23/2019 - 06/29/2019	1.04	1.09
27	06/30/2019 - 07/06/2019	1.04	1.09
28	07/07/2019 - 07/13/2019	1.04	1.09
29	07/14/2019 - 07/20/2019	1.05	1.11
30	07/21/2019 - 07/27/2019	1.05	1.11
31	07/28/2019 - 08/03/2019	1.05	1.11
32	08/04/2019 - 08/10/2019	1.06	1.12
33	08/11/2019 - 08/17/2019	1.06	1.12
34	08/18/2019 - 08/24/2019	1.06	1.12
35	08/25/2019 - 08/31/2019	1.07	1.13
36	09/01/2019 - 09/07/2019	1.07	1.13
37	09/08/2019 - 09/14/2019	1.08	1.14
38	09/15/2019 - 09/21/2019	1.08	1.14
39	09/22/2019 - 09/28/2019	1.06	1.12
40	09/29/2019 - 10/05/2019	1.05	1.11
41	10/06/2019 - 10/12/2019	1.03	1.08
42	10/13/2019 - 10/19/2019	1.01	1.06
43	10/20/2019 - 10/26/2019	1.00	1.05
44	10/27/2019 - 11/02/2019	1.00	1.05
45	11/03/2019 - 11/09/2019	0.99	1.04
46	11/10/2019 - 11/16/2019	0.99	1.04
47	11/17/2019 - 11/23/2019	0.98	1.03
48	11/24/2019 - 11/30/2019	0.98	1.03
49	12/01/2019 - 12/07/2019	0.98	1.03
50	12/08/2019 - 12/14/2019	0.98	1.03
51	12/15/2019 - 12/21/2019	0.98	1.03
52	12/22/2019 - 12/28/2019	1.00	1.05
53	12/29/2019 - 12/31/2019	1.03	1.08

\* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL  
 CATEGORY: 1475 PASCO I75

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	0.96	0.99
2	01/06/2019 - 01/12/2019	1.01	1.04
3	01/13/2019 - 01/19/2019	1.05	1.08
4	01/20/2019 - 01/26/2019	1.04	1.07
5	01/27/2019 - 02/02/2019	1.03	1.06
6	02/03/2019 - 02/09/2019	1.01	1.04
7	02/10/2019 - 02/16/2019	1.00	1.03
* 8	02/17/2019 - 02/23/2019	0.99	1.02
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.94	0.97
*12	03/17/2019 - 03/23/2019	0.94	0.97
*13	03/24/2019 - 03/30/2019	0.95	0.98
*14	03/31/2019 - 04/06/2019	0.95	0.98
*15	04/07/2019 - 04/13/2019	0.96	0.99
*16	04/14/2019 - 04/20/2019	0.96	0.99
*17	04/21/2019 - 04/27/2019	0.97	1.00
*18	04/28/2019 - 05/04/2019	0.98	1.01
*19	05/05/2019 - 05/11/2019	0.99	1.02
*20	05/12/2019 - 05/18/2019	1.00	1.03
21	05/19/2019 - 05/25/2019	1.00	1.03
22	05/26/2019 - 06/01/2019	1.00	1.03
23	06/02/2019 - 06/08/2019	1.00	1.03
24	06/09/2019 - 06/15/2019	1.00	1.03
25	06/16/2019 - 06/22/2019	1.00	1.03
26	06/23/2019 - 06/29/2019	1.00	1.03
27	06/30/2019 - 07/06/2019	1.01	1.04
28	07/07/2019 - 07/13/2019	1.01	1.04
29	07/14/2019 - 07/20/2019	1.01	1.04
30	07/21/2019 - 07/27/2019	1.02	1.05
31	07/28/2019 - 08/03/2019	1.04	1.07
32	08/04/2019 - 08/10/2019	1.05	1.08
33	08/11/2019 - 08/17/2019	1.06	1.09
34	08/18/2019 - 08/24/2019	1.07	1.10
35	08/25/2019 - 08/31/2019	1.07	1.10
36	09/01/2019 - 09/07/2019	1.08	1.11
37	09/08/2019 - 09/14/2019	1.08	1.11
38	09/15/2019 - 09/21/2019	1.09	1.12
39	09/22/2019 - 09/28/2019	1.07	1.10
40	09/29/2019 - 10/05/2019	1.05	1.08
41	10/06/2019 - 10/12/2019	1.03	1.06
42	10/13/2019 - 10/19/2019	1.01	1.04
43	10/20/2019 - 10/26/2019	1.00	1.03
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	0.99	1.02
46	11/10/2019 - 11/16/2019	0.98	1.01
47	11/17/2019 - 11/23/2019	0.98	1.01
48	11/24/2019 - 11/30/2019	0.97	1.00
49	12/01/2019 - 12/07/2019	0.97	1.00
50	12/08/2019 - 12/14/2019	0.96	0.99
51	12/15/2019 - 12/21/2019	0.96	0.99
52	12/22/2019 - 12/28/2019	1.01	1.04
53	12/29/2019 - 12/31/2019	1.05	1.08

\* PEAK SEASON

COUNTY: 16  
 STATION: 1003  
 DESCRIPTION: SR35/700/US 98, NW OF SR 471 N OF LAKE LAND  
 START DATE: 01/15/2019  
 START TIME: 0000

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	3	8	13	8	32	8	5	9	6	28	60
0100	8	8	4	8	28	9	8	5	6	28	56
0200	7	8	9	5	29	6	7	7	5	25	54
0300	9	3	9	8	29	13	11	13	10	47	76
0400	13	17	16	18	64	21	9	19	32	81	145
0500	32	29	50	62	173	47	58	63	65	233	406
0600	47	79	74	65	265	65	92	82	70	309	574
0700	70	83	96	87	336	73	111	108	90	382	718
0800	79	78	70	89	316	92	94	80	79	345	661
0900	92	97	69	63	321	68	77	73	65	283	604
1000	82	73	67	68	290	57	83	71	63	274	564
1100	61	74	66	71	272	88	103	69	49	309	581
1200	73	71	67	78	289	72	77	64	58	271	560
1300	90	83	89	86	348	65	90	88	69	312	660
1400	80	75	96	85	336	97	70	77	42	286	622
1500	68	97	91	103	359	69	85	95	89	338	697
1600	116	99	80	107	402	88	76	86	93	343	745
1700	112	99	114	110	435	99	136	110	74	419	854
1800	98	93	73	53	317	79	63	79	46	267	584
1900	55	47	42	48	192	46	29	45	39	159	351
2000	47	33	37	29	146	31	35	20	19	105	251
2100	26	30	26	36	118	25	14	16	23	78	196
2200	21	18	17	16	72	24	12	15	10	61	133
2300	12	20	15	9	56	10	8	16	12	46	102
24-HOUR TOTALS:	5225					5029					10254

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	830	348	715	401	715	746
P.M.	1700	435	1645	438	1645	870
DAILY	1700	435	1645	438	1645	870

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2019 HISTORICAL AADT REPORT

COUNTY: 16 - POLK

SITE: 1003 - SR35/700/US 98, NW OF SR 471 N OF LAKE LAND

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR	
2019	9400	C	N	4800	S	4600	9.50	56.00	13.50
2018	10200	C	N	5200	S	5000	9.50	54.50	13.10
2017	8900	C	N	4300	S	4600	9.50	54.50	20.80
2016	8300	F	N	4200	S	4100	9.50	53.30	20.80
2015	7900	C	N	4000	S	3900	9.50	55.70	20.80
2014	7300	S	N	3700	S	3600	9.50	55.60	19.50
2013	7100	F	N	3600	S	3500	9.50	55.90	19.50
2012	7100	C	N	3600	S	3500	9.50	55.80	19.50
2011	8000	S	N	4000	S	4000	9.50	55.70	17.50
2010	8000	F	N	4000	S	4000	9.55	56.07	17.50
2009	8000	C	N	4000	S	4000	9.36	56.35	17.50
2008	7500	C	N	3700	S	3800	9.78	55.29	21.80
2007	8100	C	N	4000	S	4100	9.66	55.30	17.50
2006	8400	C	N	4200	S	4200	9.62	55.83	20.90
2005	7700	C	N	3800	S	3900	9.30	54.80	20.10
2004	8100	C	N	4000	S	4100	9.50	55.70	20.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE  
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE  
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN

\*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Start Date: 3/4/2021  
 Start Time: 7:00:00 AM & 4:00:00 PM  
 Site Code:  
 Comment 1: City/County: Dade City/Pasco  
 Comment 2: Weather: Clear  
 Comment 3:  
 Comment 4: Passenger Vehicles

Start Time	US 98 Southbound				US 98 Northbound				CR 54 Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	32	0	0	33	31	0	0	1	0	34	0
07:30 AM	0	42	4	0	47	36	0	0	0	0	58	0
07:45 AM	0	35	0	0	45	28	0	0	3	0	48	0
08:00 AM	0	41	2	0	29	41	0	0	1	0	37	0
08:15 AM	0	28	1	0	38	33	0	0	0	0	36	0
08:30 AM	0	37	1	0	32	33	0	0	0	0	30	0
08:45 AM	0	30	1	0	29	27	0	0	1	0	32	0
09:00 AM	0	26	0	0	51	29	0	0	0	0	18	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	44	1	0	45	39	0	0	2	0	63	0
04:30 PM	0	42	5	0	43	67	0	0	0	0	59	0
04:45 PM	0	48	1	0	59	43	0	0	2	0	63	0
05:00 PM	0	44	2	0	54	62	0	0	0	0	53	0
05:15 PM	0	55	1	0	54	45	0	0	1	0	69	0
05:30 PM	0	70	2	0	63	46	0	0	0	0	77	0
05:45 PM	0	53	1	0	63	67	0	0	1	0	58	0
06:00 PM	0	54	2	0	48	50	0	0	2	0	54	0

Draft

Start Date: 3/4/2021  
 Start Time: 7:00:00 AM & 4:00:00 PM  
 Site Code:  
 Comment 1: City/County: Dade City/Pasco  
 Comment 2: Weather: Clear  
 Comment 3:  
 Comment 4: Heavy vehicles

Start Time	US 98 Southbound				US 98 Northbound				CR 54 Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	12	0	0	9	12	0	0	0	0	10	0
07:30 AM	0	7	0	0	17	15	0	0	0	0	6	0
07:45 AM	0	5	1	0	8	9	0	0	0	0	5	0
08:00 AM	0	12	1	0	10	7	0	0	0	0	5	0
08:15 AM	0	8	0	0	11	6	0	0	1	0	8	0
08:30 AM	0	6	0	0	8	11	0	0	0	0	11	0
08:45 AM	0	11	0	0	8	8	0	0	0	0	7	0
09:00 AM	0	14	0	0	8	11	0	0	0	0	6	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	6	0	0	3	3	0	0	4	0	12	0
04:30 PM	0	4	0	0	4	5	0	0	0	0	4	0
04:45 PM	0	5	0	0	5	10	0	0	0	0	9	0
05:00 PM	0	4	0	0	5	10	0	0	0	0	5	0
05:15 PM	0	6	1	0	7	6	0	0	0	0	6	0
05:30 PM	0	7	0	0	4	6	0	0	0	0	3	0
05:45 PM	0	4	0	0	5	8	0	0	0	0	6	0
06:00 PM	0	9	0	0	3	6	0	0	0	0	4	0

Draft



Start Date: 3/4/2021  
 Start Time: 7:00:00 AM & 4:00:00 PM  
 Site Code:  
 Comment 1: City/County: Dade City/Pasco  
 Comment 2: Weather: Clear  
 Comment 3:  
 Comment 4: Motorcycles

Start Time	US 98 Southbound				US 98 Northbound				CR 54 Eastbound			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0
09:00 AM	0	0	0	0	0	1	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	1	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	8	0	0	0	0	1	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	2	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	2	0	0	0	1	0	0	0	0	1	0

Draft

Start Date: 3/4/2021  
 Start Time: 7:00:00 AM & 4:00:00 PM  
 Site Code:  
 Comment 1: City/County: Dade City/Pasco  
 Comment 2: Weather: Clear  
 Comment 3:  
 Comment 4: All Cars

Start Time	US 98				US 98				CR 54			
	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	32	0	0	33	31	0	0	1	0	34	0
07:30 AM	0	42	4	0	47	36	0	0	0	0	58	0
07:45 AM	0	35	0	0	45	28	0	0	3	0	48	0
08:00 AM	0	41	2	0	29	41	0	0	1	0	37	0
08:15 AM	0	28	1	0	38	33	0	0	0	0	38	0
08:30 AM	0	37	1	0	32	33	0	0	0	0	31	0
08:45 AM	0	30	1	0	29	27	0	0	1	0	33	0
09:00 AM	0	26	0	0	51	30	0	0	0	0	18	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	44	1	0	45	39	0	0	2	0	64	0
04:30 PM	0	42	5	0	43	67	0	0	0	0	59	0
04:45 PM	0	49	1	0	59	44	0	0	2	0	63	0
05:00 PM	0	45	2	0	54	70	0	0	0	0	54	0
05:15 PM	0	55	1	0	54	45	0	0	1	0	69	0
05:30 PM	0	70	2	0	63	46	0	0	0	0	77	0
05:45 PM	0	55	1	0	63	67	0	0	1	0	58	0
06:00 PM	0	56	2	0	48	51	0	0	2	0	55	0

Draft

Start Date: 3/4/2021  
 Start Time: 7:00:00 AM & 4:00:00 PM  
 Site Code:  
 Comment 1: City/County: Dade City/Pasco  
 Comment 2: Weather: Clear  
 Comment 3:  
 Comment 4: U Turns

Start Time	US 98 Southbound				US 98 Northbound				CR 54 Eastbound				
	Left	Thru	Right	RTOR	U-turn	Left	Thru	Right	RTOR	Left	Thru	Right	RTOR
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

Draft

Intersection Turning Movement Count

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

File Name : OldHighway&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	OLD LAKELAND HIGHWAY Southbound				OLD LAKELAND HIGHWAY Northbound				US 98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	53	22	75	9	39	0	48	13	0	20	33	156
07:15 AM	0	44	17	61	10	56	0	66	16	0	15	31	158
07:30 AM	0	43	19	62	6	53	0	59	12	0	12	24	145
07:45 AM	0	42	18	60	8	59	0	67	20	0	11	31	158
Total	0	182	76	258	33	207	0	240	61	0	58	119	617
08:00 AM	0	33	18	51	20	44	0	64	24	0	3	27	142
08:15 AM	0	28	21	49	9	55	0	64	16	0	16	32	145
08:30 AM	0	52	21	73	10	51	0	61	21	0	13	34	168
08:45 AM	0	48	16	64	13	41	0	54	15	0	18	33	151
Total	0	161	76	237	52	191	0	243	76	0	50	126	606
*** BREAK ***													
04:15 PM	0	49	20	69	7	63	0	70	15	0	16	31	170
04:30 PM	0	49	19	68	10	59	0	69	16	0	20	36	173
04:45 PM	0	46	16	62	7	54	0	61	28	0	15	43	166
Total	0	144	55	199	24	176	0	200	59	0	51	110	509
05:00 PM	0	78	17	95	11	61	0	72	12	0	10	22	189
05:15 PM	0	64	35	99	2	61	0	63	19	0	15	34	196
05:30 PM	0	59	21	80	10	81	0	91	21	0	16	37	208
05:45 PM	0	45	13	58	10	62	0	72	25	0	19	44	174
Total	0	246	86	332	33	265	0	298	77	0	60	137	767
06:00 PM	0	57	18	75	5	62	0	67	15	0	19	34	176
Grand Total	0	790	311	1101	147	901	0	1048	288	0	238	526	2675
Apprch %	0	71.8	28.2		14	86	0		54.8	0	45.2		
Total %	0	29.5	11.6	41.2	5.5	33.7	0	39.2	10.8	0	8.9	19.7	
Passenger Vehicles	0	674	263	937	118	790	0	908	228	0	190	418	2263
% Passenger Vehicles	0	85.3	84.6	85.1	80.3	87.7	0	86.6	79.2	0	79.8	79.5	84.6
Heavy Vehicles	0	116	48	164	29	111	0	140	58	0	48	106	410
% Heavy Vehicles	0	14.7	15.4	14.9	19.7	12.3	0	13.4	20.1	0	20.2	20.2	15.3
UTurns	0	0	0	0	0	0	0	0	2	0	0	2	2
% UTurns	0	0	0	0	0	0	0	0	0.7	0	0	0.4	0.1

Start Time	OLD LAKELAND HIGHWAY Southbound				OLD LAKELAND HIGHWAY Northbound				US 98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	53	22	75	9	39	0	48	13	0	20	33	156
07:15 AM	0	44	17	61	10	56	0	66	16	0	15	31	158
07:30 AM	0	43	19	62	6	53	0	59	12	0	12	24	145
07:45 AM	0	42	18	60	8	59	0	67	20	0	11	31	158
Total Volume	0	182	76	258	33	207	0	240	61	0	58	119	617
% App. Total	0	70.5	29.5		13.8	86.2	0		51.3	0	48.7		
PHF	.000	.858	.864	.860	.825	.877	.000	.896	.763	.000	.725	.902	.976
Passenger Vehicles	0	145	67	212	31	175	0	206	45	0	35	80	498
% Passenger Vehicles	0	79.7	88.2	82.2	93.9	84.5	0	85.8	73.8	0	60.3	67.2	80.7
Heavy Vehicles	0	37	9	46	2	32	0	34	14	0	23	37	117
% Heavy Vehicles	0	20.3	11.8	17.8	6.1	15.5	0	14.2	23.0	0	39.7	31.1	19.0
UTurns	0	0	0	0	0	0	0	0	2	0	0	2	2
% UTurns	0	0	0	0	0	0	0	0	3.3	0	0	1.7	0.3



Intersection Turning Movement Count

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

File Name : OldHighway&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	OLD LAKELAND HIGHWAY Southbound				OLD LAKELAND HIGHWAY Northbound				US 98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	44	20	64	8	33	0	41	8	0	13	21	126
07:15 AM	0	35	15	50	9	45	0	54	13	0	9	22	126
07:30 AM	0	31	16	47	6	46	0	52	10	0	6	16	115
07:45 AM	0	35	16	51	8	51	0	59	14	0	7	21	131
Total	0	145	67	212	31	175	0	206	45	0	35	80	498
08:00 AM	0	27	15	42	10	34	0	44	20	0	3	23	109
08:15 AM	0	16	16	32	4	49	0	53	11	0	9	20	105
08:30 AM	0	39	18	57	4	41	0	45	15	0	6	21	123
08:45 AM	0	32	12	44	12	29	0	41	7	0	14	21	106
Total	0	114	61	175	30	153	0	183	53	0	32	85	443
*** BREAK ***													
04:15 PM	0	45	18	63	6	58	0	64	13	0	14	27	154
04:30 PM	0	46	14	60	8	51	0	59	14	0	19	33	152
04:45 PM	0	43	13	56	7	45	0	52	24	0	13	37	145
Total	0	134	45	179	21	154	0	175	51	0	46	97	451
05:00 PM	0	75	14	89	10	60	0	70	10	0	10	20	179
05:15 PM	0	61	30	91	2	55	0	57	17	0	14	31	179
05:30 PM	0	55	17	72	10	78	0	88	18	0	16	34	194
05:45 PM	0	41	12	53	10	56	0	66	23	0	19	42	161
Total	0	232	73	305	32	249	0	281	68	0	59	127	713
06:00 PM	0	49	17	66	4	59	0	63	11	0	18	29	158
Grand Total	0	674	263	937	118	790	0	908	228	0	190	418	2263
Apprch %	0	71.9	28.1		13	87	0		54.5	0	45.5		
Total %	0	29.8	11.6	41.4	5.2	34.9	0	40.1	10.1	0	8.4	18.5	

Start Time	OLD LAKELAND HIGHWAY Southbound				OLD LAKELAND HIGHWAY Northbound				US 98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:00 AM													
07:00 AM	0	44	20	64	8	33	0	41	8	0	13	21	126
07:15 AM	0	35	15	50	9	45	0	54	13	0	9	22	126
07:30 AM	0	31	16	47	6	46	0	52	10	0	6	16	115
07:45 AM	0	35	16	51	8	51	0	59	14	0	7	21	131
Total Volume	0	145	67	212	31	175	0	206	45	0	35	80	498
% App. Total	0	68.4	31.6		15	85	0		56.2	0	43.8		
PHF	.000	.824	.838	.828	.861	.858	.000	.873	.804	.000	.673	.909	.950

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

	07:00 AM				07:15 AM				07:45 AM			
+0 mins.	0	44	20	64	9	45	0	54	14	0	7	21
+15 mins.	0	35	15	50	6	46	0	52	20	0	3	23
+30 mins.	0	31	16	47	8	51	0	59	11	0	9	20
+45 mins.	0	35	16	51	10	34	0	44	15	0	6	21
Total Volume	0	145	67	212	33	176	0	209	60	0	25	85
% App. Total	0	68.4	31.6		15.8	84.2	0		70.6	0	29.4	
PHF	.000	.824	.838	.828	.825	.863	.000	.886	.750	.000	.694	.924

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	0	75	14	89	10	60	0	70	10	0	10	20	179
05:15 PM	0	61	30	91	2	55	0	57	17	0	14	31	179
05:30 PM	0	55	17	72	10	78	0	88	18	0	16	34	194
05:45 PM	0	41	12	53	10	56	0	66	23	0	19	42	161
Total Volume	0	232	73	305	32	249	0	281	68	0	59	127	713
% App. Total	0	76.1	23.9		11.4	88.6	0		53.5	0	46.5		
PHF	.000	.773	.608	.838	.800	.798	.000	.798	.739	.000	.776	.756	.919

Intersection Turning Movement Count

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

File Name : OldHighway&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 2

Start Time	OLD LAKELAND HIGHWAY Southbound				OLD LAKELAND HIGHWAY Northbound				US 98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	04:45 PM				05:00 PM				05:15 PM				
+0 mins.	0	43	13	56	10	60	0	70	17	0	14	31	
+15 mins.	0	75	14	89	2	55	0	57	18	0	16	34	
+30 mins.	0	61	30	91	10	78	0	88	23	0	19	42	
+45 mins.	0	55	17	72	10	56	0	66	11	0	18	29	
Total Volume	0	234	74	308	32	249	0	281	69	0	67	136	
% App. Total	0	76	24		11.4	88.6	0		50.7	0	49.3		
PHF	.000	.780	.617	.846	.800	.798	.000	.798	.750	.000	.882	.810	

Draft

Intersection Turning Movement Count

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

File Name : OldHighway&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	OLD LAKELAND HIGHWAY Southbound				OLD LAKELAND HIGHWAY Northbound				US 98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	9	2	11	1	6	0	7	3	0	7	10	28
07:15 AM	0	9	2	11	1	11	0	12	3	0	6	9	32
07:30 AM	0	12	3	15	0	7	0	7	2	0	6	8	30
07:45 AM	0	7	2	9	0	8	0	8	6	0	4	10	27
Total	0	37	9	46	2	32	0	34	14	0	23	37	117
08:00 AM	0	6	3	9	10	10	0	20	4	0	0	4	33
08:15 AM	0	12	5	17	5	6	0	11	5	0	7	12	40
08:30 AM	0	13	3	16	6	10	0	16	6	0	7	13	45
08:45 AM	0	16	4	20	1	12	0	13	8	0	4	12	45
Total	0	47	15	62	22	38	0	60	23	0	18	41	163
*** BREAK ***													
04:15 PM	0	4	2	6	1	5	0	6	2	0	2	4	16
04:30 PM	0	3	5	8	2	8	0	10	2	0	1	3	21
04:45 PM	0	3	3	6	0	9	0	9	4	0	2	6	21
Total	0	10	10	20	3	22	0	25	8	0	5	13	58
05:00 PM	0	3	3	6	1	1	0	2	2	0	0	2	10
05:15 PM	0	3	5	8	0	6	0	6	2	0	1	3	17
05:30 PM	0	4	4	8	0	3	0	3	3	0	0	3	14
05:45 PM	0	4	1	5	0	6	0	6	2	0	0	2	13
Total	0	14	13	27	1	16	0	17	9	0	1	10	54
06:00 PM	0	8	1	9	1	3	0	4	4	0	1	5	18
Grand Total	0	116	48	164	29	111	0	140	58	0	48	106	410
Apprch %	0	70.7	29.3		20.7	79.3	0		54.7	0	45.3		
Total %	0	28.3	11.7	40	7.1	27.1	0	34.1	14.1	0	11.7	25.9	

Start Time	OLD LAKELAND HIGHWAY Southbound				OLD LAKELAND HIGHWAY Northbound				US 98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	0	6	3	9	10	10	0	20	4	0	0	4	33
08:15 AM	0	12	5	17	5	6	0	11	5	0	7	12	40
08:30 AM	0	13	3	16	6	10	0	16	6	0	7	13	45
08:45 AM	0	16	4	20	1	12	0	13	8	0	4	12	45
Total Volume	0	47	15	62	22	38	0	60	23	0	18	41	163
% App. Total	0	75.8	24.2		36.7	63.3	0		56.1	0	43.9		
PHF	.000	.734	.750	.775	.550	.792	.000	.750	.719	.000	.643	.788	.906

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

	08:00 AM				08:00 AM				08:00 AM				
+0 mins.	0	6	3	9	10	10	0	20	4	0	0	4	4
+15 mins.	0	12	5	17	5	6	0	11	5	0	7	12	12
+30 mins.	0	13	3	16	6	10	0	16	6	0	7	13	13
+45 mins.	0	16	4	20	1	12	0	13	8	0	4	12	12
Total Volume	0	47	15	62	22	38	0	60	23	0	18	41	41
% App. Total	0	75.8	24.2		36.7	63.3	0		56.1	0	43.9		
PHF	.000	.734	.750	.775	.550	.792	.000	.750	.719	.000	.643	.788	.788

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	3	5	8	2	8	0	10	2	0	1	3	21
04:45 PM	0	3	3	6	0	9	0	9	4	0	2	6	21
05:00 PM	0	3	3	6	1	1	0	2	2	0	0	2	10
05:15 PM	0	3	5	8	0	6	0	6	2	0	1	3	17
Total Volume	0	12	16	28	3	24	0	27	10	0	4	14	69
% App. Total	0	42.9	57.1		11.1	88.9	0		71.4	0	28.6		
PHF	.000	1.00	.800	.875	.375	.667	.000	.675	.625	.000	.500	.583	.821



Intersection Turning Movement Count

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

File Name : OldHighway&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 2

Start Time	OLD LAKELAND HIGHWAY Southbound				OLD LAKELAND HIGHWAY Northbound				US 98 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	05:15 PM				04:15 PM				04:15 PM				
+0 mins.	0	3	5	8	1	5	0	6	2	0	2	4	
+15 mins.	0	4	4	8	2	8	0	10	2	0	1	3	
+30 mins.	0	4	1	5	0	9	0	9	4	0	2	6	
+45 mins.	0	8	1	9	1	1	0	2	2	0	0	2	
Total Volume	0	19	11	30	4	23	0	27	10	0	5	15	
% App. Total	0	63.3	36.7		14.8	85.2	0		66.7	0	33.3		
PHF	.000	.594	.550	.833	.500	.639	.000	.675	.625	.000	.625	.625	

Draft









Intersection Turning Movement Count

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

File Name : US301&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	US 301 Southbound				US 98 Westbound					US 301 Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	51	151	0	202	6	0	8	31	45	0	113	0	0	113	360
07:15 AM	57	173	0	230	4	0	6	31	41	0	149	3	5	157	428
07:30 AM	39	201	0	240	12	0	2	30	44	0	121	1	1	123	407
07:45 AM	29	202	0	231	11	0	7	34	52	0	164	0	2	166	449
Total	176	727	0	903	33	0	23	126	182	0	547	4	8	559	1644
08:00 AM	29	194	0	223	7	0	16	21	44	0	147	1	1	149	416
08:15 AM	34	185	0	219	14	0	7	27	48	0	156	4	4	164	431
08:30 AM	26	190	0	216	11	0	13	28	52	0	149	5	3	157	425
08:45 AM	28	189	0	217	14	0	14	28	56	0	144	5	0	149	422
Total	117	758	0	875	46	0	50	104	200	0	596	15	8	619	1694
*** BREAK ***															
04:15 PM	47	161	0	208	6	0	6	34	46	0	241	3	4	248	502
04:30 PM	49	162	0	211	6	0	5	33	44	0	165	13	2	180	435
04:45 PM	54	155	0	209	4	0	13	29	46	0	188	6	3	197	452
Total	150	478	0	628	16	0	24	96	136	0	594	22	9	625	1389
05:00 PM	50	196	0	246	9	0	8	33	50	0	216	4	3	223	519
05:15 PM	41	223	0	264	13	0	27	34	74	0	239	12	2	253	591
05:30 PM	49	152	0	201	8	0	21	19	48	0	219	8	3	230	479
05:45 PM	54	149	0	203	2	0	14	37	53	0	201	9	3	213	469
Total	194	720	0	914	32	0	70	123	225	0	875	33	11	919	2058
06:00 PM	33	129	0	162	9	0	6	19	34	0	169	6	7	182	378
Grand Total	670	2812	0	3482	136	0	173	468	777	0	2781	80	43	2904	7163
Apprch %	19.2	80.8	0		17.5	0	22.3	60.2		0	95.8	2.8	1.5		
Total %	9.4	39.3	0	48.6	1.9	0	2.4	6.5	10.8	0	38.8	1.1	0.6	40.5	

Start Time	US 301 Southbound				US 98 Westbound					US 301 Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 07:45 AM															
07:45 AM	29	202	0	231	11	0	7	34	52	0	164	0	2	166	449
08:00 AM	29	194	0	223	7	0	16	21	44	0	147	1	1	149	416
08:15 AM	34	185	0	219	14	0	7	27	48	0	156	4	4	164	431
08:30 AM	26	190	0	216	11	0	13	28	52	0	149	5	3	157	425
Total Volume	118	771	0	889	43	0	43	110	196	0	616	10	10	636	1721
% App. Total	13.3	86.7	0		21.9	0	21.9	56.1		0	96.9	1.6	1.6		
PHF	.868	.954	.000	.962	.768	.000	.672	.809	.942	.000	.939	.500	.625	.958	.958

+0 mins.	07:15 AM				08:00 AM					07:45 AM					
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Each Approach Begins at:															
+0 mins.	57	173	0	230	7	0	16	21	44	0	164	0	2	166	
+15 mins.	39	201	0	240	14	0	7	27	48	0	147	1	1	149	
+30 mins.	29	202	0	231	11	0	13	28	52	0	156	4	4	164	
+45 mins.	29	194	0	223	14	0	14	28	56	0	149	5	3	157	
Total Volume	154	770	0	924	46	0	50	104	200	0	616	10	10	636	
% App. Total	16.7	83.3	0		23	0	25	52		0	96.9	1.6	1.6		
PHF	.675	.953	.000	.963	.821	.000	.781	.929	.893	.000	.939	.500	.625	.958	

05:00 PM	07:15 AM				08:00 AM					07:45 AM					
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 05:00 PM															
05:00 PM	50	196	0	246	9	0	8	33	50	0	216	4	3	223	519
05:15 PM	41	223	0	264	13	0	27	34	74	0	239	12	2	253	591
05:30 PM	49	152	0	201	8	0	21	19	48	0	219	8	3	230	479
05:45 PM	54	149	0	203	2	0	14	37	53	0	201	9	3	213	469
Total Volume	194	720	0	914	32	0	70	123	225	0	875	33	11	919	2058
% App. Total	21.2	78.8	0		14.2	0	31.1	54.7		0	95.2	3.6	1.2		
PHF	.898	.807	.000	.866	.615	.000	.648	.831	.760	.000	.915	.688	.917	.908	.871

Intersection Turning Movement Count

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

File Name : US301&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
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Start Time	US 301 Southbound				US 98 Westbound					US 301 Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM				05:00 PM					05:00 PM				
+0 mins.	49	162	0	211	9	0	8	33	50	0	216	4	3	223
+15 mins.	54	155	0	209	13	0	27	34	74	0	239	12	2	253
+30 mins.	50	196	0	246	8	0	21	19	48	0	219	8	3	230
+45 mins.	41	223	0	264	2	0	14	37	53	0	201	9	3	213
Total Volume	194	736	0	930	32	0	70	123	225	0	875	33	11	919
% App. Total	20.9	79.1	0		14.2	0	31.1	54.7		0	95.2	3.6	1.2	
PHF	.898	.825	.000	.881	.615	.000	.648	.831	.760	.000	.915	.688	.917	.908

Draft

Intersection Turning Movement Count

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

File Name : US301&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	US 301 Southbound				US 98 Westbound					US 301 Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	2	2	0	4	0	0	1	5	6	0	3	0	0	3	13
07:15 AM	4	4	0	8	1	0	1	3	5	0	5	0	0	5	18
07:30 AM	5	6	0	11	1	0	4	7	12	0	3	0	0	3	26
07:45 AM	7	6	0	13	0	0	2	3	5	0	8	0	0	8	26
Total	18	18	0	36	2	0	8	18	28	0	19	0	0	19	83
08:00 AM	6	8	0	14	1	0	3	5	9	0	5	0	0	5	28
08:15 AM	1	12	0	13	2	0	1	0	3	0	15	0	0	15	31
08:30 AM	8	9	0	17	0	0	3	5	8	0	7	0	0	7	32
08:45 AM	6	13	0	19	0	0	1	4	5	0	9	0	0	9	33
Total	21	42	0	63	3	0	8	14	25	0	36	0	0	36	124
*** BREAK ***															
04:15 PM	4	4	0	8	0	0	1	1	2	0	6	0	0	6	16
04:30 PM	2	5	0	7	0	0	2	0	2	0	3	2	0	5	14
04:45 PM	6	7	0	13	2	0	3	0	5	0	7	1	0	8	26
Total	12	16	0	28	2	0	6	1	9	0	16	3	0	19	56
05:00 PM	4	2	0	6	1	0	0	1	2	0	3	0	0	3	11
05:15 PM	1	4	0	5	0	0	2	1	3	0	3	0	0	3	11
05:30 PM	0	5	0	5	0	0	0	2	2	0	0	0	0	0	7
05:45 PM	2	7	0	9	1	0	2	1	4	0	3	0	0	3	16
Total	7	18	0	25	2	0	4	5	11	0	9	0	0	9	45
06:00 PM	5	3	0	8	0	0	0	4	4	0	0	0	0	0	12
Grand Total	63	97	0	160	9	0	26	42	77	0	80	3	0	83	320
Apprch %	39.4	60.6	0		11.7	0	33.8	54.5		0	96.4	3.6	0		
Total %	19.7	30.3	0	50	2.8	0	8.1	13.1	24.1	0	25	0.9	0	25.9	

Start Time	US 301 Southbound				US 98 Westbound					US 301 Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1															
Peak Hour for Entire Intersection Begins at 08:00 AM															
08:00 AM	6	8	0	14	1	0	3	5	9	0	5	0	0	5	28
08:15 AM	1	12	0	13	2	0	1	0	3	0	15	0	0	15	31
08:30 AM	8	9	0	17	0	0	3	5	8	0	7	0	0	7	32
08:45 AM	6	13	0	19	0	0	1	4	5	0	9	0	0	9	33
Total Volume	21	42	0	63	3	0	8	14	25	0	36	0	0	36	124
% App. Total	33.3	66.7	0		12	0	32	56		0	100	0	0		
PHF	.656	.808	.000	.829	.375	.000	.667	.700	.694	.000	.600	.000	.000	.600	.939

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

	08:00 AM				07:15 AM					08:00 AM				
+0 mins.	6	8	0	14	1	0	1	3	5	0	5	0	0	5
+15 mins.	1	12	0	13	1	0	4	7	12	0	15	0	0	15
+30 mins.	8	9	0	17	0	0	2	3	5	0	7	0	0	7
+45 mins.	6	13	0	19	1	0	3	5	9	0	9	0	0	9
Total Volume	21	42	0	63	3	0	10	18	31	0	36	0	0	36
% App. Total	33.3	66.7	0		9.7	0	32.3	58.1		0	100	0	0	
PHF	.656	.808	.000	.829	.750	.000	.625	.643	.646	.000	.600	.000	.000	.600

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	4	4	0	8	0	0	1	1	2	0	6	0	0	6	16
04:30 PM	2	5	0	7	0	0	2	0	2	0	3	2	0	5	14
04:45 PM	6	7	0	13	2	0	3	0	5	0	7	1	0	8	26
05:00 PM	4	2	0	6	1	0	0	1	2	0	3	0	0	3	11
Total Volume	16	18	0	34	3	0	6	2	11	0	19	3	0	22	67
% App. Total	47.1	52.9	0		27.3	0	54.5	18.2		0	86.4	13.6	0		
PHF	.667	.643	.000	.654	.375	.000	.500	.500	.550	.000	.679	.375	.000	.688	.644



Intersection Turning Movement Count

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

File Name : US301&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
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Start Time	US 301 Southbound				US 98 Westbound					US 301 Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				05:15 PM					04:15 PM				
+0 mins.	4	4	0	8	0	0	2	1	3	0	6	0	0	6
+15 mins.	2	5	0	7	0	0	0	2	2	0	3	2	0	5
+30 mins.	6	7	0	13	1	0	2	1	4	0	7	1	0	8
+45 mins.	4	2	0	6	0	0	0	4	4	0	3	0	0	3
Total Volume	16	18	0	34	1	0	4	8	13	0	19	3	0	22
% App. Total	47.1	52.9	0		7.7	0	30.8	61.5		0	86.4	13.6	0	
PHF	.667	.643	.000	.654	.250	.000	.500	.500	.813	.000	.679	.375	.000	.688

Draft



Intersection Turning Movement Count

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

File Name : US301&US98  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 2

Start Time	US 301 Southbound				US 98 Westbound					US 301 Northbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM					04:15 PM				
+0 mins.	3	0	0	3	0	0	0	0	0	0	0	0	0	0
+15 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	0
+30 mins.	2	0	0	2	0	0	0	0	0	0	0	0	0	0
+45 mins.	3	0	0	3	0	0	0	0	0	0	0	0	0	0
Total Volume	9	0	0	9	0	0	0	0	0	0	0	0	0	0
% App. Total	100	0	0		0	0	0	0	0	0	0	0	0	0
PHF	.750	.000	.000	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Draft

# Intersection Pedestrian & Bicycle Count

Date: 5/8/19

Day: Wednesday

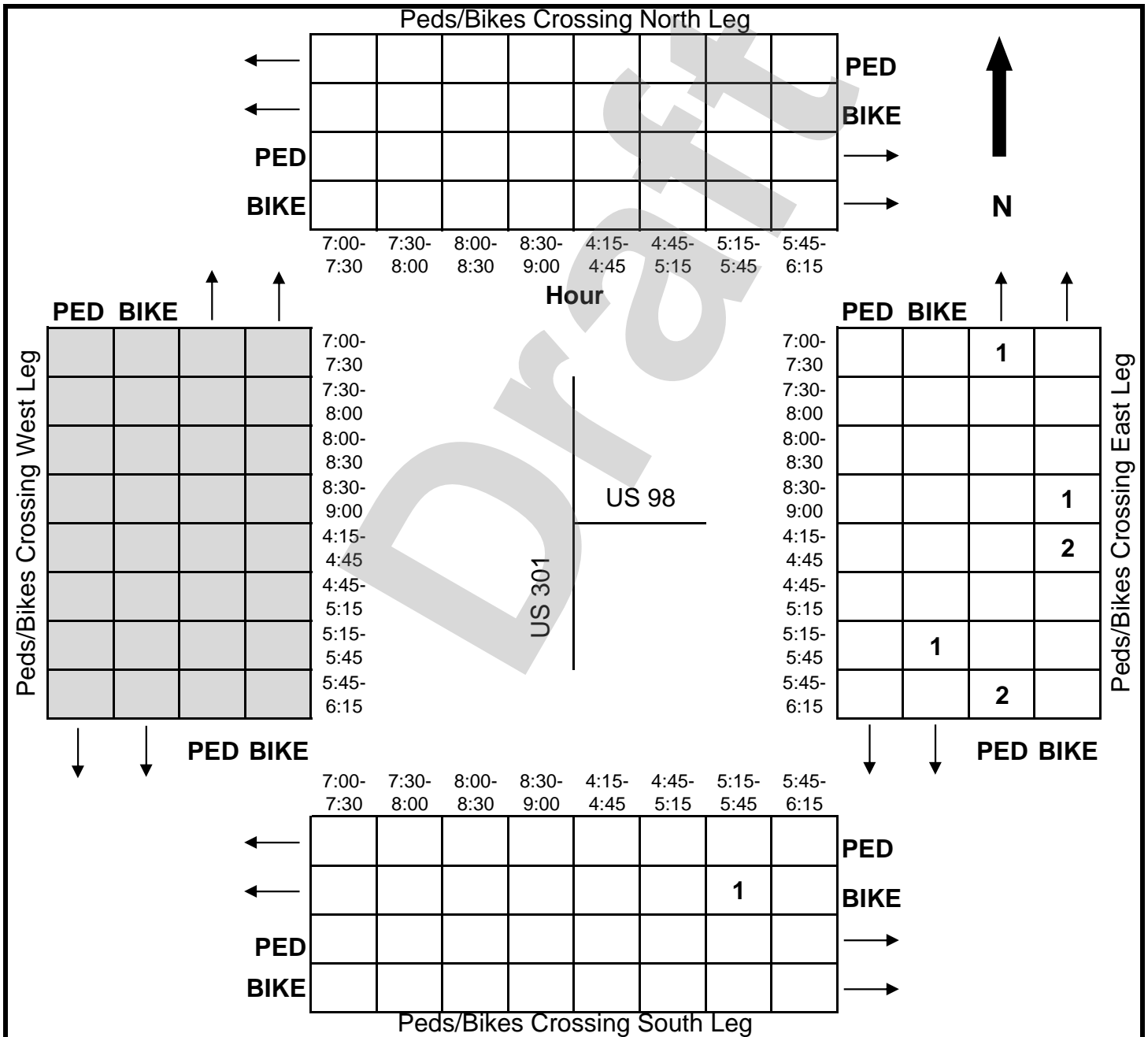
Count Times: 7-9am & 4:15-6:15pm

Weather: Clear

Intersection: US 301 at US 98

Comments: \_\_\_\_\_  
\_\_\_\_\_

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



Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	3	98	5	6	112	2	30	5	2	39	79	87	5	2	173	36	17	13	64	130	454
07:15 AM	2	126	9	8	145	12	20	1	4	37	81	106	1	5	193	46	19	27	72	164	539
07:30 AM	4	147	18	14	183	10	19	2	4	35	42	131	6	0	179	50	18	30	65	163	560
07:45 AM	1	147	14	10	172	14	27	5	5	51	60	145	9	2	216	55	22	12	61	150	589
Total	10	518	46	38	612	38	96	13	15	162	262	469	21	9	761	187	76	82	262	607	2142
08:00 AM	1	114	17	9	141	13	15	5	1	34	74	125	5	3	207	55	19	25	79	178	560
08:15 AM	7	134	12	18	171	12	15	2	5	34	68	112	11	2	193	56	7	21	69	153	551
08:30 AM	9	147	17	12	185	12	9	6	5	32	68	140	6	2	216	32	21	10	56	119	552
08:45 AM	3	138	10	16	167	18	16	5	3	42	63	121	8	5	197	54	16	12	54	136	542
Total	20	533	56	55	664	55	55	18	14	142	273	498	30	12	813	197	63	68	258	586	2205
*** BREAK ***																					
04:15 PM	5	121	18	28	172	21	22	5	7	55	103	167	25	4	299	66	24	15	51	156	682
04:30 PM	8	132	31	20	191	13	19	5	3	40	63	143	9	1	216	49	31	13	63	156	603
04:45 PM	12	136	17	20	185	19	35	10	5	69	88	148	12	2	250	55	30	14	56	155	659
Total	25	389	66	68	548	53	76	20	15	164	254	458	46	7	765	170	85	42	170	467	1944
05:00 PM	5	169	30	32	236	22	36	11	0	69	86	173	11	3	273	56	29	15	51	151	729
05:15 PM	3	169	22	31	225	21	31	3	4	59	86	174	15	5	280	43	33	14	65	155	719
05:30 PM	5	126	17	27	175	12	31	0	6	49	87	163	14	10	274	42	27	16	49	134	632
05:45 PM	6	104	25	20	155	16	42	5	2	65	78	165	16	3	262	59	32	17	47	155	637
Total	19	568	94	110	791	71	140	19	12	242	337	675	56	21	1089	200	121	62	212	595	2717
06:00 PM	5	106	22	21	154	13	29	7	5	54	60	125	11	5	201	44	19	7	49	119	528
Grand Total	79	2114	284	292	2769	230	396	77	61	764	1186	2225	164	54	3629	798	364	261	951	2374	9536
Apprch %	2.9	76.3	10.3	10.5		30.1	51.8	10.1	8		32.7	61.3	4.5	1.5		33.6	15.3	11	40.1		
Total %	0.8	22.2	3	3.1	29	2.4	4.2	0.8	0.6	8	12.4	23.3	1.7	0.6	38.1	8.4	3.8	2.7	10	24.9	
Passenger Vehicles	74	2021	280	286	2661	209	368	76	59	712	1076	2132	156	51	3415	726	335	246	912	2219	9007
% Passenger Vehicles	93.7	95.6	98.6	97.9	96.1	90.9	92.9	98.7	96.7	93.2	90.7	95.8	95.1	94.4	94.1	91	92	94.3	95.9	93.5	94.5
Heavy Vehicles	1	93	4	6	104	15	28	1	2	46	42	93	8	3	146	13	29	15	39	96	392
% Heavy Vehicles	1.3	4.4	1.4	2.1	3.8	6.5	7.1	1.3	3.3	6	3.5	4.2	4.9	5.6	4	1.6	8	5.7	4.1	4	4.1
UTurns	4	0	0	0	4	6	0	0	0	6	68	0	0	0	68	59	0	0	0	59	137
% UTurns	5.1	0	0	0	0.1	2.6	0	0	0	0.8	5.7	0	0	0	1.9	7.4	0	0	0	2.5	1.4

Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 2

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	4	147	18	14	183	10	19	2	4	35	42	131	6	0	179	50	18	30	65	163	560
07:45 AM	1	147	14	10	172	14	27	5	5	51	60	145	9	2	216	55	22	12	61	150	589
08:00 AM	1	114	17	9	141	13	15	5	1	34	74	125	5	3	207	55	19	25	79	178	560
08:15 AM	7	134	12	18	171	12	15	2	5	34	68	112	11	2	193	56	7	21	69	153	551
Total Volume	13	542	61	51	667	49	76	14	15	154	244	513	31	7	795	216	66	88	274	644	2260
% App. Total	1.9	81.3	9.1	7.6		31.8	49.4	9.1	9.7		30.7	64.5	3.9	0.9		33.5	10.2	13.7	42.5		
PHF	.464	.922	.847	.708	.911	.875	.704	.700	.750	.755	.824	.884	.705	.583	.920	.964	.750	.733	.867	.904	.959
Passenger Vehicles	12	516	60	49	637	46	59	14	14	133	212	485	26	6	729	206	59	84	259	608	2107
% Passenger Vehicles	92.3	95.2	98.4	96.1	95.5	93.9	77.6	100	93.3	86.4	86.9	94.5	83.9	85.7	91.7	95.4	89.4	95.5	94.5	94.4	93.2
Heavy Vehicles	1	26	1	2	30	3	17	0	1	21	20	28	5	1	54	2	7	4	15	28	133
% Heavy Vehicles	7.7	4.8	1.6	3.9	4.5	6.1	22.4	0	6.7	13.6	8.2	5.5	16.1	14.3	6.8	0.9	10.6	4.5	5.5	4.3	5.9
UTurns	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	8	0	0	0	8	20
% UTurns	0	0	0	0	0	0	0	0	0	0	4.9	0	0	0	1.5	3.7	0	0	0	1.2	0.9

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

	07:45 AM					07:00 AM					07:45 AM					07:15 AM					
+0 mins.	1	147	14	10	172	2	30	5	2	39	60	145	9	2	216	46	19	27	72	164	
+15 mins.	1	114	17	9	141	12	20	1	4	37	74	125	5	3	207	50	18	30	65	163	
+30 mins.	7	134	12	18	171	10	19	2	4	35	68	112	11	2	193	55	22	12	61	150	
+45 mins.	9	147	17	12	185	14	27	5	5	51	68	140	6	2	216	55	19	25	79	178	
Total Volume	18	542	60	49	669	38	96	13	15	162	270	522	31	9	832	206	78	94	277	655	
% App. Total	2.7	81	9	7.3		23.5	59.3	8	9.3		32.5	62.7	3.7	1.1		31.5	11.9	14.4	42.3		
PHF	.500	.922	.882	.681	.904	.679	.800	.650	.750	.794	.912	.900	.705	.750	.963	.936	.886	.783	.877	.920	
Passenger Vehicles	16	512	59	46	633	36	83	13	15	147	238	491	26	8	763	199	68	86	263	616	
% Passenger Vehicles	88.9	94.5	98.3	93.9	94.6	94.7	86.5	100	100	90.7	88.1	94.1	83.9	88.9	91.7	96.6	87.2	91.5	94.9	94	
Heavy Vehicles	0	30	1	3	34	2	13	0	0	15	18	31	5	1	55	3	10	8	14	35	
% Heavy Vehicles	0	5.5	1.7	6.1	5.1	5.3	13.5	0	0	9.3	6.7	5.9	16.1	11.1	6.6	1.5	12.8	8.5	5.1	5.3	
UTurns	2	0	0	0	2	0	0	0	0	0	14	0	0	0	14	4	0	0	0	4	
% UTurns	11.1	0	0	0	0.3	0	0	0	0	0	5.2	0	0	0	1.7	1.9	0	0	0	0.6	

Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 3

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	12	136	17	20	185	19	35	10	5	69	88	148	12	2	250	55	30	14	56	155	659
05:00 PM	5	169	30	32	236	22	36	11	0	69	86	173	11	3	273	56	29	15	51	151	729
05:15 PM	3	169	22	31	225	21	31	3	4	59	86	174	15	5	280	43	33	14	65	155	719
05:30 PM	5	126	17	27	175	12	31	0	6	49	87	163	14	10	274	42	27	16	49	134	632
Total Volume	25	600	86	110	821	74	133	24	15	246	347	658	52	20	1077	196	119	59	221	595	2739
% App. Total	3	73.1	10.5	13.4		30.1	54.1	9.8	6.1		32.2	61.1	4.8	1.9		32.9	20	9.9	37.1		
PHF	.521	.888	.717	.859	.870	.841	.924	.545	.625	.891	.986	.945	.867	.500	.962	.875	.902	.922	.850	.960	.939
Passenger Vehicles	24	583	85	110	802	71	130	24	15	240	317	645	51	20	1033	169	111	57	216	553	2628
% Passenger Vehicles	96.0	97.2	98.8	100	97.7	95.9	97.7	100	100	97.6	91.4	98.0	98.1	100	95.9	86.2	93.3	96.6	97.7	92.9	95.9
Heavy Vehicles	0	17	1	0	18	1	3	0	0	4	7	13	1	0	21	1	8	2	5	16	59
% Heavy Vehicles	0	2.8	1.2	0	2.2	1.4	2.3	0	0	1.6	2.0	2.0	1.9	0	1.9	0.5	6.7	3.4	2.3	2.7	2.2
UTurns	1	0	0	0	1	2	0	0	0	2	23	0	0	0	23	26	0	0	0	26	52
% UTurns	4.0	0	0	0	0.1	2.7	0	0	0	0.8	6.6	0	0	0	2.1	13.3	0	0	0	4.4	1.9

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:30 PM					04:45 PM					05:00 PM					04:15 PM				
+0 mins.	8	132	31	20	191	19	35	10	5	69	86	173	11	3	273	66	24	15	51	156
+15 mins.	12	136	17	20	185	22	36	11	0	69	86	174	15	5	280	49	31	13	63	156
+30 mins.	5	169	30	32	236	21	31	3	4	59	87	163	14	10	274	55	30	14	56	155
+45 mins.	3	169	22	31	225	12	31	0	6	49	78	165	16	3	262	56	29	15	51	151
Total Volume	28	606	100	103	837	74	133	24	15	246	337	675	56	21	1089	226	114	57	221	618
% App. Total	3.3	72.4	11.9	12.3		30.1	54.1	9.8	6.1		30.9	62	5.1	1.9		36.6	18.4	9.2	35.8	
PHF	.583	.896	.806	.805	.887	.841	.924	.545	.625	.891	.968	.970	.875	.525	.972	.856	.919	.950	.877	.990
Passenger Vehicles	28	590	98	102	818	71	130	24	15	240	312	662	55	21	1050	196	107	54	214	571
% Passenger Vehicles	100	97.4	98	99	97.7	95.9	97.7	100	100	97.6	92.6	98.1	98.2	100	96.4	86.7	93.9	94.7	96.8	92.4
Heavy Vehicles	0	16	2	1	19	1	3	0	0	4	4	13	1	0	18	4	7	3	7	21
% Heavy Vehicles	0	2.6	2	1	2.3	1.4	2.3	0	0	1.6	1.2	1.9	1.8	0	1.7	1.8	6.1	5.3	3.2	3.4
UTurns	0	0	0	0	0	2	0	0	0	2	21	0	0	0	21	26	0	0	0	26
% UTurns	0	0	0	0	0	2.7	0	0	0	0.8	6.2	0	0	0	1.9	11.5	0	0	0	4.2

Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	3	98	5	5	111	2	30	5	2	39	71	82	4	2	159	32	13	13	60	118	427
07:15 AM	2	120	9	8	139	11	20	1	4	36	76	100	1	5	182	44	16	23	70	153	510
07:30 AM	3	142	18	14	177	9	15	2	4	30	33	124	6	0	163	49	15	30	63	157	527
07:45 AM	1	142	14	10	167	14	18	5	5	42	55	136	8	2	201	55	20	11	55	141	551
Total	9	502	46	37	594	36	83	13	15	147	235	442	19	9	705	180	64	77	248	569	2015
08:00 AM	1	109	17	9	136	12	13	5	1	31	65	116	4	3	188	51	17	22	75	165	520
08:15 AM	7	123	11	16	157	11	13	2	4	30	59	109	8	1	177	51	7	21	66	145	509
08:30 AM	7	138	17	11	173	11	8	5	5	29	59	130	6	2	197	29	17	9	50	105	504
08:45 AM	3	123	9	16	151	15	11	5	3	34	57	108	8	4	177	50	14	12	53	129	491
Total	18	493	54	52	617	49	45	17	13	124	240	463	26	10	739	181	55	64	244	544	2024
*** BREAK ***																					
04:15 PM	5	116	18	27	166	16	21	5	6	48	97	161	25	3	286	59	23	14	50	146	646
04:30 PM	8	129	30	19	186	10	19	5	3	37	56	139	8	1	204	42	31	13	61	147	574
04:45 PM	12	129	17	20	178	17	34	10	5	66	78	143	12	2	235	47	26	13	54	140	619
Total	25	374	65	66	530	43	74	20	14	151	231	443	45	6	725	148	80	40	165	433	1839
05:00 PM	5	168	29	32	234	21	36	11	0	68	80	171	11	3	265	48	27	14	49	138	705
05:15 PM	3	164	22	31	220	21	29	3	4	57	80	169	15	5	269	36	31	14	65	146	692
05:30 PM	4	122	17	27	170	12	31	0	6	49	79	162	13	10	264	38	27	16	48	129	612
05:45 PM	5	97	25	20	147	14	41	5	2	62	73	160	16	3	252	53	32	15	47	147	608
Total	17	551	93	110	771	68	137	19	12	236	312	662	55	21	1050	175	117	59	209	560	2617
06:00 PM	5	101	22	21	149	13	29	7	5	54	58	122	11	5	196	42	19	6	46	113	512
Grand Total	74	2021	280	286	2661	209	368	76	59	712	1076	2132	156	51	3415	726	335	246	912	2219	9007
Apprch %	2.8	75.9	10.5	10.7		29.4	51.7	10.7	8.3		31.5	62.4	4.6	1.5		32.7	15.1	11.1	41.1		
Total %	0.8	22.4	3.1	3.2	29.5	2.3	4.1	0.8	0.7	7.9	11.9	23.7	1.7	0.6	37.9	8.1	3.7	2.7	10.1	24.6	

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	2	120	9	8	139	11	20	1	4	36	76	100	1	5	182	44	16	23	70	153	510
07:30 AM	3	142	18	14	177	9	15	2	4	30	33	124	6	0	163	49	15	30	63	157	527
07:45 AM	1	142	14	10	167	14	18	5	5	42	55	136	8	2	201	55	20	11	55	141	551
08:00 AM	1	109	17	9	136	12	13	5	1	31	65	116	4	3	188	51	17	22	75	165	520
Total Volume	7	513	58	41	619	46	66	13	14	139	229	476	19	10	734	199	68	86	263	616	2108
% App. Total	1.1	82.9	9.4	6.6		33.1	47.5	9.4	10.1		31.2	64.9	2.6	1.4		32.3	11	14	42.7		
PHF	.583	.903	.806	.732	.874	.821	.825	.650	.700	.827	.753	.875	.594	.500	.913	.905	.850	.717	.877	.933	.956



Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 2

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

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

Peak Hour for Each Approach Begins at:

	07:30 AM					07:00 AM					07:45 AM					07:15 AM				
+0 mins.	3	142	18	14	177	2	30	5	2	39	55	136	8	2	201	44	16	23	70	153
+15 mins.	1	142	14	10	167	11	20	1	4	36	65	116	4	3	188	49	15	30	63	157
+30 mins.	1	109	17	9	136	9	15	2	4	30	59	109	8	1	177	55	20	11	55	141
+45 mins.	7	123	11	16	157	14	18	5	5	42	59	130	6	2	197	51	17	22	75	165
Total Volume	12	516	60	49	637	36	83	13	15	147	238	491	26	8	763	199	68	86	263	616
% App. Total	1.9	81	9.4	7.7	7.7	24.5	56.5	8.8	10.2	10.2	31.2	64.4	3.4	1	9.9	32.3	11	14	42.7	9.9
PHF	.429	.908	.833	.766	.900	.643	.692	.650	.750	.875	.915	.903	.813	.667	.949	.905	.850	.717	.877	.933

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

04:45 PM	12	129	17	20	178	17	34	10	5	66	78	143	12	2	235	47	26	13	54	140	619
05:00 PM	5	168	29	32	234	21	36	11	0	68	80	171	11	3	265	48	27	14	49	138	705
05:15 PM	3	164	22	31	220	21	29	3	4	57	80	169	15	5	269	36	31	14	65	146	692
05:30 PM	4	122	17	27	170	12	31	0	6	49	79	162	13	10	264	38	27	16	48	129	612
Total Volume	24	583	85	110	802	71	130	24	15	240	317	645	51	20	1033	169	111	57	216	553	2628
% App. Total	3	72.7	10.6	13.7	13.7	29.6	54.2	10	6.2	6.2	30.7	62.4	4.9	1.9	9.9	30.6	20.1	10.3	39.1	9.9	
PHF	.500	.868	.733	.859	.857	.845	.903	.545	.625	.882	.991	.943	.850	.500	.960	.880	.895	.891	.831	.947	.932

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	04:30 PM					04:45 PM					05:00 PM					04:15 PM				
+0 mins.	8	129	30	19	186	17	34	10	5	66	80	171	11	3	265	59	23	14	50	146
+15 mins.	12	129	17	20	178	21	36	11	0	68	80	169	15	5	269	42	31	13	61	147
+30 mins.	5	168	29	32	234	21	29	3	4	57	79	162	13	10	264	47	26	13	54	140
+45 mins.	3	164	22	31	220	12	31	0	6	49	73	160	16	3	252	48	27	14	49	138
Total Volume	28	590	98	102	818	71	130	24	15	240	312	662	55	21	1050	196	107	54	214	571
% App. Total	3.4	72.1	12	12.5	12.5	29.6	54.2	10	6.2	6.2	29.7	63	5.2	2	9.9	34.3	18.7	9.5	37.5	9.9
PHF	.583	.878	.817	.797	.874	.845	.903	.545	.625	.882	.975	.968	.859	.525	.976	.831	.863	.964	.877	.971

Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	1	1	0	0	0	0	0	3	5	1	0	9	2	4	0	4	10	20
07:15 AM	0	6	0	0	6	1	0	0	0	1	2	6	0	0	8	2	3	4	2	11	26
07:30 AM	1	5	0	0	6	1	4	0	0	5	6	7	0	0	13	0	3	0	2	5	29
07:45 AM	0	5	0	0	5	0	9	0	0	9	2	9	1	0	12	0	2	1	6	9	35
Total	1	16	0	1	18	2	13	0	0	15	13	27	2	0	42	4	12	5	14	35	110
08:00 AM	0	5	0	0	5	1	2	0	0	3	4	9	1	0	14	1	2	3	4	10	32
08:15 AM	0	11	1	2	14	1	2	0	1	4	8	3	3	1	15	1	0	0	3	4	37
08:30 AM	0	9	0	1	10	1	1	1	0	3	4	10	0	0	14	0	4	1	6	11	38
08:45 AM	0	15	1	0	16	2	5	0	0	7	3	13	0	1	17	1	2	0	1	4	44
Total	0	40	2	3	45	5	10	1	1	17	19	35	4	2	60	3	8	4	14	29	151
*** BREAK ***																					
04:15 PM	0	5	0	1	6	5	1	0	1	7	1	6	0	1	8	1	1	1	1	4	25
04:30 PM	0	3	1	1	5	2	0	0	0	2	1	4	1	0	6	3	0	0	2	5	18
04:45 PM	0	7	0	0	7	0	1	0	0	1	4	5	0	0	9	0	4	1	2	7	24
Total	0	15	1	2	18	7	2	0	1	10	6	15	1	1	23	4	5	2	5	16	67
05:00 PM	0	1	1	0	2	1	0	0	0	1	1	2	0	0	3	0	2	1	2	5	11
05:15 PM	0	5	0	0	5	0	2	0	0	2	1	5	0	0	6	1	2	0	0	3	16
05:30 PM	0	4	0	0	4	0	0	0	0	0	1	1	1	0	3	0	0	0	1	1	8
05:45 PM	0	7	0	0	7	0	1	0	0	1	1	5	0	0	6	1	0	2	0	3	17
Total	0	17	1	0	18	1	3	0	0	4	4	13	1	0	18	2	4	3	3	12	52
06:00 PM	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	1	3	4	12
Grand Total	1	93	4	6	104	15	28	1	2	46	42	93	8	3	146	13	29	15	39	96	392
Apprch %	1	89.4	3.8	5.8		32.6	60.9	2.2	4.3		28.8	63.7	5.5	2.1		13.5	30.2	15.6	40.6		
Total %	0.3	23.7	1	1.5	26.5	3.8	7.1	0.3	0.5	11.7	10.7	23.7	2	0.8	37.2	3.3	7.4	3.8	9.9	24.5	

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	5	0	0	5	1	2	0	0	3	4	9	1	0	14	1	2	3	4	10	32
08:15 AM	0	11	1	2	14	1	2	0	1	4	8	3	3	1	15	1	0	0	3	4	37
08:30 AM	0	9	0	1	10	1	1	1	0	3	4	10	0	0	14	0	4	1	6	11	38
08:45 AM	0	15	1	0	16	2	5	0	0	7	3	13	0	1	17	1	2	0	1	4	44
Total Volume	0	40	2	3	45	5	10	1	1	17	19	35	4	2	60	3	8	4	14	29	151
% App. Total	0	88.9	4.4	6.7		29.4	58.8	5.9	5.9		31.7	58.3	6.7	3.3		10.3	27.6	13.8	48.3		
PHF	.000	.667	.500	.375	.703	.625	.500	.250	.250	.607	.594	.673	.333	.500	.882	.750	.500	.333	.583	.659	.858

Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 2

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

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

Peak Hour for Each Approach Begins at:

	08:00 AM					07:30 AM					08:00 AM					07:00 AM					
+0 mins.	0	5	0	0	5	1	4	0	0	5	4	9	1	0	14	2	4	0	4	10	
+15 mins.	0	11	1	2	14	0	9	0	0	9	8	3	3	1	15	2	3	4	2	11	
+30 mins.	0	9	0	1	10	1	2	0	0	3	4	10	0	0	14	0	3	0	2	5	
+45 mins.	0	15	1	0	16	1	2	0	1	4	3	13	0	1	17	0	2	1	6	9	
Total Volume	0	40	2	3	45	3	17	0	1	21	19	35	4	2	60	4	12	5	14	35	
% App. Total	0	88.9	4.4	6.7		14.3	81	0	4.8		31.7	58.3	6.7	3.3		11.4	34.3	14.3	40		
PHF	.000	.667	.500	.375	.703	.750	.472	.000	.250	.583	.594	.673	.333	.500	.882	.500	.750	.313	.583	.795	

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

04:15 PM	0	5	0	1	6	5	1	0	1	7	1	6	0	1	8	1	1	1	1	4	25
04:30 PM	0	3	1	1	5	2	0	0	0	2	1	4	1	0	6	3	0	0	2	5	18
04:45 PM	0	7	0	0	7	0	1	0	0	1	4	5	0	0	9	0	4	1	2	7	24
05:00 PM	0	1	1	0	2	1	0	0	0	1	1	2	0	0	3	0	2	1	2	5	11
Total Volume	0	16	2	2	20	8	2	0	1	11	7	17	1	1	26	4	7	3	7	21	78
% App. Total	0	80	10	10		72.7	18.2	0	9.1		26.9	65.4	3.8	3.8		19	33.3	14.3	33.3		
PHF	.000	.571	.500	.500	.714	.400	.500	.000	.250	.393	.438	.708	.250	.250	.722	.333	.438	.750	.875	.750	.780

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:15 PM					04:15 PM					04:15 PM					04:15 PM					
+0 mins.	0	5	0	0	5	5	1	0	1	7	1	6	0	1	8	1	1	1	1	4	
+15 mins.	0	4	0	0	4	2	0	0	0	2	1	4	1	0	6	3	0	0	2	5	
+30 mins.	0	7	0	0	7	0	1	0	0	1	4	5	0	0	9	0	4	1	2	7	
+45 mins.	0	5	0	0	5	1	0	0	0	1	1	2	0	0	3	0	2	1	2	5	
Total Volume	0	21	0	0	21	8	2	0	1	11	7	17	1	1	26	4	7	3	7	21	
% App. Total	0	100	0	0		72.7	18.2	0	9.1		26.9	65.4	3.8	3.8		19	33.3	14.3	33.3		
PHF	.000	.750	.000	.000	.750	.400	.500	.000	.250	.393	.438	.708	.250	.250	.722	.333	.438	.750	.875	.750	

Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 1

Groups Printed- UTurns

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	2	0	0	0	2	7
07:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	3	0	0	0	3	17
08:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	3	0	0	0	3	8
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	0	0	0	4	5
08:30 AM	2	0	0	0	2	0	0	0	0	0	5	0	0	0	5	3	0	0	0	3	10
08:45 AM	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	3	0	0	0	3	7
Total	2	0	0	0	2	1	0	0	0	1	14	0	0	0	14	13	0	0	0	13	30
*** BREAK ***																					
04:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	6	0	0	0	6	11
04:30 PM	0	0	0	0	0	1	0	0	0	1	6	0	0	0	6	4	0	0	0	4	11
04:45 PM	0	0	0	0	0	2	0	0	0	2	6	0	0	0	6	8	0	0	0	8	16
Total	0	0	0	0	0	3	0	0	0	3	17	0	0	0	17	18	0	0	0	18	38
05:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	8	0	0	0	8	13
05:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	6	0	0	0	6	11
05:30 PM	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	4	0	0	0	4	12
05:45 PM	1	0	0	0	1	2	0	0	0	2	4	0	0	0	4	5	0	0	0	5	12
Total	2	0	0	0	2	2	0	0	0	2	21	0	0	0	21	23	0	0	0	23	48
06:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	4
Grand Total	4	0	0	0	4	6	0	0	0	6	68	0	0	0	68	59	0	0	0	59	137
Apprch %	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
Total %	2.9	0	0	0	2.9	4.4	0	0	0	4.4	49.6	0	0	0	49.6	43.1	0	0	0	43.1	

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	3	0	0	0	3	8
08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	4	0	0	0	4	5
08:30 AM	2	0	0	0	2	0	0	0	0	0	5	0	0	0	5	3	0	0	0	3	10
08:45 AM	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	3	0	0	0	3	7
Total Volume	2	0	0	0	2	1	0	0	0	1	14	0	0	0	14	13	0	0	0	13	30
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.700	.000	.000	.000	.700	.813	.000	.000	.000	.813	.750

Intersection Turning Movement Count

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

File Name : US301&Clinton  
 Site Code : 19002  
 Start Date : 5/8/2019  
 Page No : 2

Start Time	US 301 Southbound					CLINTON AVENUE Westbound					US 301 Northbound					CLINTON AVENUE Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

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

Peak Hour for Each Approach Begins at:

	07:45 AM					08:00 AM					07:00 AM					08:00 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	3	0	0	0	3	
+15 mins.	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4	0	0	0	4	
+30 mins.	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3	0	0	0	3	
+45 mins.	2	0	0	0	2	1	0	0	0	1	3	0	0	0	3	3	0	0	0	3	
Total Volume	2	0	0	0	2	1	0	0	0	1	14	0	0	0	14	13	0	0	0	13	
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.700	.000	.000	.000	.700	.813	.000	.000	.000	.813	

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

	04:45 PM					05:00 PM					05:15 PM					05:30 PM					
04:45 PM	0	0	0	0	0	2	0	0	0	2	6	0	0	0	6	8	0	0	0	8	16
05:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	8	0	0	0	8	13
05:15 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	6	0	0	0	6	11
05:30 PM	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	4	0	0	0	4	12
Total Volume	1	0	0	0	1	2	0	0	0	2	23	0	0	0	23	26	0	0	0	26	52
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.821	.000	.000	.000	.821	.813	.000	.000	.000	.813	.813

Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM					04:15 PM					04:45 PM					04:15 PM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6	0	0	0	6	
+15 mins.	0	0	0	0	0	1	0	0	0	1	5	0	0	0	5	4	0	0	0	4	
+30 mins.	1	0	0	0	1	2	0	0	0	2	5	0	0	0	5	8	0	0	0	8	
+45 mins.	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	8	0	0	0	8	
Total Volume	2	0	0	0	2	3	0	0	0	3	23	0	0	0	23	26	0	0	0	26	
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.500	.000	.000	.000	.500	.375	.000	.000	.000	.375	.821	.000	.000	.000	.821	.813	.000	.000	.000	.813	



### CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98  
 Direction: Northbound  
 Start Date: 5/7/2019  
 Stop Date: 5/7/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5
30	1	5	1	0	0	0	0	0	0	0	0	0	0	0	0	7
45	0	3	1	0	0	0	0	1	2	0	0	0	0	0	0	7
100	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
Hourly Total	1	11	5	0	0	0	0	1	4	0	0	0	0	0	0	22
115	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	2
130	0	4	1	0	0	0	0	0	0	0	1	0	0	0	0	6
145	0	2	1	0	0	0	0	0	2	0	0	1	0	0	0	6
200	1	2	0	0	0	1	0	0	1	0	0	0	0	0	0	5
Hourly Total	1	8	3	0	0	1	0	0	3	0	1	2	0	0	0	19
215	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
230	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
245	0	2	0	0	2	0	0	0	1	0	0	0	0	0	0	5
300	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	1	11	4	0	2	0	0	0	2	0	0	0	0	0	0	20
315	0	1	0	0	0	0	0	0	2	1	1	0	0	0	0	5
330	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	4
345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
400	0	3	2	0	0	0	0	0	1	0	0	0	0	0	0	6
Hourly Total	0	5	3	0	0	0	0	0	6	1	1	0	0	0	0	16
415	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
430	0	5	0	0	0	0	0	1	0	0	0	0	0	0	0	6
445	3	3	4	0	0	5	0	0	0	0	0	0	0	0	0	15
500	0	10	0	0	0	2	0	0	0	0	0	0	0	0	0	12
Hourly Total	3	19	5	0	0	7	0	1	0	0	0	0	0	0	0	35
515	1	4	3	0	1	1	0	0	2	0	0	0	0	0	0	12
530	0	15	5	0	2	2	0	0	2	0	0	0	0	0	1	27
545	3	12	4	0	3	2	0	0	0	1	0	0	0	0	0	25
600	2	11	16	0	0	2	0	0	2	1	0	0	0	0	0	34
Hourly Total	6	42	28	0	6	7	0	0	6	2	0	0	0	0	1	98
615	0	13	7	1	1	1	0	0	1	0	0	0	0	0	0	24
630	2	25	8	0	3	5	0	0	0	0	0	0	0	0	0	43
645	1	20	17	0	4	5	1	3	0	0	0	0	0	0	1	52
700	0	22	11	0	3	1	0	1	5	0	0	0	0	0	0	43
Hourly Total	3	80	43	1	11	12	1	4	6	0	0	0	0	0	1	162
715	1	20	12	0	3	3	0	0	2	0	0	0	0	0	0	41
730	6	25	25	0	4	5	0	1	3	0	0	0	0	0	1	70
745	1	21	26	0	4	4	0	1	6	0	0	0	0	0	0	63
800	1	35	16	0	4	4	0	3	3	0	0	0	0	0	2	68
Hourly Total	9	101	79	0	15	16	0	5	14	0	0	0	0	0	3	242
815	5	24	15	0	5	10	0	1	5	0	0	0	0	0	0	65
830	1	26	18	0	6	6	0	1	4	0	0	0	0	0	0	62
845	1	24	17	0	1	5	0	0	2	0	0	0	0	0	0	50
900	4	27	14	0	1	5	1	1	2	0	0	0	0	0	0	55
Hourly Total	11	101	64	0	13	26	1	3	13	0	0	0	0	0	0	232
915	5	16	10	0	0	10	0	1	3	1	0	0	0	0	0	46
930	5	20	11	0	1	11	0	1	2	0	0	0	0	0	0	51
945	2	21	13	0	2	6	1	1	9	0	0	0	0	0	0	55
1000	1	13	12	0	0	5	1	0	6	2	0	0	0	0	2	42
Hourly Total	13	70	46	0	3	32	2	3	20	3	0	0	0	0	2	194
1015	1	19	12	0	3	6	0	3	4	1	0	0	0	0	0	49
1030	2	13	13	0	3	9	0	0	8	1	0	0	0	0	0	49
1045	1	18	11	0	1	5	0	2	5	0	0	0	0	0	0	43
1100	5	17	15	0	2	11	0	2	7	0	0	0	0	0	0	59
Hourly Total	9	67	51	0	9	31	0	7	24	2	0	0	0	0	0	200
1115	1	14	12	1	2	7	2	1	5	1	0	0	0	0	0	46
1130	0	12	7	0	1	5	0	2	4	2	0	0	0	0	0	33
1145	3	23	11	0	1	6	0	2	4	2	0	0	0	0	0	52
1200	1	24	12	0	3	7	0	2	3	4	0	0	0	0	0	56
Hourly Total	5	73	42	1	7	25	2	7	16	9	0	0	0	0	0	187
1215	1	22	11	0	0	7	0	2	10	1	0	0	0	0	0	54
1230	2	23	13	0	0	6	0	0	4	2	0	0	0	0	1	51
1245	1	14	17	2	3	4	0	3	5	1	0	0	0	0	1	51
1300	2	19	21	0	2	5	0	0	7	2	0	0	0	0	2	60
Hourly Total	6	78	62	2	5	22	0	5	26	6	0	0	0	0	4	216
1315	1	26	11	0	0	8	0	2	6	2	0	0	0	0	0	56
1330	3	21	14	0	0	11	0	0	4	0	0	0	0	0	0	53
1345	2	25	12	0	3	8	0	1	4	0	0	0	0	0	1	56
1400	2	17	18	0	3	7	0	1	2	3	0	0	0	0	0	53
Hourly Total	8	89	55	0	6	34	0	4	16	5	0	0	0	0	1	218
1415	0	19	18	0	2	3	0	3	3	1	0	0	0	0	0	49
1430	1	15	10	0	2	7	0	1	4	0	0	0	0	0	0	40
1445	2	10	15	0	5	7	0	3	2	0	0	0	0	0	0	44
1500	0	20	12	0	0	4	0	0	8	1	0	0	0	0	0	45
Hourly Total	3	64	55	0	9	21	0	7	17	2	0	0	0	0	0	178
1515	1	27	15	1	4	6	0	1	5	0	0	0	0	0	2	62
1530	1	36	20	0	3	3	0	0	5	0	0	0	0	0	2	70
1545	3	34	27	0	2	9	0	0	7	0	0	0	0	0	0	82
1600	1	26	19	0	4	1	0	0	1	0	0	0	0	0	0	52
Hourly Total	6	123	81	1	13	19	0	1	18	0	0	0	0	0	4	266
1615	3	40	24	1	6	7	0	0	0	0	0	0	0	0	1	82
1630	2	23	19	0	5	4	0	0	2	0	0	0	0	0	0	55
1645	1	52	31	1	1	0	0	1	5	0	0	0	0	0	1	93
1700	3	36	27	0	1	2	0	0	3	1	0	0	0	0	0	73
Hourly Total	9	151	101	2	13	13	0	1	10	1	0	0	0	0	2	303
1715	2	31	25	0	5	2	0	2	3	0	0	0	0	0	0	70
1730	1	46	34	0	5	1	0	0	1	0	0	0	0	0	0	88
1745	0	47	24	0	5	1	0	0	1	0	0	0	0	0	1	79
1800	2	34	24	0	2	1	0	1	2	0	0	0	0	0	0	66
Hourly Total	5	158	107	0	17	5	0	3	7	0	0	0	0	0	1	303
1815	1	50	23	0	6	0	0	0	1	0	0	0	0	0	0	81
1830	0	36	19	1	4	0	0	0	2	0	0	0	0	0	0	62
1845	1	26	15	0	2	1	0	1	4	0	0	0	0	0	0	50
1900	0	24	17	0	3	0	0	1	2	0	0	0	0	0	0	47
Hourly Total	2	136	74	1	15	1	0	2	9	0	0	0	0	0	0	240
1915	1	18	14	0	2	0	0	2	2	0	0	0	0	0	0	39
1930	1	18	14	0	1	0	0	2	1	0	0	0	0	0	0	37
1945	0	15	8	0	1	1	0	0	0	0	0	0	0	0	1	26
2000	1	19	8	0	1	0	0	0	0	0	0	0	0	0	1	30
Hourly Total	3	70	44	0	5	1	0	4	3	0	0	0	0	0	2	132
2015	2	22	10	0	1	1	0	1	1	0	0	0	0	0	0	38
2030	1	25	11	0	0	1	0	1	0	0	0	0	0	0	0	39
2045	0	10	10	0	0	0	0	0	2	0	0	0	0	0	0	22
2100	0	8	10	0	0	0	0	0	1	0	2	0	0	0	0	21
Hourly Total	3	65	41	0	1	2	0	2	4	0	2	0	0	0	0	120
2115	1	18	10	0	0	0	0	0	1	0	0	0	0	0	0	30
2130	0	13	9	0	2	0										

### CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98      City/County: Dade City/Pasco  
 Direction: Southbound  
 Start Date: 5/7/2019      Start Time: 00:00  
 Stop Date: 5/7/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	4	2	1	0	0	0	1	0	0	0	0	0	0	5	13
30	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
45	1	2	2	1	0	0	0	1	0	0	0	0	0	0	1	8
100	0	0	2	0	1	0	0	1	0	0	0	0	0	0	2	6
<b>Hourly Total</b>	<b>1</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>29</b>
115	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2
130	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	2
145	0	1	1	1	0	0	0	1	0	0	0	0	0	0	0	4
200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>10</b>
215	0	0	2	0	1	1	0	0	0	0	0	0	0	0	1	5
230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
245	4	0	0	1	2	2	0	1	0	0	0	0	0	0	0	10
300	1	0	2	0	1	1	0	0	0	0	0	0	0	0	1	6
<b>Hourly Total</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>22</b>
315	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
330	0	1	2	0	1	2	0	0	0	0	0	0	0	0	2	8
345	0	4	2	0	0	0	0	1	0	0	0	0	0	0	0	7
400	1	2	3	1	0	0	0	2	0	0	0	0	0	0	2	11
<b>Hourly Total</b>	<b>1</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>30</b>
415	0	2	5	0	1	0	0	1	0	0	0	0	0	0	1	10
430	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
445	1	3	8	0	1	1	0	0	0	0	0	0	0	0	0	14
500	1	6	5	0	0	2	0	3	0	0	0	0	0	0	0	17
<b>Hourly Total</b>	<b>2</b>	<b>12</b>	<b>22</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>46</b>
515	1	9	5	1	5	1	0	2	0	0	0	0	0	0	0	24
530	0	10	2	0	5	0	0	4	0	0	1	0	0	0	0	22
545	0	25	9	0	6	0	0	4	0	0	0	0	0	0	0	44
600	0	19	10	0	6	0	1	1	0	0	0	0	0	0	0	37
<b>Hourly Total</b>	<b>1</b>	<b>63</b>	<b>26</b>	<b>1</b>	<b>22</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>127</b>
615	5	36	6	1	10	0	0	1	0	0	0	0	0	0	0	59
630	0	27	7	0	6	1	0	6	0	0	0	0	0	0	0	47
645	0	28	26	2	9	1	0	7	0	0	0	0	0	0	0	73
700	0	45	6	0	4	0	0	5	0	0	0	0	0	0	0	60
<b>Hourly Total</b>	<b>5</b>	<b>136</b>	<b>45</b>	<b>3</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>239</b>
715	1	33	12	1	5	3	0	2	0	0	0	0	0	0	0	57
730	3	34	10	3	18	2	0	8	0	0	0	0	0	0	0	78
745	1	30	11	0	9	3	0	5	0	0	0	0	0	0	0	59
800	0	34	6	3	9	4	0	15	0	0	0	0	0	0	0	71
<b>Hourly Total</b>	<b>5</b>	<b>131</b>	<b>39</b>	<b>7</b>	<b>41</b>	<b>12</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>265</b>
815	7	29	20	1	15	3	0	10	1	0	0	0	0	0	0	86
830	0	32	13	0	3	2	0	13	0	0	0	0	0	0	0	63
845	1	27	11	0	2	4	0	15	0	0	0	0	0	0	1	61
900	0	25	10	5	7	0	0	11	0	0	0	0	0	0	0	58
<b>Hourly Total</b>	<b>8</b>	<b>113</b>	<b>54</b>	<b>6</b>	<b>27</b>	<b>9</b>	<b>0</b>	<b>49</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>268</b>
915	1	27	18	1	6	1	0	10	1	0	1	0	0	0	1	67
930	1	19	14	1	7	1	1	8	1	0	0	0	0	0	0	53
945	4	15	15	1	7	0	1	9	0	0	0	0	0	0	0	52
1000	0	23	12	0	5	2	1	11	0	0	0	0	0	0	0	54
<b>Hourly Total</b>	<b>6</b>	<b>84</b>	<b>59</b>	<b>3</b>	<b>25</b>	<b>4</b>	<b>3</b>	<b>38</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>226</b>
1015	1	15	11	0	3	2	0	10	0	0	0	0	0	0	0	42
1030	1	12	15	2	4	2	0	15	0	0	1	0	0	0	0	52
1045	1	20	8	0	6	4	0	10	0	0	1	0	0	0	0	50
1100	3	17	13	1	2	3	2	8	0	0	1	0	0	0	0	50
<b>Hourly Total</b>	<b>6</b>	<b>64</b>	<b>47</b>	<b>3</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>194</b>
1115	0	24	17	1	7	1	0	10	0	0	0	0	0	0	0	60
1130	0	20	10	2	6	4	0	9	0	0	0	0	0	0	0	51
1145	0	16	13	2	6	4	0	13	0	0	0	0	0	0	0	54
1200	1	16	4	3	7	2	1	9	0	0	0	1	0	0	0	44
<b>Hourly Total</b>	<b>1</b>	<b>76</b>	<b>44</b>	<b>8</b>	<b>26</b>	<b>11</b>	<b>1</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>209</b>
1215	2	17	10	0	7	3	2	12	0	0	0	0	0	0	0	53
1230	1	19	10	1	6	1	1	15	0	0	1	0	0	0	0	55
1245	0	11	4	1	9	3	0	9	0	0	0	0	0	0	1	38
1300	0	16	7	0	2	1	6	2	3	1	0	0	0	0	0	38
<b>Hourly Total</b>	<b>3</b>	<b>63</b>	<b>31</b>	<b>2</b>	<b>24</b>	<b>8</b>	<b>9</b>	<b>38</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>184</b>
1315	0	24	12	0	0	3	3	1	8	0	0	0	0	0	0	51
1330	5	28	12	0	3	5	2	2	5	1	0	0	0	0	0	63
1345	1	27	10	1	3	3	6	1	6	1	0	0	0	0	0	59
1400	3	25	12	0	3	4	5	0	3	0	0	0	0	0	0	55
<b>Hourly Total</b>	<b>9</b>	<b>104</b>	<b>46</b>	<b>1</b>	<b>9</b>	<b>15</b>	<b>16</b>	<b>4</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>228</b>
1415	3	18	13	0	1	3	7	2	6	0	0	0	0	0	0	53
1430	1	28	12	0	0	1	2	1	0	0	0	0	0	0	1	46
1445	2	23	11	0	5	4	1	0	5	0	0	0	0	0	1	52
1500	2	19	13	0	1	4	5	2	3	0	0	0	0	0	0	49
<b>Hourly Total</b>	<b>8</b>	<b>88</b>	<b>49</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>15</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>200</b>
1515	4	20	14	0	4	8	3	0	2	0	0	0	0	0	0	55
1530	0	26	8	0	7	2	3	1	4	1	0	0	0	0	0	52
1545	2	26	10	0	3	3	1	5	4	0	0	0	0	0	0	54
1600	2	33	20	0	2	3	2	0	5	0	0	0	0	0	0	67
<b>Hourly Total</b>	<b>8</b>	<b>105</b>	<b>52</b>	<b>0</b>	<b>16</b>	<b>16</b>	<b>9</b>	<b>6</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>228</b>
1615	2	41	21	0	6	3	2	1	3	0	0	0	0	0	0	79
1630	1	37	24	0	3	2	0	2	3	0	0	0	0	0	0	72
1645	3	28	16	0	2	1	0	3	3	0	0	0	0	0	0	56
1700	1	41	17	1	4	1	0	1	0	0	0	0	0	0	0	66
<b>Hourly Total</b>	<b>7</b>	<b>147</b>	<b>78</b>	<b>1</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>273</b>
1715	0	46	19	0	5	0	1	0	1	0	0	0	0	0	0	72
1730	1	32	29	0	3	1	0	1	1	0	0	2	0	0	0	70
1745	2	33	18	0	3	0	0	3	4	0	0	0	0	0	0	63
1800	0	28	13	0	0	0	0	1	2	0	0	0	0	0	0	44
<b>Hourly Total</b>	<b>3</b>	<b>139</b>	<b>79</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>249</b>
1815	3	31	12	0	4	0	1	1	0	0	0	0	0	0	0	52
1830	0	25	13	1	1	0	0	1	2	0	0	0	0	0	1	44
1845	3	29	12	0	5	1	0	1	2	0	0	0	0	0	0	53
1900	0	19	15	1	0	0	0	1	1	0	0	0	0	0	0	37
<b>Hourly Total</b>	<b>6</b>	<b>104</b>	<b>52</b>	<b>2</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>186</b>
1915	0	19														



## CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98      City/County: Dade City/Pasco  
 Direction: Combined  
 Start Date: 5/7/2019      Start Time: 00:00  
 Stop Date: 5/7/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total	
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass		
15	0	6	4	1	0	0	0	1	1	0	0	0	0	0	0	5	18
30	1	5	1	0	0	0	0	1	0	0	1	0	0	0	0	0	9
45	1	5	3	1	0	0	0	2	2	0	0	0	0	0	0	1	15
100	0	1	3	0	1	0	0	1	1	0	0	0	0	0	0	2	9
<b>Hourly Total</b>	<b>2</b>	<b>17</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>51</b>
115	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	1	4
130	0	4	2	0	0	0	0	1	0	0	1	0	0	0	0	0	8
145	0	3	2	1	0	0	0	1	2	0	0	1	0	0	0	0	10
200	1	4	0	0	0	1	0	0	1	0	0	0	0	0	0	0	7
<b>Hourly Total</b>	<b>1</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>29</b>
215	1	4	3	0	1	1	0	0	0	0	0	0	0	0	0	1	11
230	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	5
245	4	2	0	1	4	2	0	1	1	0	0	0	0	0	0	0	15
300	1	2	5	0	1	1	0	0	0	0	0	0	0	0	0	1	11
<b>Hourly Total</b>	<b>6</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>42</b>
315	0	3	2	0	0	0	0	0	2	1	1	0	0	0	0	0	9
330	0	1	3	0	1	2	0	0	3	0	0	0	0	0	0	2	12
345	0	5	2	0	0	0	0	1	0	0	0	0	0	0	0	0	8
400	1	5	5	1	0	0	0	2	1	0	0	0	0	0	0	2	17
<b>Hourly Total</b>	<b>1</b>	<b>14</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>46</b>
415	0	3	6	0	1	0	0	1	0	0	0	0	0	0	0	1	12
430	0	6	4	0	0	0	0	1	0	0	0	0	0	0	0	0	11
445	4	6	12	0	1	6	0	0	0	0	0	0	0	0	0	0	29
500	1	16	5	0	0	4	0	3	0	0	0	0	0	0	0	0	29
<b>Hourly Total</b>	<b>5</b>	<b>31</b>	<b>27</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>81</b>
515	2	13	8	1	6	2	0	2	2	0	0	0	0	0	0	0	36
530	0	25	7	0	7	2	0	4	2	0	1	0	0	0	0	1	49
545	3	37	13	0	9	2	0	4	0	1	0	0	0	0	0	0	69
600	2	30	26	0	6	2	1	1	2	1	0	0	0	0	0	0	71
<b>Hourly Total</b>	<b>7</b>	<b>105</b>	<b>54</b>	<b>1</b>	<b>28</b>	<b>8</b>	<b>1</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>225</b>
615	5	49	13	2	11	1	0	1	1	0	0	0	0	0	0	0	83
630	2	52	15	0	9	6	0	6	0	0	0	0	0	0	0	0	90
645	1	48	43	2	13	6	1	10	0	0	0	0	0	0	0	1	125
700	0	67	17	0	7	1	0	6	5	0	0	0	0	0	0	0	103
<b>Hourly Total</b>	<b>8</b>	<b>216</b>	<b>88</b>	<b>4</b>	<b>40</b>	<b>14</b>	<b>1</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>401</b>
715	2	53	24	1	8	6	0	2	2	0	0	0	0	0	0	0	98
730	9	59	35	3	22	7	0	9	3	0	0	0	0	0	0	1	148
745	2	51	37	0	13	7	0	6	6	0	0	0	0	0	0	0	122
800	1	69	22	3	13	8	0	18	3	0	0	0	0	0	0	2	139
<b>Hourly Total</b>	<b>14</b>	<b>232</b>	<b>118</b>	<b>7</b>	<b>56</b>	<b>28</b>	<b>0</b>	<b>35</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>507</b>
815	12	53	35	1	20	13	0	11	6	0	0	0	0	0	0	0	151
830	1	58	31	0	9	8	0	14	4	0	0	0	0	0	0	0	125
845	2	51	28	0	3	9	0	15	2	0	0	0	0	0	0	1	111
900	4	52	24	5	8	5	1	12	2	0	0	0	0	0	0	0	113
<b>Hourly Total</b>	<b>19</b>	<b>214</b>	<b>118</b>	<b>6</b>	<b>40</b>	<b>35</b>	<b>1</b>	<b>52</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>500</b>
915	6	43	28	1	6	11	0	11	4	1	1	0	0	0	0	1	113
930	6	39	25	1	8	12	1	9	3	0	0	0	0	0	0	0	104
945	6	36	28	1	9	6	2	10	9	0	0	0	0	0	0	0	107
1000	1	36	24	0	5	7	2	11	6	2	0	0	0	0	0	2	96
<b>Hourly Total</b>	<b>19</b>	<b>154</b>	<b>105</b>	<b>3</b>	<b>28</b>	<b>36</b>	<b>5</b>	<b>41</b>	<b>22</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>420</b>
1015	2	34	23	0	6	8	0	13	4	1	0	0	0	0	0	0	91
1030	3	25	28	2	7	11	0	15	8	1	1	0	0	0	0	0	101
1045	2	38	19	0	7	9	0	12	5	0	1	0	0	0	0	0	93
1100	8	34	28	1	4	14	2	10	7	0	1	0	0	0	0	0	109
<b>Hourly Total</b>	<b>15</b>	<b>131</b>	<b>98</b>	<b>3</b>	<b>24</b>	<b>42</b>	<b>2</b>	<b>50</b>	<b>24</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>394</b>
1115	1	38	29	2	9	8	2	11	5	1	0	0	0	0	0	0	106
1130	0	32	17	2	7	9	0	11	4	2	0	0	0	0	0	0	84
1145	3	39	24	2	7	10	0	15	4	2	0	0	0	0	0	0	106
1200	2	40	16	3	10	9	1	11	3	4	0	1	0	0	0	0	100
<b>Hourly Total</b>	<b>6</b>	<b>149</b>	<b>86</b>	<b>9</b>	<b>33</b>	<b>36</b>	<b>3</b>	<b>48</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>396</b>
1215	3	39	21	0	7	10	2	14	10	1	0	0	0	0	0	0	107
1230	3	42	23	1	6	7	1	15	4	2	1	0	0	0	0	1	106
1245	1	25	21	3	12	7	0	12	5	1	0	0	0	0	0	2	89
1300	2	35	28	0	4	6	6	2	10	3	0	0	0	0	0	2	98
<b>Hourly Total</b>	<b>9</b>	<b>141</b>	<b>93</b>	<b>4</b>	<b>29</b>	<b>30</b>	<b>9</b>	<b>43</b>	<b>29</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>400</b>
1315	1	50	23	0	0	11	3	3	14	2	0	0	0	0	0	0	107
1330	8	49	26	0	3	16	2	2	9	1	0	0	0	0	0	0	116
1345	3	52	22	1	6	11	6	2	10	1	0	0	0	0	0	1	115
1400	5	42	30	0	6	11	5	1	5	3	0	0	0	0	0	0	108
<b>Hourly Total</b>	<b>17</b>	<b>193</b>	<b>101</b>	<b>1</b>	<b>15</b>	<b>49</b>	<b>16</b>	<b>8</b>	<b>38</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>446</b>
1415	3	37	31	0	3	6	7	5	9	1	0	0	0	0	0	0	102
1430	2	43	22	0	2	8	2	2	4	0	0	0	0	0	0	1	86
1445	4	33	26	0	10	11	1	3	7	0	0	0	0	0	0	1	96
1500	2	39	25	0	1	8	5	2	11	1	0	0	0	0	0	0	94
<b>Hourly Total</b>	<b>11</b>	<b>152</b>	<b>104</b>	<b>0</b>	<b>16</b>	<b>33</b>	<b>15</b>	<b>12</b>	<b>31</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>378</b>
1515	5	47	29	1	8	14	3	1	7	0	0	0	0	0	0	2	117
1530	1	62	28	0	10	5	3	1	9	1	0	0	0	0	0	2	122
1545	5	60	37	0	5	12	1	5	11	0	0	0	0	0	0	0	136
1600	3	59	39	0	6	4	2	0	6	0	0	0	0	0	0	0	119
<b>Hourly Total</b>	<b>14</b>	<b>228</b>	<b>133</b>	<b>1</b>	<b>29</b>	<b>35</b>	<b>9</b>	<b>7</b>	<b>33</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>494</b>
1615	5	81	45	1	12	10	2	1	3	0	0	0	0	0	0	1	161
1630	3	60	43	0	8	6	0	2	5	0	0	0	0	0	0	0	127
1645	4	80	47	1	3	1	0	4	8	0	0	0	0	0	0	1	149
1700	4	77	44	1	5	3	0	1	3	1	0	0	0	0	0	0	139
<b>Hourly Total</b>	<b>16</b>	<b>298</b>	<b>179</b>	<b>3</b>	<b>28</b>	<b>20</b>	<b>2</b>	<b>8</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>576</b>
1715	2	77	44	0	10	2	1	2	4	0	0	0	0	0	0	0	142
1730	2	78	63	0	8	2	0	1	2	0	0	2	0	0	0	0	158
1745	2	80	42	0	8	1	0	3	5	0	0	0	0	0	0	1	142
1800	2	62	37	0	2	1	0	2	4	0	0	0	0	0	0	0	110
<b>Hourly Total</b>	<b>8</b>	<b>297</b>	<b>186</b>	<b>0</b>	<b>28</b>	<b>6</b>	<b>1</b>	<b>8</b>	<b>15</b> </								

## CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98      City/County: Dade City/Pasco  
 Direction: Northbound  
 Start Date: 5/8/2019      Start Time: 00:00  
 Stop Date: 5/8/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
30	1	2	4	0	1	1	0	0	0	0	0	0	0	0	0	9
45	0	3	1	0	1	0	0	0	1	0	0	0	0	0	0	6
100	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>1</b>	<b>12</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>
115	0	2	1	0	1	0	0	0	1	0	0	1	0	0	0	6
130	0	3	0	0	2	0	0	0	0	0	0	1	0	0	0	6
145	1	1	2	0	0	1	0	0	1	0	1	0	0	0	0	7
200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>1</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>
215	0	2	3	0	0	0	0	0	1	0	0	0	0	0	0	6
230	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
245	0	5	1	0	0	0	0	0	1	0	0	0	0	0	0	7
300	0	2	0	0	0	0	0	1	1	1	0	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
315	0	1	0	0	0	0	0	0	2	0	1	0	0	0	0	4
330	1	0	2	0	0	1	0	0	1	0	0	0	0	0	0	5
345	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	4
400	0	1	0	0	1	1	0	0	1	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
415	0	1	3	0	0	0	0	0	1	0	0	0	0	0	0	5
430	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
445	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
500	1	9	1	0	0	1	0	0	0	0	0	0	0	0	0	12
<b>Hourly Total</b>	<b>1</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
515	0	10	2	0	2	0	0	0	3	0	0	0	0	0	0	17
530	0	11	5	0	1	1	0	0	2	0	0	0	0	0	0	20
545	0	11	7	0	3	1	0	0	1	0	0	0	0	0	0	23
600	0	14	7	0	1	0	0	0	2	0	0	0	0	0	0	24
<b>Hourly Total</b>	<b>0</b>	<b>46</b>	<b>21</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>84</b>
615	0	7	11	0	2	2	1	0	3	0	0	0	0	0	0	26
630	3	10	14	0	2	3	0	1	1	0	0	0	0	0	0	34
645	0	30	13	0	3	2	1	0	4	0	0	0	0	0	0	53
700	1	24	23	0	1	2	0	2	1	0	0	0	0	0	0	54
<b>Hourly Total</b>	<b>4</b>	<b>71</b>	<b>61</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>167</b>
715	1	15	15	0	2	4	1	1	1	2	0	0	0	0	0	42
730	9	34	18	0	2	10	0	0	1	0	0	0	0	0	0	74
745	0	22	23	0	5	2	0	1	4	0	0	0	0	0	0	57
800	1	27	20	0	5	1	0	2	4	0	0	0	0	0	0	60
<b>Hourly Total</b>	<b>11</b>	<b>98</b>	<b>76</b>	<b>0</b>	<b>14</b>	<b>17</b>	<b>1</b>	<b>4</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>233</b>
815	3	24	13	0	3	14	0	1	3	0	0	1	0	0	0	62
830	2	32	17	0	2	7	0	0	3	0	0	0	0	0	0	63
845	1	21	17	0	3	8	0	1	6	0	0	0	0	0	0	57
900	4	20	13	0	3	4	0	1	6	0	0	0	0	0	0	51
<b>Hourly Total</b>	<b>10</b>	<b>97</b>	<b>60</b>	<b>0</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>3</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>233</b>
915	1	24	12	2	1	6	0	1	5	0	0	0	0	0	0	52
930	3	22	8	1	1	10	0	0	4	0	0	0	0	0	0	49
945	1	20	10	0	0	9	0	0	4	0	0	0	0	0	0	44
1000	0	12	11	0	0	2	0	0	4	0	0	0	0	0	0	29
<b>Hourly Total</b>	<b>5</b>	<b>78</b>	<b>41</b>	<b>3</b>	<b>2</b>	<b>27</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>174</b>
1015	1	17	14	0	0	6	1	3	3	0	0	0	0	0	0	45
1030	1	23	14	0	2	10	1	2	5	0	0	0	0	0	1	59
1045	0	13	13	1	1	9	0	2	1	0	0	0	0	0	0	40
1100	3	20	10	0	0	5	0	0	3	0	0	0	0	0	0	41
<b>Hourly Total</b>	<b>5</b>	<b>73</b>	<b>51</b>	<b>1</b>	<b>3</b>	<b>30</b>	<b>2</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>185</b>
1115	1	18	17	1	1	4	0	3	6	0	0	0	0	0	0	51
1130	0	20	11	0	0	9	0	1	4	0	0	0	0	0	1	46
1145	1	18	17	0	0	7	0	0	2	2	0	0	0	0	0	47
1200	3	13	10	0	3	11	0	1	5	1	0	0	0	0	1	48
<b>Hourly Total</b>	<b>5</b>	<b>69</b>	<b>55</b>	<b>1</b>	<b>4</b>	<b>31</b>	<b>0</b>	<b>5</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>192</b>
1215	1	16	15	0	1	3	0	1	2	1	0	0	0	0	0	40
1230	1	18	16	0	1	3	1	1	6	1	0	0	0	0	1	49
1245	3	15	19	0	2	8	0	0	4	3	0	0	0	0	0	54
1300	2	18	19	0	4	6	0	0	3	1	0	0	0	0	0	53
<b>Hourly Total</b>	<b>7</b>	<b>67</b>	<b>69</b>	<b>0</b>	<b>8</b>	<b>20</b>	<b>1</b>	<b>2</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>196</b>
1315	1	27	12	0	4	8	0	0	3	0	0	0	0	0	0	55
1330	5	18	13	0	1	11	0	1	5	1	0	0	0	0	0	55
1345	1	26	18	0	1	7	0	2	6	0	0	0	0	0	1	62
1400	2	22	11	0	3	8	0	2	5	0	0	0	0	0	0	53
<b>Hourly Total</b>	<b>9</b>	<b>93</b>	<b>54</b>	<b>0</b>	<b>9</b>	<b>34</b>	<b>0</b>	<b>5</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>225</b>
1415	1	12	10	0	3	5	0	4	5	0	0	0	0	0	0	40
1430	0	7	16	0	1	5	0	0	2	3	0	0	0	0	0	34
1445	3	19	19	0	3	10	0	0	3	2	0	0	0	0	0	59
1500	2	24	18	0	2	4	1	2	4	1	0	0	0	0	0	58
<b>Hourly Total</b>	<b>6</b>	<b>62</b>	<b>63</b>	<b>0</b>	<b>9</b>	<b>24</b>	<b>1</b>	<b>6</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>191</b>
1515	3	23	18	1	4	11	0	1	1	0	0	0	0	0	0	62
1530	2	35	15	0	4	4	0	2	5	1	0	0	0	0	0	68
1545	0	27	21	0	5	2	0	4	3	0	0	0	0	0	1	63
1600	3	26	24	0	4	6	0	3	3	0	0	0	0	0	0	69
<b>Hourly Total</b>	<b>8</b>	<b>111</b>	<b>78</b>	<b>1</b>	<b>17</b>	<b>23</b>	<b>0</b>	<b>10</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>262</b>
1615	0	32	28	0	7	0	0	2	2	0	0	0	0	0	0	71
1630	0	37	25	0	3	0	0	0	3	0	0	0	0	0	0	68
1645	1	32	24	0	3	2	0	0	4	0	0	0	0	0	1	67
1700	3	36	16	1	4	3	0	2	3	0	0	0	0	0	1	69
<b>Hourly Total</b>	<b>4</b>	<b>137</b>	<b>93</b>	<b>1</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>275</b>
1715	1	34	29	0	6	2	0	0	0	0	0	0	0	0	0	72
1730	2	42	20	0	2	1	0	0	4	0	0	0	0	0	0	71
1745	1	55	39	0	6	0	0	0	2	0	0	0	0	0	0	103
1800	1	45	29	0	2	2	0	0	2	0	0	0	0	0	0	81
<b>Hourly Total</b>	<b>5</b>	<b>176</b>	<b>117</b>	<b>0</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>327</b>
1815	2	39	21	0	6	2	0	0	2	0	0	0	0	0	0	72
1830	1	35	25	0	2	1	0	1	2	0	0	0	0	0	0	67
1845	0	38	22	0	3	0	0	0	0	0	0	0	0	0	0	63
1900	1	35	17	0	3	0	0	1	1	0	0	0	0	0	0	58
<b>Hourly Total</b>	<b>4</b>	<b>147</b>	<b>85</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>260</b>
1915	0	28	15	0												

## CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98      City/County: Dade City/Pasco  
 Direction: Southbound  
 Start Date: 5/8/2019      Start Time: 00:00  
 Stop Date: 5/8/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	1	6	1	0	1	0	0	0	4	0	0	0	0	0	0	13
30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
45	0	3	1	0	0	0	0	0	3	0	1	0	0	0	0	8
100	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>1</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>
115	0	1	0	0	1	0	0	0	2	0	0	0	0	0	0	4
130	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5
145	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
200	1	0	1	0	0	0	0	1	3	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>1</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
215	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	5
230	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
245	0	2	2	0	0	0	0	0	5	0	0	0	0	0	0	9
300	0	2	2	0	0	1	0	0	4	0	0	0	0	0	0	9
<b>Hourly Total</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
315	0	2	4	0	0	0	0	0	1	0	0	0	0	0	0	7
330	0	2	4	0	0	0	0	1	0	0	0	0	0	0	0	7
345	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
400	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
415	0	4	6	0	2	0	0	0	2	0	0	0	0	0	0	14
430	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
445	0	7	5	0	0	1	0	1	4	0	0	0	0	0	0	18
500	1	14	9	0	0	1	0	0	3	0	0	0	0	0	1	29
<b>Hourly Total</b>	<b>1</b>	<b>29</b>	<b>22</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>67</b>
515	2	5	5	0	2	0	0	0	1	0	0	0	0	0	0	15
530	1	12	12	0	1	0	1	0	4	1	0	1	0	0	0	33
545	1	11	18	0	7	0	0	1	1	0	0	0	0	0	0	39
600	0	18	19	0	1	0	0	0	5	0	0	0	0	0	0	43
<b>Hourly Total</b>	<b>4</b>	<b>46</b>	<b>54</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>130</b>
615	0	24	16	0	2	0	0	2	3	1	0	0	0	0	0	48
630	0	29	19	0	3	0	0	1	4	1	0	0	0	0	0	57
645	1	28	24	0	5	0	0	1	1	0	0	0	0	0	0	60
700	0	33	30	0	6	1	0	0	3	0	0	0	0	0	0	73
<b>Hourly Total</b>	<b>1</b>	<b>114</b>	<b>89</b>	<b>0</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>238</b>
715	1	27	23	0	5	2	5	2	6	1	0	0	0	0	0	72
730	2	36	21	0	5	2	7	2	4	0	0	0	0	0	0	79
745	2	24	13	0	3	5	5	2	6	1	0	0	0	0	0	61
800	1	29	15	0	1	4	3	0	2	0	0	0	0	0	0	55
<b>Hourly Total</b>	<b>6</b>	<b>116</b>	<b>72</b>	<b>0</b>	<b>14</b>	<b>13</b>	<b>20</b>	<b>6</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>267</b>
815	2	18	9	1	4	2	0	0	4	2	0	0	0	0	1	43
830	1	19	11	0	1	5	5	0	7	0	0	0	0	0	1	50
845	1	25	15	0	5	4	7	2	6	1	0	0	0	0	0	66
900	0	33	16	0	4	1	2	2	7	5	0	0	0	0	0	70
<b>Hourly Total</b>	<b>4</b>	<b>95</b>	<b>51</b>	<b>1</b>	<b>14</b>	<b>12</b>	<b>14</b>	<b>4</b>	<b>24</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>229</b>
915	2	18	15	0	6	3	2	6	0	0	0	0	0	0	1	53
930	3	14	11	0	4	5	6	1	5	1	0	0	0	0	0	50
945	3	18	9	0	4	7	6	3	2	2	0	0	0	0	0	54
1000	2	29	12	0	2	4	6	3	1	0	0	0	0	0	1	60
<b>Hourly Total</b>	<b>10</b>	<b>79</b>	<b>47</b>	<b>0</b>	<b>16</b>	<b>19</b>	<b>20</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>217</b>
1015	2	17	9	0	2	3	1	1	2	0	0	0	0	0	1	38
1030	0	15	12	0	1	2	3	3	4	1	0	0	0	0	0	41
1045	1	18	13	0	5	2	5	2	4	0	0	0	0	0	0	50
1100	1	22	9	0	2	3	4	1	6	0	0	0	0	0	0	48
<b>Hourly Total</b>	<b>4</b>	<b>72</b>	<b>43</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>13</b>	<b>7</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>177</b>
1115	1	18	11	0	2	5	6	2	2	0	0	0	0	0	0	47
1130	2	29	10	0	6	4	2	1	9	0	0	0	0	0	0	63
1145	2	21	11	0	1	1	2	2	4	1	0	0	0	0	0	45
1200	0	17	17	0	4	2	7	1	3	0	0	0	0	0	0	51
<b>Hourly Total</b>	<b>5</b>	<b>85</b>	<b>49</b>	<b>0</b>	<b>13</b>	<b>12</b>	<b>17</b>	<b>6</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>206</b>
1215	2	21	12	0	4	3	5	1	7	0	0	0	0	0	0	55
1230	1	14	12	0	4	2	6	5	3	0	0	0	0	0	0	47
1245	1	22	10	0	2	2	4	3	4	0	0	0	0	0	0	48
1300	2	25	11	0	0	5	2	5	2	0	0	0	0	0	0	52
<b>Hourly Total</b>	<b>6</b>	<b>82</b>	<b>45</b>	<b>0</b>	<b>10</b>	<b>12</b>	<b>17</b>	<b>14</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>202</b>
1315	1	9	14	0	5	3	5	1	4	0	0	0	0	0	0	42
1330	2	18	12	0	1	1	5	1	4	0	0	0	0	0	0	44
1345	3	24	14	0	2	4	5	1	4	1	0	0	0	0	2	60
1400	2	19	14	0	2	3	5	0	2	4	0	0	0	0	0	51
<b>Hourly Total</b>	<b>8</b>	<b>70</b>	<b>54</b>	<b>0</b>	<b>10</b>	<b>11</b>	<b>20</b>	<b>3</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>197</b>
1415	0	20	10	0	3	4	2	2	8	0	0	0	0	0	0	49
1430	5	19	9	0	1	5	5	0	4	3	0	0	0	0	0	51
1445	0	30	13	0	6	1	4	0	2	0	0	0	0	0	0	56
1500	1	21	8	0	2	1	5	1	2	1	0	0	0	0	1	43
<b>Hourly Total</b>	<b>6</b>	<b>90</b>	<b>40</b>	<b>0</b>	<b>12</b>	<b>11</b>	<b>16</b>	<b>3</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>199</b>
1515	1	28	13	0	2	2	3	0	2	0	0	0	0	0	0	51
1530	4	27	16	0	7	4	3	2	3	0	0	0	0	0	0	66
1545	2	32	19	0	4	3	5	5	6	0	0	0	0	0	0	76
1600	2	35	17	0	0	4	2	2	3	1	0	0	0	0	1	67
<b>Hourly Total</b>	<b>9</b>	<b>122</b>	<b>65</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>9</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>260</b>
1615	1	25	14	0	6	2	0	2	3	0	0	0	0	0	0	53
1630	2	47	14	0	4	1	2	0	1	0	0	2	0	0	0	73
1645	2	33	19	0	1	1	0	0	1	0	0	0	0	0	0	57
1700	2	37	18	0	4	2	0	1	2	0	0	0	0	0	0	66
<b>Hourly Total</b>	<b>7</b>	<b>142</b>	<b>65</b>	<b>0</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>249</b>
1715	0	48	32	0	3	0	0	2	3	0	0	0	0	0	0	88
1730	0	51	17	0	3	0	0	2	1	0	0	0	0	0	0	74
1745	1	25	28	0	2	0	0	1	3	0	0	0	0	0	0	60
1800	2	36	18	0	4	1	0	0	3	0	0	0	0	0	0	64
<b>Hourly Total</b>	<b>3</b>	<b>160</b>	<b>95</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>286</b>
1815	1	40	26	0	4	0	0	0	6	0	0	1	0	0	0	78
1830	0	33	19	0	3	0	0	2	2	0	0	0	0	0	0	59
1845	0	33	14	0	2	0	0	2	4	0	0	0	0	0	0	55
1900	1	19	18	0	3	0	0	1	3	0	0	0	0	0	0	45
<b>Hourly Total</b>	<b>2</b>	<b>125</b>	<b>77</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>237</b>
1915	1	21														

### CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98      City/County: Dade City/Pasco  
 Direction: Combined  
 Start Date: 5/8/2019      Start Time: 00:00  
 Stop Date: 5/8/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclss	
15	1	8	4	0	1	0	0	0	4	0	0	0	0	0	0	18
30	1	6	4	0	1	1	0	0	0	0	0	0	0	0	0	13
45	0	6	2	0	1	0	0	0	4	0	1	0	0	0	0	14
100	0	9	6	0	0	0	0	0	0	0	0	0	0	0	0	15
Hourly Total	2	29	16	0	3	1	0	0	8	0	1	0	0	0	0	60
115	0	3	1	0	2	0	0	0	3	0	0	1	0	0	0	10
130	0	5	2	0	2	0	0	0	1	0	0	1	0	0	0	11
145	1	2	4	0	0	1	0	0	1	0	1	0	0	0	0	10
200	1	2	1	0	0	0	0	1	3	0	0	0	0	0	0	8
Hourly Total	2	12	8	0	4	1	0	1	8	0	1	2	0	0	0	39
215	0	5	3	0	0	0	0	0	3	0	0	0	0	0	0	11
230	0	6	2	0	0	0	0	0	2	0	0	0	0	0	0	10
245	0	7	3	0	0	0	0	0	6	0	0	0	0	0	0	16
300	0	4	2	0	0	1	0	1	5	1	0	0	0	0	0	14
Hourly Total	0	22	10	0	0	1	0	1	16	1	0	0	0	0	0	51
315	0	3	4	0	0	0	0	0	3	0	1	0	0	0	0	11
330	1	2	6	0	0	1	0	1	1	0	0	0	0	0	0	12
345	0	5	1	0	0	0	0	0	3	0	0	0	0	0	0	9
400	0	2	0	0	1	1	0	0	3	0	0	0	0	0	0	7
Hourly Total	1	12	11	0	1	2	0	1	10	0	1	0	0	0	0	39
415	0	5	9	0	2	0	0	0	3	0	0	0	0	0	0	19
430	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
445	0	10	6	0	0	1	0	1	4	0	0	0	0	0	0	22
500	2	23	10	0	0	2	0	0	3	0	0	0	0	0	1	41
Hourly Total	2	48	28	0	2	3	0	1	10	0	0	0	0	0	1	95
515	2	15	7	0	4	0	0	0	4	0	0	0	0	0	0	32
530	1	23	17	0	2	1	1	0	6	1	0	1	0	0	0	53
545	1	22	25	0	10	1	0	1	2	0	0	0	0	0	0	62
600	0	32	26	0	2	0	0	0	7	0	0	0	0	0	0	67
Hourly Total	4	92	75	0	18	2	1	1	19	1	0	1	0	0	0	214
615	0	31	27	0	4	2	1	2	6	1	0	0	0	0	0	74
630	3	39	33	0	5	3	0	2	5	1	0	0	0	0	0	91
645	1	58	37	0	8	2	1	1	5	0	0	0	0	0	0	113
700	1	57	53	0	7	3	0	2	4	0	0	0	0	0	0	127
Hourly Total	5	185	150	0	24	10	2	7	20	2	0	0	0	0	0	405
715	2	42	38	0	7	6	6	3	7	3	0	0	0	0	0	114
730	11	70	39	0	7	12	7	2	5	0	0	0	0	0	0	153
745	2	46	36	0	8	7	5	3	10	1	0	0	0	0	0	118
800	2	56	35	0	6	5	3	2	6	0	0	0	0	0	0	115
Hourly Total	17	214	148	0	28	30	21	10	28	4	0	0	0	0	0	500
815	5	42	22	1	7	16	0	1	7	2	0	1	0	0	1	105
830	3	51	28	0	3	12	5	0	10	0	0	0	0	0	1	113
845	2	46	32	0	8	12	7	3	12	1	0	0	0	0	0	123
900	4	53	29	0	7	5	2	3	13	5	0	0	0	0	0	121
Hourly Total	14	192	111	1	25	45	14	7	42	8	0	1	0	0	2	462
915	3	42	27	2	7	9	2	7	5	0	0	0	0	0	1	105
930	6	36	19	1	5	15	6	1	9	1	0	0	0	0	0	99
945	4	38	19	0	4	16	6	3	6	2	0	0	0	0	0	98
1000	2	41	23	0	2	6	6	3	5	0	0	0	0	0	1	89
Hourly Total	15	157	88	3	18	46	20	14	25	3	0	0	0	0	2	391
1015	3	34	23	0	2	9	2	4	5	0	0	0	0	0	1	83
1030	1	38	26	0	3	12	4	5	9	1	0	0	0	0	1	100
1045	1	31	26	1	6	11	5	4	5	0	0	0	0	0	0	90
1100	4	42	19	0	2	8	4	1	9	0	0	0	0	0	0	89
Hourly Total	9	145	94	1	13	40	15	14	28	1	0	0	0	0	2	362
1115	2	36	28	1	3	9	6	5	8	0	0	0	0	0	0	98
1130	2	49	21	0	6	13	2	2	13	0	0	0	0	0	1	109
1145	3	39	28	0	1	8	2	2	6	3	0	0	0	0	0	92
1200	3	30	27	0	7	13	7	2	8	1	0	0	0	0	1	99
Hourly Total	10	154	104	1	17	43	17	11	35	4	0	0	0	0	2	398
1215	3	37	27	0	5	6	5	2	9	1	0	0	0	0	0	95
1230	2	32	28	0	5	5	7	6	9	1	0	0	0	0	1	96
1245	4	37	29	0	4	10	4	3	8	3	0	0	0	0	0	102
1300	4	43	30	0	4	11	2	5	5	1	0	0	0	0	0	105
Hourly Total	13	149	114	0	18	32	18	16	31	6	0	0	0	0	1	398
1315	2	36	26	0	9	11	5	1	7	0	0	0	0	0	0	97
1330	7	36	25	0	2	12	5	2	9	1	0	0	0	0	0	99
1345	4	50	32	0	3	11	5	3	10	1	0	0	0	0	3	122
1400	4	41	25	0	5	11	5	2	7	4	0	0	0	0	0	104
Hourly Total	17	163	108	0	19	45	20	8	33	6	0	0	0	0	3	422
1415	1	32	20	0	6	9	2	6	13	0	0	0	0	0	0	89
1430	5	26	25	0	2	10	5	0	6	6	0	0	0	0	0	85
1445	3	49	32	0	9	11	4	0	5	2	0	0	0	0	0	115
1500	3	45	26	0	4	5	6	3	6	2	0	0	0	0	1	101
Hourly Total	12	152	103	0	21	35	17	9	30	10	0	0	0	0	1	390
1515	4	51	31	1	6	13	3	1	3	0	0	0	0	0	0	113
1530	6	62	31	0	11	8	3	4	8	1	0	0	0	0	0	134
1545	2	59	40	0	9	5	5	9	9	0	0	0	0	0	1	139
1600	5	61	41	0	4	10	2	5	6	1	0	0	0	0	1	136
Hourly Total	17	233	143	1	30	36	13	19	26	2	0	0	0	0	2	522
1615	1	57	42	0	13	2	0	4	5	0	0	0	0	0	0	124
1630	2	84	39	0	7	1	2	0	4	0	0	2	0	0	0	141
1645	3	65	43	0	4	3	0	0	5	0	0	0	0	0	1	124
1700	5	73	34	1	8	5	0	3	5	0	0	0	0	0	1	135
Hourly Total	11	279	158	1	32	11	2	7	19	0	0	2	0	0	2	524
1715	1	82	61	0	9	2	0	2	3	0	0	0	0	0	0	160
1730	2	93	37	0	5	1	0	2	5	0	0	0	0	0	0	145
1745	2	80	67	0	8	0	0	1	5	0	0	0	0	0	0	163
1800	3	81	47	0	6	3	0	0	5	0	0	0	0	0	0	145
Hourly Total	8	336	212	0	28	6	0	5	18	0	0	0	0	0	0	613
1815	3	79	47	0	10	2	0	0	8	0	0	1	0	0	0	150
1830	1	68	44	0	5	1	0	3	4	0	0	0	0	0	0	126
1845	0	71	36	0	5	0	0	2	4	0	0	0	0	0	0	118
1900	2	54	35	0	6	0	0	2	4	0	0	0	0	0	0	103
Hourly Total	6	272	162	0	26	3	0	7	20	0	0	1	0	0	0	497
1915	1	49	17	0	3	0	0	1	3	0	0	0	0	0	0	74
1930	0	40	27	0	4	0	0	3	8	0	0	1	0	0	0	83
1945	0	35	21	0	2	0	0	2	1	0	0	0	0	0	0	61
2000	0	33	20	0	3	2	0	1	8	0	0	0	0	0	1	68
Hourly Total	1	157	85	0	12	2	0	7	20	0	0	1	0	0	1	286
2015	0	37	17	0	2	1	0	0	2	0	0	0	0	0	0	59
2030	0	49	21	0	2	0	0	0	1	0	0	0	0	0	0	73
2045	0	44	16	0	1	0	0	0	4	0	1	0	0	0	0	66
2100	0	46	14	0	0	0	0	0	2	0	0	0	0	0	0	62
Hourly Total	0	176	68	0	5	1	0	0	9	0	1	0	0	0	0	260
2115	0	20	10	0	3	0										

## CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98      City/County: Dade City/Pasco  
 Direction: Northbound  
 Start Date: 5/9/2019      Start Time: 00:00  
 Stop Date: 5/9/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	1	4	4	0	0	1	0	0	1	0	0	0	0	0	0	11
30	1	1	3	0	0	0	0	0	1	0	0	0	0	0	1	7
45	0	2	2	0	0	0	0	0	0	0	0	2	0	0	6	
100	0	4	1	0	0	0	0	0	1	0	0	0	0	0	6	
<b>Hourly Total</b>	<b>2</b>	<b>11</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>30</b>	
115	0	4	2	0	0	0	0	0	2	0	0	1	0	0	9	
130	0	6	0	0	0	0	0	0	1	0	1	0	0	0	8	
145	0	3	1	0	0	0	0	0	0	0	0	1	0	0	5	
200	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2	
<b>Hourly Total</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>24</b>	
215	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	
230	0	6	3	0	0	0	0	0	2	0	0	0	0	0	12	
245	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	
300	1	0	1	0	0	1	0	0	0	0	0	0	0	0	3	
<b>Hourly Total</b>	<b>1</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	
315	0	1	0	0	1	0	0	0	1	1	0	0	0	0	4	
330	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	
345	1	1	1	0	0	1	0	0	0	0	1	0	0	0	5	
400	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
<b>Hourly Total</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	
415	0	2	4	0	1	0	0	0	0	0	0	0	0	0	7	
430	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	
445	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7	
500	0	7	0	0	2	0	0	0	4	0	0	0	0	0	14	
<b>Hourly Total</b>	<b>0</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	
515	0	11	3	0	1	1	0	0	1	0	0	0	0	0	17	
530	0	11	4	0	2	0	1	0	2	0	0	0	0	0	20	
545	1	10	7	0	4	2	0	0	0	0	0	0	0	0	24	
600	2	14	7	0	2	3	0	0	3	0	0	0	0	0	31	
<b>Hourly Total</b>	<b>3</b>	<b>46</b>	<b>21</b>	<b>0</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>92</b>	
615	2	10	10	0	2	2	0	0	0	0	0	0	0	0	26	
630	1	14	10	0	0	1	0	0	2	0	0	0	0	0	28	
645	3	18	15	0	4	5	1	1	3	0	0	0	0	0	50	
700	1	21	21	0	4	3	0	1	4	0	0	0	0	0	55	
<b>Hourly Total</b>	<b>7</b>	<b>63</b>	<b>56</b>	<b>0</b>	<b>10</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>159</b>	
715	0	22	15	0	5	3	0	1	3	1	0	0	0	0	50	
730	1	29	15	0	1	3	0	1	2	1	0	0	0	0	53	
745	0	19	18	0	4	2	1	2	4	0	0	0	0	0	50	
800	5	33	11	1	2	8	1	1	4	0	0	0	0	0	67	
<b>Hourly Total</b>	<b>6</b>	<b>103</b>	<b>59</b>	<b>1</b>	<b>12</b>	<b>16</b>	<b>2</b>	<b>5</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>220</b>	
815	1	24	22	0	2	8	0	1	4	0	0	0	0	0	62	
830	2	19	22	0	3	8	0	3	3	0	0	0	0	0	60	
845	3	17	19	1	1	6	0	0	1	0	0	0	0	0	48	
900	2	25	12	0	1	8	2	2	2	0	0	0	0	0	54	
<b>Hourly Total</b>	<b>8</b>	<b>85</b>	<b>75</b>	<b>1</b>	<b>7</b>	<b>30</b>	<b>2</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>224</b>	
915	5	24	7	0	0	9	1	0	2	0	0	0	0	0	48	
930	1	15	14	0	0	9	0	0	5	0	0	0	0	0	44	
945	1	19	8	0	1	5	0	2	3	0	0	0	0	0	39	
1000	4	26	14	0	2	11	2	1	1	1	0	0	0	0	63	
<b>Hourly Total</b>	<b>11</b>	<b>84</b>	<b>43</b>	<b>0</b>	<b>3</b>	<b>34</b>	<b>3</b>	<b>3</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>194</b>	
1015	0	14	8	0	0	6	0	1	3	0	0	0	0	0	32	
1030	0	9	5	0	3	3	1	1	6	1	0	0	0	0	30	
1045	2	18	17	0	2	9	0	0	4	2	0	0	0	0	54	
1100	3	17	14	0	4	9	1	0	4	0	0	0	0	0	52	
<b>Hourly Total</b>	<b>5</b>	<b>58</b>	<b>44</b>	<b>0</b>	<b>9</b>	<b>27</b>	<b>2</b>	<b>2</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>168</b>	
1115	2	16	16	0	1	9	0	0	5	1	0	0	0	0	50	
1130	0	10	17	0	2	7	0	1	9	1	0	0	0	0	49	
1145	4	26	11	0	2	5	0	0	2	1	0	0	0	0	51	
1200	2	21	8	0	0	3	0	1	3	0	0	0	0	0	38	
<b>Hourly Total</b>	<b>8</b>	<b>73</b>	<b>52</b>	<b>0</b>	<b>5</b>	<b>24</b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>188</b>	
1215	4	16	10	0	3	9	1	0	7	0	0	0	0	0	50	
1230	0	18	14	0	0	5	0	0	1	1	0	0	0	0	40	
1245	1	21	9	0	0	7	0	1	3	0	0	0	0	0	42	
1300	2	28	12	2	1	9	0	2	4	0	0	0	0	0	60	
<b>Hourly Total</b>	<b>7</b>	<b>83</b>	<b>45</b>	<b>2</b>	<b>4</b>	<b>30</b>	<b>1</b>	<b>3</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>192</b>	
1315	2	25	9	0	6	4	0	0	2	0	0	0	0	0	48	
1330	3	20	10	0	0	8	0	1	0	0	0	0	0	0	42	
1345	0	16	7	0	0	3	1	0	0	2	0	0	0	0	29	
1400	0	20	23	0	3	6	0	0	1	0	0	0	0	0	53	
<b>Hourly Total</b>	<b>5</b>	<b>81</b>	<b>49</b>	<b>0</b>	<b>9</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>172</b>	
1415	5	18	19	0	1	11	0	0	1	2	0	0	0	0	57	
1430	2	18	21	2	5	11	0	1	4	0	0	0	0	0	65	
1445	2	19	17	0	6	6	1	2	4	0	0	0	0	0	57	
1500	3	28	20	0	4	6	0	0	7	0	0	0	0	0	68	
<b>Hourly Total</b>	<b>12</b>	<b>83</b>	<b>77</b>	<b>2</b>	<b>16</b>	<b>34</b>	<b>1</b>	<b>3</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>247</b>	
1515	3	26	11	1	2	7	0	0	2	1	0	0	0	0	53	
1530	1	24	20	0	0	5	0	4	0	0	0	0	0	0	54	
1545	1	33	28	0	4	2	0	1	1	0	0	0	0	0	71	
1600	3	28	25	0	2	5	0	0	3	0	0	0	0	0	66	
<b>Hourly Total</b>	<b>8</b>	<b>111</b>	<b>84</b>	<b>1</b>	<b>8</b>	<b>19</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>244</b>	
1615	2	38	27	0	6	3	0	1	5	0	0	0	0	0	83	
1630	2	42	20	0	2	5	0	1	5	0	0	0	0	0	77	
1645	3	45	24	2	5	0	0	1	4	0	0	0	0	0	84	
1700	3	43	24	0	3	1	0	0	1	0	0	0	0	0	75	
<b>Hourly Total</b>	<b>10</b>	<b>168</b>	<b>95</b>	<b>2</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>319</b>	
1715	0	45	22	0	6	1	0	6	3	0	0	0	0	0	83	
1730	0	53	15	0	1	1	0	3	0	0	0	0	0	0	73	
1745	2	41	31	0	10	2	0	0	2	0	0	0	0	0	88	
1800	0	38	32	0	4	0	0	2	1	0	0	0	0	0	77	
<b>Hourly Total</b>	<b>2</b>	<b>177</b>	<b>100</b>	<b>0</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>321</b>	
1815	2	33	13	1	2	1	0	0	1	0	0	0	0	0	53	
1830	1	37	28	0	3	1	0	0	3	0	0	0	0	0	73	
1845	1	27	14	0	1	1	0	1	3	0	0	0	0	0	48	
1900	0	26	15	0	1	0	0	0	1	0	0	0	0	0	43	
<b>Hourly Total</b>	<b>4</b>	<b>123</b>	<b>70</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>217</b>	
1915	0	32	13	0	0	0	0	0	1	0	0	0	0	0	46	
1930	0	27	18	0	1	0	0	0	2	0	0	0	0	0	48	
1945	0	19	9	0	1	0	0	0	3	0	0	0	0	0	32	
2000	0	13	3	0	1	0	0	0	0	0	0	0	0	0	17	
<b>Hourly Total</b>	<b>0</b>	<b>91</b>	<b>43</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>143</b>	
2015	0	17	9	0	1	0	0	0	2	0	0	0				



### CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98      City/County: Dade City/Pasco  
 Direction: Southbound  
 Start Date: 5/9/2019      Start Time: 00:00  
 Stop Date: 5/9/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
30	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
45	0	1	1	0	0	0	0	0	2	0	1	0	0	0	0	5
100	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	11	2	0	0	0	0	0	3	0	1	0	0	0	0	17
115	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	6
130	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
145	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
200	0	3	0	0	0	0	0	1	4	0	0	0	0	0	0	8
Hourly Total	0	15	1	0	0	0	0	2	6	0	0	0	0	0	0	24
215	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	4
230	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
245	0	2	2	0	1	0	0	0	3	0	0	0	0	0	0	8
300	0	2	0	0	1	0	0	0	2	0	0	0	0	0	0	5
Hourly Total	0	11	5	0	2	0	0	0	7	0	0	0	0	0	0	25
315	0	2	2	0	0	0	0	1	1	0	0	0	0	0	0	6
330	0	1	3	0	0	0	0	0	1	0	0	0	0	0	0	5
345	0	10	2	0	2	0	0	1	0	0	0	0	0	0	0	15
400	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	4
Hourly Total	0	13	9	0	2	0	0	2	4	0	0	0	0	0	0	30
415	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
430	0	3	3	0	1	0	0	0	5	0	0	0	0	0	0	12
445	2	9	6	0	0	2	0	0	1	0	0	1	0	0	0	21
500	2	6	8	0	1	0	0	0	3	1	0	0	0	0	0	21
Hourly Total	4	22	20	0	2	2	0	0	9	1	0	1	0	0	0	61
515	0	2	8	0	3	0	1	1	3	4	0	0	0	0	0	22
530	3	14	13	0	2	2	1	1	3	2	0	0	0	0	0	41
545	0	11	17	0	4	1	0	2	2	0	0	0	0	0	0	37
600	0	22	13	0	2	1	0	1	1	2	0	0	0	0	0	42
Hourly Total	3	49	51	0	11	4	2	5	9	8	0	0	0	0	0	142
615	0	19	24	0	1	2	0	1	5	1	0	0	0	0	0	53
630	0	27	21	0	3	0	0	1	1	1	0	0	0	0	0	54
645	0	38	20	0	3	1	1	1	1	0	0	0	0	0	0	65
700	0	34	25	0	6	1	0	3	2	3	0	0	0	0	1	75
Hourly Total	0	118	90	0	13	4	1	6	9	5	0	0	0	0	1	247
715	1	28	15	0	2	3	3	4	4	0	0	0	0	0	0	60
730	3	26	19	0	5	6	5	1	3	0	0	0	0	0	0	68
745	2	20	15	0	3	3	4	5	3	0	1	0	0	0	0	56
800	4	33	15	0	6	5	4	3	7	1	0	1	0	0	0	79
Hourly Total	10	107	64	0	16	17	16	13	17	1	1	1	0	0	0	263
815	1	17	13	0	6	3	5	3	6	1	0	0	0	0	0	55
830	3	22	21	0	4	7	3	2	4	0	0	0	0	0	0	66
845	3	25	13	0	4	6	5	4	3	1	0	0	0	0	0	64
900	0	24	9	0	7	2	4	3	7	0	0	0	0	0	0	56
Hourly Total	7	88	56	0	21	18	17	12	20	2	0	0	0	0	0	241
915	1	17	20	0	5	3	3	2	2	1	0	0	0	0	0	54
930	1	16	12	0	5	2	4	1	4	0	0	0	0	0	0	45
945	2	15	9	0	0	5	6	3	4	2	0	0	0	0	0	46
1000	2	23	6	0	0	5	4	2	3	2	0	0	0	0	0	47
Hourly Total	6	71	47	0	10	15	17	8	13	5	0	0	0	0	0	192
1015	1	18	15	0	4	2	4	0	5	0	0	0	0	0	0	49
1030	1	18	12	0	3	2	3	3	4	0	0	0	0	0	1	47
1045	2	14	8	0	2	5	5	2	3	1	0	0	0	0	0	42
1100	1	19	8	0	1	1	5	0	1	0	0	0	0	0	0	36
Hourly Total	5	69	43	0	10	10	17	5	13	1	0	0	0	0	1	174
1115	0	18	7	0	0	2	1	2	3	0	0	0	0	0	1	34
1130	2	18	15	0	2	4	5	1	4	1	0	0	0	0	0	52
1145	1	16	14	0	3	4	2	2	4	2	0	0	0	0	0	48
1200	0	18	10	0	2	2	7	3	4	0	0	0	0	0	0	46
Hourly Total	3	70	46	0	7	12	15	8	15	3	0	0	0	0	1	180
1215	1	22	12	0	3	1	4	3	3	0	0	0	0	0	0	49
1230	1	25	12	0	5	1	3	3	7	1	0	0	0	0	0	58
1245	1	16	11	0	4	4	4	2	3	0	0	0	0	0	0	45
1300	2	16	7	0	3	1	5	2	3	0	0	0	0	0	0	39
Hourly Total	5	79	42	0	15	7	16	10	16	1	0	0	0	0	0	191
1315	1	18	8	0	2	5	6	0	4	1	0	0	1	0	0	46
1330	2	20	5	0	1	4	5	1	1	0	0	0	0	0	0	39
1345	2	29	11	0	0	4	0	3	2	0	0	0	0	0	0	51
1400	1	26	11	0	1	5	5	0	4	3	0	0	0	0	1	57
Hourly Total	6	93	35	0	4	18	16	4	11	4	0	0	1	0	1	193
1415	1	24	15	0	0	2	4	1	4	0	0	0	0	0	1	52
1430	4	30	12	0	4	1	5	0	3	0	0	0	0	0	0	59
1445	2	18	14	0	3	1	5	1	3	2	0	0	0	0	0	49
1500	4	28	7	0	4	6	0	3	1	0	0	0	0	0	0	53
Hourly Total	11	100	48	0	11	10	14	5	11	2	0	0	0	0	1	213
1515	0	26	21	0	3	5	4	0	1	0	0	0	0	0	0	60
1530	0	35	7	1	6	1	5	0	4	1	0	0	0	0	1	61
1545	3	33	11	0	5	5	2	1	0	1	0	0	0	0	0	61
1600	3	26	18	0	2	5	1	3	4	1	0	0	0	0	2	65
Hourly Total	6	120	57	1	16	16	12	4	9	3	0	0	0	0	3	247
1615	2	35	20	0	4	2	2	1	5	0	0	2	0	0	0	73
1630	1	34	15	0	4	1	0	1	4	0	0	0	0	0	1	61
1645	3	40	23	0	5	2	0	5	2	0	0	0	0	0	0	80
1700	1	41	14	0	3	1	0	2	3	0	0	0	0	0	0	65
Hourly Total	7	150	72	0	16	6	2	9	14	0	0	2	0	0	1	279
1715	0	50	14	1	1	0	0	4	6	0	0	0	0	0	1	77
1730	0	52	24	0	2	0	0	2	5	0	0	0	0	0	3	88
1745	0	46	12	0	3	0	0	0	0	0	0	0	0	0	1	62
1800	0	41	10	0	0	0	0	3	2	0	0	0	0	0	0	56
Hourly Total	0	189	60	1	6	0	0	9	13	0	0	0	0	0	5	283
1815	1	39	10	0	3	0	0	1	0	0	0	0	0	0	1	55
1830	0	35	9	0	0	1	0	0	0	0	0	1	0	0	0	46
1845	1	23	3	1	0	0	0	1	2	0	0	0	0	0	1	32
1900	0	29	5	0	0	0	0	1	1	0	0	0	0	0	0	36
Hourly Total	2	126	27	1	3	1	0	3	3	0	0	1	0	0	2	169
1915	0	23	8	0	1	1	0	1	2	0	0	0	0	0	1	37
1930	0	19	4	0	0	0	0	1	2	0	0	0	0	0	1	27
1945	0	21	7	0	0	0	0	3	0	0	0	0	0	0	0	31
2000	1	24	6	0	0	0	0	0	0	0	0	0	0	0	0	31
Hourly Total	1	87	25	0	1	1	0	5	4	0	0	0	0	0	2	126
2015	0	22	4	0	0	0	0	0	2	0	0	0	0	0	0	28
2030	0	16	4	0	0	0	0	0	0	0	0	0	0	0	1	21
2045	0	17	1	1	1	0	0	0	0	0	0	0	0	0	0	20
2100	0	15	6	0	0	0	0	0	4	0	0	0	0	0	1	26
Hourly Total	0	70	15	1	1	0	0	0	6	0	0	0	0	0	2	95
2115	0	11	2	0	0	0	0	1	0	0	1	0	0	0	1	16
2130	0	13	5	0	0	0	0	1	2	0	0	0	0			

## CLASS COUNT REPORT

Location: Old Lakeland Hwy south of US 98 City/County: Dade City/Pasco  
 Direction: Combined  
 Start Date: 5/9/2019 Start Time: 00:00  
 Stop Date: 5/9/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	1	9	5	0	0	1	0	0	1	0	0	0	0	0	0	17
30	1	4	3	0	0	0	0	0	2	0	0	0	0	0	0	11
45	0	3	3	0	0	0	0	0	2	0	1	2	0	0	0	11
100	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
Hourly Total	2	22	12	0	0	1	0	0	6	0	1	2	0	0	1	47
115	0	8	3	0	0	0	0	1	2	0	0	1	0	0	0	15
130	0	10	0	0	0	0	0	0	2	0	1	0	0	0	0	13
145	0	7	1	0	0	0	0	0	1	0	0	1	0	0	0	10
200	0	4	0	0	0	0	0	2	4	0	0	0	0	0	0	10
Hourly Total	0	29	4	0	0	0	0	3	9	0	1	2	0	0	0	48
215	0	6	1	0	0	0	0	0	2	0	0	0	0	0	0	9
230	0	12	5	0	0	0	0	0	2	0	0	0	0	0	1	20
245	0	6	3	0	1	0	0	0	3	0	0	0	0	0	0	13
300	1	2	1	0	1	1	0	0	2	0	0	0	0	0	0	8
Hourly Total	1	26	10	0	2	1	0	0	9	0	0	0	0	0	1	50
315	0	3	2	0	1	0	0	1	2	1	0	0	0	0	0	10
330	0	3	3	0	0	0	0	0	1	0	0	0	0	0	0	7
345	1	11	3	0	2	1	0	1	0	0	1	0	0	0	0	20
400	0	3	2	0	0	0	0	0	2	0	0	0	0	0	0	7
Hourly Total	1	20	10	0	3	1	0	2	5	1	1	0	0	0	0	44
415	0	6	7	0	1	0	0	0	0	0	0	0	0	0	0	14
430	0	7	4	0	1	0	0	0	5	0	0	0	0	0	0	17
445	2	15	7	0	0	2	0	0	1	0	0	1	0	0	0	28
500	2	13	8	0	3	0	0	0	7	1	0	0	0	0	1	35
Hourly Total	4	41	26	0	5	2	0	0	13	1	0	1	0	0	1	94
515	0	13	11	0	4	1	1	1	4	4	0	0	0	0	0	39
530	3	25	17	0	4	2	2	1	5	2	0	0	0	0	0	61
545	1	21	24	0	8	3	0	2	2	0	0	0	0	0	0	61
600	2	36	20	0	4	4	0	1	4	2	0	0	0	0	0	73
Hourly Total	6	95	72	0	20	10	3	5	15	8	0	0	0	0	0	234
615	2	29	34	0	3	4	0	1	5	1	0	0	0	0	0	79
630	1	41	31	0	3	1	0	1	3	1	0	0	0	0	0	82
645	3	56	35	0	7	6	2	2	4	0	0	0	0	0	0	115
700	1	55	46	0	10	4	0	4	6	3	0	0	0	0	1	130
Hourly Total	7	181	146	0	23	15	2	8	18	5	0	0	0	0	1	406
715	1	50	30	0	7	6	3	5	7	1	0	0	0	0	0	110
730	4	55	34	0	6	9	5	2	5	1	0	0	0	0	0	121
745	2	39	33	0	7	5	5	7	7	0	1	0	0	0	0	106
800	9	66	26	1	8	13	5	4	11	1	0	1	0	0	1	146
Hourly Total	16	210	123	1	28	33	18	18	30	3	1	1	0	0	1	483
815	2	41	35	0	8	11	5	4	10	1	0	0	0	0	0	117
830	5	41	43	0	7	15	3	5	7	0	0	0	0	0	0	126
845	6	42	32	1	5	12	5	4	4	1	0	0	0	0	0	112
900	2	49	21	0	8	10	6	5	9	0	0	0	0	0	0	110
Hourly Total	15	173	131	1	28	48	19	18	30	2	0	0	0	0	0	465
915	6	41	27	0	5	12	4	2	4	1	0	0	0	0	0	102
930	2	31	26	0	5	11	4	1	9	0	0	0	0	0	0	89
945	3	34	17	0	1	10	6	5	7	2	0	0	0	0	0	85
1000	6	49	20	0	2	16	6	3	4	3	0	0	0	0	1	110
Hourly Total	17	155	90	0	13	49	20	11	24	6	0	0	0	0	1	386
1015	1	32	23	0	4	8	4	1	8	0	0	0	0	0	0	81
1030	1	27	17	0	6	5	4	4	10	1	0	0	0	0	2	77
1045	4	32	25	0	4	14	5	2	7	3	0	0	0	0	0	96
1100	4	36	22	0	5	10	6	0	5	0	0	0	0	0	0	88
Hourly Total	10	127	87	0	19	37	19	7	30	4	0	0	0	0	2	342
1115	2	34	23	0	1	11	1	2	8	1	0	0	0	0	1	84
1130	2	28	32	0	4	11	5	2	13	2	0	0	0	0	2	101
1145	5	42	25	0	5	9	2	2	6	3	0	0	0	0	0	99
1200	2	39	18	0	2	5	7	4	7	0	0	0	0	0	0	84
Hourly Total	11	143	98	0	12	36	15	10	34	6	0	0	0	0	3	368
1215	5	38	22	0	6	10	5	3	10	0	0	0	0	0	0	99
1230	1	43	26	0	5	6	3	3	8	2	0	0	0	0	1	98
1245	2	37	20	0	4	11	4	3	6	0	0	0	0	0	0	87
1300	4	44	19	2	4	10	5	4	7	0	0	0	0	0	0	99
Hourly Total	12	162	87	2	19	37	17	13	31	2	0	0	0	0	1	383
1315	3	43	17	0	8	9	6	0	6	1	0	0	1	0	0	94
1330	5	40	15	0	1	12	5	2	1	0	0	0	0	0	0	81
1345	2	45	18	0	0	7	1	3	2	2	0	0	0	0	0	80
1400	1	46	34	0	4	11	5	0	5	3	0	0	0	0	1	110
Hourly Total	11	174	84	0	13	39	17	5	14	6	0	0	1	0	1	365
1415	6	42	34	0	1	13	4	1	5	2	0	0	0	0	1	109
1430	6	48	33	2	9	12	5	1	7	0	0	0	0	0	1	124
1445	4	37	31	0	9	7	6	3	7	2	0	0	0	0	0	106
1500	7	56	27	0	8	12	0	3	8	0	0	0	0	0	0	121
Hourly Total	23	183	125	2	27	44	15	8	27	4	0	0	0	0	2	460
1515	3	52	32	1	5	12	4	0	3	1	0	0	0	0	0	113
1530	1	59	27	1	6	6	5	4	4	1	0	0	0	0	1	115
1545	4	66	39	0	9	7	2	2	1	1	0	0	0	0	1	132
1600	6	54	43	0	4	10	1	3	7	1	0	0	0	0	2	131
Hourly Total	14	231	141	2	24	35	12	9	15	4	0	0	0	0	4	491
1615	4	73	47	0	10	5	2	2	10	0	0	2	0	0	1	156
1630	3	76	35	0	6	6	0	2	9	0	0	0	0	0	1	138
1645	6	85	47	2	10	2	0	6	6	0	0	0	0	0	0	164
1700	4	84	38	0	6	2	0	2	4	0	0	0	0	0	0	140
Hourly Total	17	318	167	2	32	15	2	12	29	0	0	2	0	0	2	598
1715	0	95	36	1	7	1	0	10	9	0	0	0	0	0	1	160
1730	0	105	39	0	3	1	0	5	5	0	0	0	0	0	3	161
1745	2	87	43	0	13	2	0	0	2	0	0	0	0	0	1	150
1800	0	79	42	0	4	0	0	5	3	0	0	0	0	0	0	133
Hourly Total	2	366	160	1	27	4	0	20	19	0	0	0	0	0	5	604
1815	3	72	23	1	5	1	0	1	1	0	0	0	0	0	1	108
1830	1	72	37	0	3	2	0	0	3	0	0	1	0	0	0	119
1845	2	50	17	1	1	1	0	2	5	0	0	0	0	0	1	80
1900	0	55	20	0	1	0	0	1	2	0	0	0	0	0	0	79
Hourly Total	6	249	97	2	10	4	0	4	11	0	0	1	0	0	2	386
1915	0	55	21	0	1	1	0	1	3	0	0	0	0	0	1	83
1930	0	46	22	0	1	0	0	1	4	0	0	0	0	0	1	75
1945	0	40	16	0	1	0	0	3	3	0	0	0	0	0	0	63
2000	1	37	9	0	1	0	0	0	0	0	0	0	0	0	0	48
Hourly Total	1	178	68	0	4	1	0	5	10	0	0	0	0	0	2	269
2015	0	39	13	0	1	0	0	0	4	0	0	0	0	0	0	57
2030	1	26	10	0	2	1	0	0	2	0	0	1	0	0	1	44
2045	0	28	11	1	2	0	0	0	2	0	0	0	0	0	0	44
2100	0	24	15	0	1	1	0	0	4	0	0	0	0	0	1	46
Hourly Total	1	117	49	1	6	2	0	0	12	0	0	1	0	0	2	191
2115	0	25	6	0	2	1	0	1								

# Volume Count Report

Start Date: May 7, 2019	Start Time: 0:00	
Stop Date: May 8, 2019	Stop Time: 0:00	
City: Dade City	County: Pasco	
Location: Old Lakeland Hwy north of US 98		

## Northbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	16	11	13	8	19	38	50	103	66	75	68
30	9	11	5	14	7	41	49	88	74	54	74	49
45	14	10	9	4	21	29	66	88	68	74	62	66
00	13	10	6	10	21	53	66	87	74	72	91	83
<b>Hr Total</b>	<b>40</b>	<b>47</b>	<b>31</b>	<b>41</b>	<b>57</b>	<b>142</b>	<b>219</b>	<b>313</b>	<b>319</b>	<b>266</b>	<b>302</b>	<b>266</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	71	71	75	73	98	82	93	48	46	32	18	13
30	80	64	64	74	79	102	61	47	39	16	13	14
45	65	73	62	106	116	83	59	37	28	28	23	11
00	91	76	73	62	86	79	64	38	23	20	12	7
<b>Hr Total</b>	<b>307</b>	<b>284</b>	<b>274</b>	<b>315</b>	<b>379</b>	<b>346</b>	<b>277</b>	<b>170</b>	<b>136</b>	<b>96</b>	<b>66</b>	<b>45</b>

24 Hour Total:	4,738		
AM Peak Hour begins:	7:15	AM Peak Volume:	366
PM Peak Hour begins:	16:30	PM Peak Volume:	386
		AM Peak Hour Factor:	0.89
		PM Peak Hour Factor:	0.83

## Southbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	7	9	11	13	56	65	66	105	79	57	61
30	9	8	6	10	9	61	78	93	98	69	77	85
45	9	6	18	15	29	42	97	77	87	61	74	63
00	9	7	16	15	34	61	74	102	71	69	57	74
<b>Hr Total</b>	<b>43</b>	<b>28</b>	<b>49</b>	<b>51</b>	<b>85</b>	<b>220</b>	<b>314</b>	<b>338</b>	<b>361</b>	<b>278</b>	<b>265</b>	<b>283</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	66	75	72	99	102	70	37	51	33	19	12
30	64	96	60	87	97	84	54	29	31	32	19	11
45	66	55	72	80	77	82	73	34	22	26	16	11
00	55	57	68	84	75	58	48	42	51	29	15	17
<b>Hr Total</b>	<b>260</b>	<b>274</b>	<b>275</b>	<b>323</b>	<b>348</b>	<b>326</b>	<b>245</b>	<b>142</b>	<b>155</b>	<b>120</b>	<b>69</b>	<b>51</b>

24 Hour Total:	4,903		
AM Peak Hour begins:	7:45	AM Peak Volume:	392
PM Peak Hour begins:	15:30	PM Peak Volume:	360
		AM Peak Hour Factor:	0.93
		PM Peak Hour Factor:	0.91

## Total Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	23	20	24	21	75	103	116	208	145	132	129
30	18	19	11	24	16	102	127	181	172	123	151	134
45	23	16	27	19	50	71	163	165	155	135	136	129
00	22	17	22	25	55	114	140	189	145	141	148	157
<b>Hr Total</b>	<b>83</b>	<b>75</b>	<b>80</b>	<b>92</b>	<b>142</b>	<b>362</b>	<b>533</b>	<b>651</b>	<b>680</b>	<b>544</b>	<b>567</b>	<b>549</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	146	137	150	145	197	184	163	85	97	65	37	25
30	144	160	124	161	176	186	115	76	70	48	32	25
45	131	128	134	186	193	165	132	71	50	54	39	22
00	146	133	141	146	161	137	112	80	74	49	27	24
<b>Hr Total</b>	<b>567</b>	<b>558</b>	<b>549</b>	<b>638</b>	<b>727</b>	<b>672</b>	<b>522</b>	<b>312</b>	<b>291</b>	<b>216</b>	<b>135</b>	<b>96</b>

24 Hour Total:	9,641		
AM Peak Hour begins:	7:15	AM Peak Volume:	743
PM Peak Hour begins:	16:00	PM Peak Volume:	727
		AM Peak Hour Factor:	0.89
		PM Peak Hour Factor:	0.92



# Volume Count Report

Start Date:	May 8, 2019	Start Time:	0:00
Stop Date:	May 9, 2019	Stop Time:	0:00
City:	Dade City	County:	Pasco
Location:	Old Lakeland Hwy north of US 98		

## Northbound Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	12	8	13	11	27	46	63	86	72	58	81
30	7	14	7	12	9	30	54	96	83	75	73	64
45	7	11	9	11	6	34	73	75	88	60	53	60
00	11	4	12	5	14	32	78	92	83	54	61	64
<b>Hr Total</b>	<b>31</b>	<b>41</b>	<b>36</b>	<b>41</b>	<b>40</b>	<b>123</b>	<b>251</b>	<b>326</b>	<b>340</b>	<b>261</b>	<b>245</b>	<b>269</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	63	67	73	83	76	81	53	32	23	18	10
30	74	78	53	84	79	92	73	47	56	17	22	14
45	75	83	73	84	88	108	73	41	28	19	20	1
00	62	81	83	91	101	103	62	46	33	13	7	9
<b>Hr Total</b>	<b>253</b>	<b>305</b>	<b>276</b>	<b>332</b>	<b>351</b>	<b>379</b>	<b>289</b>	<b>187</b>	<b>149</b>	<b>72</b>	<b>67</b>	<b>34</b>

24 Hour Total:	4,698	AM Peak Volume:	349	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:15	PM Peak Volume:	384	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	17:15				

## Southbound Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	6	10	14	20	37	79	91	61	79	56	64
30	7	12	7	14	6	57	71	80	76	59	64	77
45	14	3	18	13	29	53	79	76	94	78	70	59
00	5	17	15	9	41	55	78	70	90	69	65	70
<b>Hr Total</b>	<b>41</b>	<b>38</b>	<b>50</b>	<b>50</b>	<b>96</b>	<b>202</b>	<b>307</b>	<b>317</b>	<b>321</b>	<b>285</b>	<b>255</b>	<b>270</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	79	65	81	63	86	108	89	43	32	28	16	14
30	61	59	69	81	72	107	61	57	25	25	23	5
45	68	70	73	99	81	89	54	33	38	25	23	13
00	59	62	56	89	63	56	52	26	38	18	26	9
<b>Hr Total</b>	<b>267</b>	<b>256</b>	<b>279</b>	<b>332</b>	<b>302</b>	<b>360</b>	<b>256</b>	<b>159</b>	<b>133</b>	<b>96</b>	<b>88</b>	<b>41</b>

24 Hour Total:	4,801	AM Peak Volume:	339	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	8:15	PM Peak Volume:	367	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:45				

## Total Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	18	18	27	31	64	125	154	147	151	114	145
30	14	26	14	26	15	87	125	176	159	134	137	141
45	21	14	27	24	35	87	152	151	182	138	123	119
00	16	21	27	14	55	87	156	162	173	123	126	134
<b>Hr Total</b>	<b>72</b>	<b>79</b>	<b>86</b>	<b>91</b>	<b>136</b>	<b>325</b>	<b>558</b>	<b>643</b>	<b>661</b>	<b>546</b>	<b>500</b>	<b>539</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	128	148	136	169	184	170	96	64	51	34	24
30	135	137	122	165	151	199	134	104	81	42	45	19
45	143	153	146	183	169	197	127	74	66	44	43	14
00	121	143	139	180	164	159	114	72	71	31	33	18
<b>Hr Total</b>	<b>520</b>	<b>561</b>	<b>555</b>	<b>664</b>	<b>653</b>	<b>739</b>	<b>545</b>	<b>346</b>	<b>282</b>	<b>168</b>	<b>155</b>	<b>75</b>

24 Hour Total:	9,499	AM Peak Volume:	665	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	8:15	PM Peak Volume:	744	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45				

## Volume Count Report

Start Date: May 7, 2019  
 Stop Date: May 8, 2019  
 City: Dade City  
 Location: US 98 west of Old Lakeland Hwy

Start Time: 0:00  
 Stop Time: 0:00  
 County: Pasco

### Eastbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	0	0	0	2	16	49	60	35	35	29	28
30	1	6	6	6	7	28	47	52	45	23	28	22
45	6	3	1	4	9	28	44	40	46	51	47	25
00	2	6	1	5	14	33	33	47	39	43	23	29
<b>Hr Total</b>	<b>19</b>	<b>15</b>	<b>8</b>	<b>15</b>	<b>32</b>	<b>105</b>	<b>173</b>	<b>199</b>	<b>165</b>	<b>152</b>	<b>127</b>	<b>104</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	24	34	59	34	47	51	25	20	21	14	8
30	33	43	36	46	46	54	32	16	18	11	12	9
45	29	26	42	39	46	51	30	27	15	20	11	9
00	23	27	40	41	49	38	22	23	10	5	4	14
<b>Hr Total</b>	<b>120</b>	<b>120</b>	<b>152</b>	<b>185</b>	<b>175</b>	<b>190</b>	<b>135</b>	<b>91</b>	<b>63</b>	<b>57</b>	<b>41</b>	<b>40</b>

24 Hour Total: 2,483  
 AM Peak Hour begins: 7:00 AM Peak Volume: 199 AM Peak Hour Factor: 0.83  
 PM Peak Hour begins: 16:45 PM Peak Volume: 201 PM Peak Hour Factor: 0.93

### Westbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	4	0	3	9	28	37	63	43	42	28
30	5	5	1	4	6	13	34	39	48	40	36	40
45	2	2	1	2	3	23	39	55	47	38	32	33
00	4	3	1	9	13	13	45	62	33	28	28	38
<b>Hr Total</b>	<b>15</b>	<b>13</b>	<b>7</b>	<b>15</b>	<b>25</b>	<b>58</b>	<b>146</b>	<b>193</b>	<b>191</b>	<b>149</b>	<b>138</b>	<b>139</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	53	40	33	47	43	45	22	23	18	11	14
30	34	34	34	41	36	47	35	23	26	8	9	6
45	41	44	36	42	52	74	36	19	25	12	5	6
00	64	47	37	55	41	44	39	27	19	15	12	5
<b>Hr Total</b>	<b>185</b>	<b>178</b>	<b>147</b>	<b>171</b>	<b>176</b>	<b>208</b>	<b>155</b>	<b>91</b>	<b>93</b>	<b>53</b>	<b>37</b>	<b>31</b>

24 Hour Total: 2,614  
 AM Peak Hour begins: 7:30 AM Peak Volume: 228 AM Peak Hour Factor: 0.90  
 PM Peak Hour begins: 17:15 PM Peak Volume: 210 PM Peak Hour Factor: 0.71

### Total Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	3	4	0	5	25	77	97	98	78	71	56
30	6	11	7	10	13	41	81	91	93	63	64	62
45	8	5	2	6	12	51	83	95	93	89	79	58
00	6	9	2	14	27	46	78	109	72	71	51	67
<b>Hr Total</b>	<b>34</b>	<b>28</b>	<b>15</b>	<b>30</b>	<b>57</b>	<b>163</b>	<b>319</b>	<b>392</b>	<b>356</b>	<b>301</b>	<b>265</b>	<b>243</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	81	77	74	92	81	90	96	47	43	39	25	22
30	67	77	70	87	82	101	67	39	44	19	21	15
45	70	70	78	81	98	125	66	46	40	32	16	15
00	87	74	77	96	90	82	61	50	29	20	16	19
<b>Hr Total</b>	<b>305</b>	<b>298</b>	<b>299</b>	<b>356</b>	<b>351</b>	<b>398</b>	<b>290</b>	<b>182</b>	<b>156</b>	<b>110</b>	<b>78</b>	<b>71</b>

24 Hour Total: 5,097  
 AM Peak Hour begins: 7:30 AM Peak Volume: 395 AM Peak Hour Factor: 0.91  
 PM Peak Hour begins: 16:45 PM Peak Volume: 406 PM Peak Hour Factor: 0.81

## Volume Count Report

Start Date: May 8, 2019  
 Stop Date: May 9, 2019  
 City: Dade City  
 Location: US 98 west of Old Lakeland Hwy

Start Time: 0:00  
 Stop Time: 0:00  
 County: Pasco

### Eastbound Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	1	7	7	10	36	64	34	28	30	27
30	3	3	5	7	3	26	51	60	40	52	26	29
45	4	3	3	4	14	27	49	57	46	47	32	33
00	0	1	4	8	9	31	43	50	48	38	24	31
<b>Hr Total</b>	<b>14</b>	<b>10</b>	<b>13</b>	<b>26</b>	<b>33</b>	<b>94</b>	<b>179</b>	<b>231</b>	<b>168</b>	<b>165</b>	<b>112</b>	<b>120</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	22	37	40	55	42	44	26	9	12	12	5
30	31	27	23	34	44	38	34	24	18	13	18	8
45	26	31	27	41	52	52	30	23	11	24	10	2
00	18	28	41	45	61	44	35	17	22	14	9	5
<b>Hr Total</b>	<b>99</b>	<b>108</b>	<b>128</b>	<b>160</b>	<b>212</b>	<b>176</b>	<b>143</b>	<b>90</b>	<b>60</b>	<b>63</b>	<b>49</b>	<b>20</b>

24 Hour Total: 2,473  
 AM Peak Hour begins: 7:00 AM Peak Volume: 231 AM Peak Hour Factor: 0.90  
 PM Peak Hour begins: 16:00 PM Peak Volume: 212 PM Peak Hour Factor: 0.87

### Westbound Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	1	3	0	6	28	32	49	51	46	41	29
30	5	7	0	3	5	8	32	42	39	35	54	32
45	11	1	2	5	9	19	38	60	45	28	26	39
00	5	12	0	5	13	14	40	57	40	31	44	42
<b>Hr Total</b>	<b>28</b>	<b>21</b>	<b>5</b>	<b>13</b>	<b>33</b>	<b>69</b>	<b>142</b>	<b>208</b>	<b>175</b>	<b>140</b>	<b>165</b>	<b>142</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	37	43	33	58	42	23	21	32	16	12	5
30	50	42	28	52	44	58	34	36	25	9	8	4
45	36	39	45	44	35	45	28	19	24	17	11	10
00	45	35	32	54	46	58	27	23	16	10	5	5
<b>Hr Total</b>	<b>173</b>	<b>153</b>	<b>148</b>	<b>183</b>	<b>183</b>	<b>203</b>	<b>112</b>	<b>99</b>	<b>97</b>	<b>52</b>	<b>36</b>	<b>24</b>

24 Hour Total: 2,604  
 AM Peak Hour begins: 7:15 AM Peak Volume: 210 AM Peak Hour Factor: 0.88  
 PM Peak Hour begins: 15:15 PM Peak Volume: 208 PM Peak Hour Factor: 0.90

### Total Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	4	4	7	13	38	68	113	85	74	71	56
30	8	10	5	10	8	34	83	102	79	87	80	61
45	15	4	5	9	23	46	87	117	91	75	58	72
00	5	13	4	13	22	45	83	107	88	69	68	73
<b>Hr Total</b>	<b>42</b>	<b>31</b>	<b>18</b>	<b>39</b>	<b>66</b>	<b>163</b>	<b>321</b>	<b>439</b>	<b>343</b>	<b>305</b>	<b>277</b>	<b>262</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	59	80	73	113	84	67	47	41	28	24	10
30	81	69	51	86	88	96	68	60	43	22	26	12
45	62	70	72	85	87	97	58	42	35	41	21	12
00	63	63	73	99	107	102	62	40	38	24	14	10
<b>Hr Total</b>	<b>272</b>	<b>261</b>	<b>276</b>	<b>343</b>	<b>395</b>	<b>379</b>	<b>255</b>	<b>189</b>	<b>157</b>	<b>115</b>	<b>85</b>	<b>44</b>

24 Hour Total: 5,077  
 AM Peak Hour begins: 7:00 AM Peak Volume: 439 AM Peak Hour Factor: 0.94  
 PM Peak Hour begins: 16:00 PM Peak Volume: 395 PM Peak Hour Factor: 0.87

## CLASS COUNT REPORT

Location: US 98 east of Old Lakeland Hwy  
 Direction: Eastbound  
 Start Date: 5/7/2019  
 Stop Date: 5/7/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	4	3	0	0	0	0	0	2	0	0	0	0	0	0	9
30	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3
45	0	2	1	0	0	0	0	0	2	0	0	0	0	0	0	5
100	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
115	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
130	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
145	0	0	1	0	0	1	0	0	3	0	0	0	0	0	0	5
200	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
215	0	1	1	0	0	2	0	0	1	0	0	0	0	0	0	5
230	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
245	0	0	1	0	3	0	0	0	1	0	0	0	0	0	0	5
300	0	2	1	0	1	0	0	0	2	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
315	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
330	0	3	2	0	0	0	0	0	2	0	0	0	0	0	0	7
345	2	2	0	0	1	2	0	0	1	0	0	0	0	0	0	8
400	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
415	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	6
430	0	5	0	0	0	0	0	0	2	0	0	0	0	0	0	7
445	0	2	6	0	0	0	0	0	2	2	0	0	0	0	0	12
500	1	7	9	0	3	0	0	0	2	0	0	0	0	0	0	22
<b>Hourly Total</b>	<b>1</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>
515	0	9	8	0	4	0	0	0	6	0	0	0	0	0	0	27
530	1	20	9	0	3	3	1	0	4	5	0	0	0	0	0	46
545	2	10	12	0	2	2	0	1	2	0	0	0	0	0	0	31
600	1	21	17	0	0	4	1	2	1	0	0	0	0	0	0	47
<b>Hourly Total</b>	<b>4</b>	<b>60</b>	<b>46</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>151</b>
615	1	18	13	0	3	4	1	0	3	0	0	0	0	0	0	43
630	1	26	19	0	2	5	0	0	3	0	0	0	0	0	0	56
645	1	26	16	0	9	7	0	0	3	1	0	0	0	0	0	63
700	0	27	18	0	2	0	0	0	0	0	0	0	0	0	0	47
<b>Hourly Total</b>	<b>3</b>	<b>97</b>	<b>66</b>	<b>0</b>	<b>16</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>209</b>
715	0	31	20	0	2	2	0	0	5	0	0	0	0	0	0	60
730	2	42	14	0	1	2	0	3	1	1	0	0	0	0	0	66
745	0	29	13	0	1	3	0	0	2	2	0	0	0	0	0	50
800	1	23	18	0	4	2	0	1	5	1	0	0	0	0	0	55
<b>Hourly Total</b>	<b>3</b>	<b>125</b>	<b>65</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>231</b>
815	1	20	12	0	2	8	0	1	2	0	0	0	0	0	0	46
830	0	22	15	0	2	7	0	0	6	2	0	0	0	0	0	54
845	2	32	8	0	1	5	0	1	3	1	0	0	0	0	0	53
900	3	17	8	0	1	6	0	3	4	0	0	0	0	0	0	42
<b>Hourly Total</b>	<b>6</b>	<b>91</b>	<b>43</b>	<b>0</b>	<b>6</b>	<b>26</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>195</b>
915	0	17	17	0	1	7	0	2	3	1	0	0	0	0	0	48
930	0	18	5	0	1	5	0	2	2	0	0	0	0	0	1	34
945	0	24	17	0	2	5	0	1	5	0	0	0	0	0	0	54
1000	2	16	3	0	2	8	0	1	6	1	0	0	0	0	0	39
<b>Hourly Total</b>	<b>2</b>	<b>75</b>	<b>42</b>	<b>0</b>	<b>6</b>	<b>25</b>	<b>0</b>	<b>6</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>175</b>
1015	1	17	4	0	0	5	0	0	1	0	0	0	0	0	1	29
1030	0	30	13	0	1	6	0	3	3	0	0	0	0	0	0	56
1045	1	17	15	0	1	5	0	1	5	0	0	0	0	0	0	45
1100	0	19	7	0	1	5	1	3	2	0	0	0	0	0	1	39
<b>Hourly Total</b>	<b>2</b>	<b>83</b>	<b>39</b>	<b>0</b>	<b>3</b>	<b>21</b>	<b>1</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>169</b>
1115	0	13	10	0	0	5	0	0	4	0	0	0	0	0	2	34
1130	0	17	9	0	1	6	0	0	2	0	0	0	0	0	0	35
1145	0	13	7	0	2	3	0	1	4	0	0	0	0	0	0	30
1200	0	11	10	0	1	7	3	2	4	0	0	0	0	0	0	38
<b>Hourly Total</b>	<b>0</b>	<b>54</b>	<b>36</b>	<b>0</b>	<b>4</b>	<b>21</b>	<b>3</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>137</b>
1215	1	20	13	0	2	5	0	3	3	1	0	0	0	0	0	48
1230	0	21	8	0	3	7	0	0	0	0	0	0	0	0	1	40
1245	0	14	9	0	2	4	0	1	2	0	0	0	0	0	1	33
1300	0	19	8	1	1	3	0	0	3	0	0	0	0	0	1	36
<b>Hourly Total</b>	<b>1</b>	<b>74</b>	<b>38</b>	<b>1</b>	<b>8</b>	<b>19</b>	<b>0</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>157</b>
1315	1	13	8	0	1	6	0	0	0	0	0	0	0	0	0	29
1330	2	19	16	0	1	10	0	0	1	0	0	0	0	0	0	49
1345	0	14	7	0	3	6	0	0	0	0	0	0	0	0	0	30
1400	1	25	6	0	0	5	0	1	1	0	0	0	0	0	0	39
<b>Hourly Total</b>	<b>4</b>	<b>71</b>	<b>37</b>	<b>0</b>	<b>5</b>	<b>27</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>147</b>
1415	1	20	12	0	4	3	0	0	4	0	0	0	0	0	0	44
1430	0	15	15	0	2	4	0	0	2	0	0	0	0	0	0	38
1445	0	22	18	0	1	4	1	0	3	0	0	0	0	0	0	49
1500	0	21	12	0	5	3	0	0	3	0	0	0	0	0	0	44
<b>Hourly Total</b>	<b>1</b>	<b>78</b>	<b>57</b>	<b>0</b>	<b>12</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>175</b>
1515	2	26	15	0	4	5	0	2	8	0	0	0	0	0	0	62
1530	0	24	16	1	2	3	0	0	5	0	0	0	0	0	1	52
1545	3	27	23	0	1	2	0	2	3	0	0	0	0	0	0	61
1600	2	24	17	0	4	4	0	0	4	0	0	0	0	0	0	55
<b>Hourly Total</b>	<b>7</b>	<b>101</b>	<b>71</b>	<b>1</b>	<b>11</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>230</b>
1615	0	24	11	0	1	1	0	3	2	0	0	0	0	0	0	42
1630	1	25	15	0	3	2	0	1	1	0	0	0	0	0	1	49
1645	1	21	22	0	4	0	0	0	4	0	1	0	0	0	0	53
1700	2	26	14	0	2	2	0	0	4	0	0	0	0	0	0	50
<b>Hourly Total</b>	<b>4</b>	<b>96</b>	<b>62</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>194</b>
1715	1	22	19	0	3	0	0	0	5	0	0	0	0	0	0	50
1730	1	30	19	0	2	1	0	0	2	0	0	0	0	0	0	55
1745	0	33	14	0	3	1	0	1	4	0	0	0	0	0	0	56
1800	1	27	7	0	2	1	0	2	4	0	0	0	0	0	0	44
<b>Hourly Total</b>	<b>3</b>	<b>112</b>	<b>59</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>205</b>
1815	0	35	11	0	0	0	0	1	1	0	0	0	0	0	0	48
1830	0	14	15	2	1	0	0	1	4	0	0	0	0	0	0	37
1845	0	15	12	1	3	0	0	0	2	0	0	0	0	0	0	33
1900	1	23	8	0	1	1	0	0	2	0	0	0	0	0	0	36
<b>Hourly Total</b>	<b>1</b>	<b>87</b>	<b>46</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>154</b>
1915	1	19														

### CLASS COUNT REPORT

Location: US 98 east of Old Lakeland Hwy City/County: Dade City/Pasco  
 Direction: Westbound  
 Start Date: 5/7/2019 Start Time: 00:00  
 Stop Date: 5/7/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
30	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	4
45	0	1	1	0	1	0	0	0	1	0	0	0	0	0	0	4
100	1	5	2	0	1	0	0	0	2	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>1</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
115	0	5	0	0	0	1	0	0	3	0	0	0	0	0	0	9
130	1	3	0	0	0	0	0	0	1	0	0	0	0	0	0	5
145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
200	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>1</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
215	0	2	1	0	0	0	0	0	2	0	0	0	0	0	0	5
230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
245	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
300	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>
315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
330	1	3	1	0	1	1	0	0	0	0	0	0	0	0	0	7
345	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
400	0	2	0	0	0	1	0	1	2	1	0	0	0	0	0	7
<b>Hourly Total</b>	<b>1</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>
415	0	3	1	0	1	0	0	0	1	0	0	0	0	0	0	6
430	0	3	4	0	0	0	0	0	1	0	0	0	0	0	0	8
445	0	3	0	1	3	0	0	0	1	0	0	0	0	0	0	8
500	0	6	2	0	1	1	0	0	2	1	0	0	0	0	0	13
<b>Hourly Total</b>	<b>0</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
515	1	3	3	0	0	0	0	1	2	0	0	0	0	0	0	10
530	1	5	5	1	1	2	1	0	1	2	0	0	0	0	0	19
545	0	11	5	0	1	0	0	1	4	1	0	0	0	0	0	23
600	0	10	3	0	3	0	0	0	4	1	0	0	0	0	0	21
<b>Hourly Total</b>	<b>2</b>	<b>29</b>	<b>16</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73</b>
615	1	12	9	0	4	1	0	0	2	0	0	0	0	0	0	29
630	0	25	16	0	1	1	0	2	2	0	0	0	0	0	0	47
645	2	14	20	0	0	2	0	0	2	0	0	0	0	0	0	40
700	2	29	14	1	1	0	0	0	4	0	0	0	0	0	0	51
<b>Hourly Total</b>	<b>5</b>	<b>80</b>	<b>59</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>167</b>
715	1	23	13	0	1	0	3	0	0	1	0	0	0	0	0	42
730	0	18	13	0	6	0	5	0	2	0	0	0	0	0	1	45
745	2	25	8	0	1	2	3	2	7	0	0	0	0	0	0	50
800	1	31	18	0	5	0	5	0	4	1	0	0	0	0	0	65
<b>Hourly Total</b>	<b>4</b>	<b>97</b>	<b>52</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>16</b>	<b>2</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>202</b>
815	2	36	15	1	7	0	4	1	9	0	0	0	0	0	0	75
830	0	24	12	0	1	1	5	2	4	0	0	0	0	0	0	49
845	0	27	11	1	3	1	6	1	4	0	0	0	0	0	0	54
900	0	19	14	0	1	3	2	2	0	2	0	0	0	0	0	43
<b>Hourly Total</b>	<b>2</b>	<b>106</b>	<b>52</b>	<b>2</b>	<b>12</b>	<b>5</b>	<b>17</b>	<b>6</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>221</b>
915	1	24	9	0	2	1	3	2	6	0	0	0	0	0	0	48
930	0	16	10	1	2	1	3	1	3	0	0	0	0	0	0	37
945	0	10	9	0	1	0	5	0	6	1	0	0	0	0	0	32
1000	1	20	13	1	1	2	4	0	1	1	0	0	0	0	0	44
<b>Hourly Total</b>	<b>2</b>	<b>70</b>	<b>41</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>15</b>	<b>3</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>161</b>
1015	3	17	7	0	3	6	3	1	8	1	0	0	0	0	0	49
1030	0	21	13	1	6	0	3	0	5	0	0	0	0	0	1	50
1045	0	20	9	1	2	1	2	1	2	0	0	0	0	0	0	38
1100	0	23	9	0	3	0	4	0	4	1	0	0	0	0	0	44
<b>Hourly Total</b>	<b>3</b>	<b>81</b>	<b>38</b>	<b>2</b>	<b>14</b>	<b>7</b>	<b>12</b>	<b>2</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>181</b>
1115	0	12	9	0	1	1	4	1	4	0	0	0	0	0	1	33
1130	0	16	10	0	0	2	4	0	3	0	0	0	0	0	0	35
1145	3	17	11	0	1	1	6	1	2	0	0	0	0	0	0	42
1200	4	19	12	0	2	5	1	2	6	1	0	0	0	0	0	52
<b>Hourly Total</b>	<b>7</b>	<b>64</b>	<b>42</b>	<b>0</b>	<b>4</b>	<b>9</b>	<b>15</b>	<b>4</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>162</b>
1215	0	18	7	0	5	0	4	0	4	0	0	0	0	0	0	38
1230	1	18	14	0	1	1	5	1	3	0	0	0	0	0	1	45
1245	1	13	12	0	2	4	4	1	7	0	0	0	0	0	2	46
1300	2	22	19	0	1	5	4	1	9	4	0	0	0	0	1	68
<b>Hourly Total</b>	<b>4</b>	<b>71</b>	<b>52</b>	<b>0</b>	<b>9</b>	<b>10</b>	<b>17</b>	<b>3</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>197</b>
1315	2	19	11	0	2	3	2	0	4	2	0	0	0	0	0	45
1330	0	18	6	0	0	0	3	1	6	2	0	0	0	0	0	36
1345	0	22	12	0	2	1	5	1	4	2	0	0	0	0	0	49
1400	0	25	13	0	6	2	4	0	8	1	0	0	0	0	0	59
<b>Hourly Total</b>	<b>2</b>	<b>84</b>	<b>42</b>	<b>0</b>	<b>10</b>	<b>6</b>	<b>14</b>	<b>2</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>189</b>
1415	3	19	10	0	3	4	4	0	3	1	0	0	0	0	0	47
1430	0	18	12	0	6	1	2	2	4	1	0	0	0	0	1	47
1445	0	27	9	0	2	0	2	0	4	0	0	0	0	0	0	44
1500	1	13	14	0	2	5	4	0	5	1	0	0	0	0	1	46
<b>Hourly Total</b>	<b>4</b>	<b>77</b>	<b>45</b>	<b>0</b>	<b>13</b>	<b>10</b>	<b>12</b>	<b>2</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>184</b>
1515	1	17	6	0	1	2	2	0	2	1	0	0	0	0	0	32
1530	0	20	8	0	3	2	2	2	1	0	0	0	0	0	0	38
1545	2	24	10	1	2	3	0	0	7	0	0	0	0	0	0	49
1600	2	27	14	0	3	2	2	0	4	1	0	0	0	0	0	55
<b>Hourly Total</b>	<b>5</b>	<b>88</b>	<b>38</b>	<b>1</b>	<b>9</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>174</b>
1615	0	20	24	0	3	4	0	0	4	0	0	0	0	0	0	55
1630	0	27	15	0	3	0	0	0	1	0	0	0	0	0	0	46
1645	1	33	13	0	4	2	0	1	4	0	0	0	0	0	0	58
1700	0	22	20	0	2	0	0	5	1	0	0	0	0	0	0	50
<b>Hourly Total</b>	<b>1</b>	<b>102</b>	<b>72</b>	<b>0</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>209</b>
1715	0	34	12	0	0	1	0	1	2	0	0	0	0	0	0	50
1730	1	31	18	0	1	1	0	0	2	0	0	0	0	0	0	54
1745	0	49	21	0	0	0	0	1	3	0	0	0	0	0	0	74
1800	1	35	12	0	0	2	0	1	3	0	0	0	0	0	0	54
<b>Hourly Total</b>	<b>2</b>	<b>149</b>	<b>63</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>232</b>
1815	1	38	12	0	1	1	0	0	1	0	0	0	0	0	0	54
1830	0	18	11	0	3	0	0	0	3	0	0	0	0	0	0	35
1845	0	26	14	0	2	0	0	1	3	0	0	0	0	0	0	46
1900	0	18	13	0	1	1	0	1	1	0	0	0	0	0	0	35
<b>Hourly Total</b>	<b>1</b>	<b>100</b>	<b>50</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>170</b>
1915	0	21	6	0	1	0	0	0	3							

## CLASS COUNT REPORT

Location: US 98 east of Old Lakeland Hwy      City/County: Dade City/Pasco  
 Direction: Combined  
 Start Date: 5/7/2019      Start Time: 00:00  
 Stop Date: 5/7/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	8	3	0	0	0	0	0	3	0	0	0	0	0	0	14
30	0	5	0	1	0	0	0	0	1	0	0	0	0	0	0	7
45	0	3	2	0	1	0	0	0	3	0	0	0	0	0	0	9
100	1	7	3	0	1	0	0	0	2	0	0	0	0	0	0	14
<b>Hourly Total</b>	<b>1</b>	<b>23</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>
115	0	6	0	0	0	1	0	0	5	0	0	0	0	0	0	12
130	1	4	0	0	0	0	0	0	3	0	0	0	0	0	0	8
145	0	1	1	0	0	1	0	0	3	0	0	0	0	0	0	6
200	0	4	1	0	0	0	0	0	3	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>1</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>
215	0	3	2	0	0	2	0	0	3	0	0	0	0	0	0	10
230	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	4
245	0	3	2	0	3	0	0	0	2	0	0	0	0	0	0	10
300	0	3	2	0	1	0	0	0	2	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>
315	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
330	1	6	3	0	1	1	0	0	2	0	0	0	0	0	0	14
345	2	4	1	0	1	2	0	0	1	0	0	0	0	0	0	11
400	0	2	2	0	0	1	0	1	3	1	0	0	0	0	0	10
<b>Hourly Total</b>	<b>3</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>
415	0	5	2	0	1	3	0	0	0	1	0	0	0	0	0	12
430	0	8	4	0	0	0	0	0	3	0	0	0	0	0	0	15
445	0	5	6	1	3	0	0	0	3	2	0	0	0	0	0	20
500	1	13	11	0	4	1	0	0	4	1	0	0	0	0	0	35
<b>Hourly Total</b>	<b>1</b>	<b>31</b>	<b>23</b>	<b>1</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82</b>
515	1	12	11	0	4	0	0	1	8	0	0	0	0	0	0	37
530	2	25	14	1	4	5	2	0	5	7	0	0	0	0	0	65
545	2	21	17	0	3	2	0	2	6	1	0	0	0	0	0	54
600	1	31	20	0	3	4	1	2	5	1	0	0	0	0	0	68
<b>Hourly Total</b>	<b>6</b>	<b>89</b>	<b>62</b>	<b>1</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>5</b>	<b>24</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>224</b>
615	2	30	22	0	7	5	1	0	5	0	0	0	0	0	0	72
630	1	51	35	0	3	6	0	2	5	0	0	0	0	0	0	103
645	3	40	36	0	9	9	0	0	5	1	0	0	0	0	0	103
700	2	56	32	1	3	0	0	0	4	0	0	0	0	0	0	98
<b>Hourly Total</b>	<b>8</b>	<b>177</b>	<b>125</b>	<b>1</b>	<b>22</b>	<b>20</b>	<b>1</b>	<b>2</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>376</b>
715	1	54	33	0	3	2	3	0	5	1	0	0	0	0	0	102
730	2	60	27	0	7	2	5	3	3	1	0	0	0	0	1	111
745	2	54	21	0	2	5	3	2	9	2	0	0	0	0	0	100
800	2	54	36	0	9	2	5	1	9	2	0	0	0	0	0	120
<b>Hourly Total</b>	<b>7</b>	<b>222</b>	<b>117</b>	<b>0</b>	<b>21</b>	<b>11</b>	<b>16</b>	<b>6</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>433</b>
815	3	56	27	1	9	8	4	2	11	0	0	0	0	0	0	121
830	0	46	27	0	3	8	5	2	10	2	0	0	0	0	0	103
845	2	59	19	1	4	6	6	2	7	1	0	0	0	0	0	107
900	3	36	22	0	2	9	2	5	4	2	0	0	0	0	0	85
<b>Hourly Total</b>	<b>8</b>	<b>197</b>	<b>95</b>	<b>2</b>	<b>18</b>	<b>31</b>	<b>17</b>	<b>11</b>	<b>32</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>416</b>
915	1	41	26	0	3	8	3	4	9	1	0	0	0	0	0	96
930	0	34	15	1	3	6	3	3	5	0	0	0	0	0	1	71
945	0	34	26	0	3	5	5	1	11	1	0	0	0	0	0	86
1000	3	36	16	1	3	10	4	1	7	2	0	0	0	0	0	83
<b>Hourly Total</b>	<b>4</b>	<b>145</b>	<b>83</b>	<b>2</b>	<b>12</b>	<b>29</b>	<b>15</b>	<b>9</b>	<b>32</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>336</b>
1015	4	34	11	0	3	11	3	1	9	1	0	0	0	0	1	78
1030	0	51	26	1	7	6	3	3	8	0	0	0	0	0	1	106
1045	1	37	24	1	3	6	2	2	7	0	0	0	0	0	0	83
1100	0	42	16	0	4	5	5	3	6	1	0	0	0	0	1	83
<b>Hourly Total</b>	<b>5</b>	<b>164</b>	<b>77</b>	<b>2</b>	<b>17</b>	<b>28</b>	<b>13</b>	<b>9</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>350</b>
1115	0	25	19	0	1	6	4	1	8	0	0	0	0	0	3	67
1130	0	33	19	0	1	8	4	0	5	0	0	0	0	0	0	70
1145	3	30	18	0	3	4	6	2	6	0	0	0	0	0	0	72
1200	4	30	22	0	3	12	4	4	10	1	0	0	0	0	0	90
<b>Hourly Total</b>	<b>7</b>	<b>118</b>	<b>78</b>	<b>0</b>	<b>8</b>	<b>30</b>	<b>18</b>	<b>7</b>	<b>29</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>299</b>
1215	1	38	20	0	7	5	4	3	7	1	0	0	0	0	0	86
1230	1	39	22	0	4	8	5	1	3	0	0	0	0	0	2	85
1245	1	27	21	0	4	8	4	2	9	0	0	0	0	0	3	79
1300	2	41	27	1	2	8	4	1	12	4	0	0	0	0	2	104
<b>Hourly Total</b>	<b>5</b>	<b>145</b>	<b>90</b>	<b>1</b>	<b>17</b>	<b>29</b>	<b>17</b>	<b>7</b>	<b>31</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>354</b>
1315	3	32	19	0	3	9	2	0	4	2	0	0	0	0	0	74
1330	2	37	22	0	1	10	3	1	7	2	0	0	0	0	1	85
1345	0	36	19	0	5	7	5	1	4	2	0	0	0	0	0	79
1400	1	50	19	0	6	7	4	1	9	1	0	0	0	0	0	98
<b>Hourly Total</b>	<b>6</b>	<b>155</b>	<b>79</b>	<b>0</b>	<b>15</b>	<b>33</b>	<b>14</b>	<b>3</b>	<b>24</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>336</b>
1415	4	39	22	0	7	7	4	0	7	1	0	0	0	0	0	91
1430	0	33	27	0	8	5	2	2	6	1	0	0	0	0	1	85
1445	0	49	27	0	3	4	3	0	7	0	0	0	0	0	0	93
1500	1	34	26	0	7	8	4	0	8	1	0	0	0	0	1	90
<b>Hourly Total</b>	<b>5</b>	<b>155</b>	<b>102</b>	<b>0</b>	<b>25</b>	<b>24</b>	<b>13</b>	<b>2</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>359</b>
1515	3	43	21	0	5	7	2	2	10	1	0	0	0	0	0	94
1530	0	44	24	1	5	5	2	2	6	0	0	0	0	0	1	90
1545	5	51	33	1	3	5	0	2	10	0	0	0	0	0	0	110
1600	4	51	31	0	7	6	2	0	8	1	0	0	0	0	0	110
<b>Hourly Total</b>	<b>12</b>	<b>189</b>	<b>109</b>	<b>2</b>	<b>20</b>	<b>23</b>	<b>6</b>	<b>6</b>	<b>34</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>404</b>
1615	0	44	35	0	4	5	0	3	6	0	0	0	0	0	0	97
1630	1	52	30	0	6	2	0	1	2	0	0	0	0	0	1	95
1645	2	54	35	0	8	2	0	1	8	0	1	0	0	0	0	111
1700	2	48	34	0	4	2	0	5	5	0	0	0	0	0	0	100
<b>Hourly Total</b>	<b>5</b>	<b>198</b>	<b>134</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>10</b>	<b>21</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>403</b>
1715	1	56	31	0	3	1	0	1	7	0	0	0	0	0	0	100
1730	2	61	37	0	3	2	0	0	4	0	0	0	0	0	0	109
1745	0	82	35	0	3	1	0	2	7	0	0	0	0	0	0	130
1800	2	62	19	0	2	3	0	3	7	0	0	0	0	0	0	98
<b>Hourly Total</b>	<b>5</b>	<b>261</b>	<b>122</b>	<b>0</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>6</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>437</b>
1815	1	73	23	0	1	1	0	1	2	0	0	0	0	0	0	102
1830	0	32	26	2	4	0	0	1	7	0	0	0	0	0	0	72
1845	0	41	26	1	5	0	0	1	5	0	0	0	0	0	0	79
1900	1	41	21	0	2	2	0	1	3	0	0	0	0	0	0	71
<b>Hourly Total</b>	<b>2</b>	<b>187</b>	<b>96</b>	<b>3</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<			

### CLASS COUNT REPORT

Location: US 98 east of Old Lakeland Hwy      City/County: Dade City/Pasco  
 Direction: Eastbound  
 Start Date: 5/8/2019      Start Time: 00:00  
 Stop Date: 5/8/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
30	0	3	0	0	1	1	0	0	1	0	0	0	0	0	0	6
45	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
100	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
115	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
130	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	4
145	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
200	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
215	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
230	0	1	1	0	0	1	0	0	1	0	0	0	0	0	0	4
245	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	3
300	0	1	0	0	1	0	0	0	2	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>
315	0	4	1	0	0	0	0	0	3	0	0	0	0	0	0	8
330	0	4	1	0	0	1	0	0	2	0	0	0	0	0	0	8
345	0	1	0	0	1	1	0	0	3	0	0	0	0	0	0	6
400	0	1	1	0	0	0	0	0	2	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
415	1	4	0	0	0	1	0	0	2	0	0	0	0	0	0	8
430	0	2	3	0	0	0	0	0	1	0	0	0	0	0	0	6
445	1	10	6	0	0	1	0	0	0	0	0	0	0	0	0	18
500	1	5	12	0	0	0	0	0	0	0	0	0	0	0	0	18
<b>Hourly Total</b>	<b>3</b>	<b>21</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>
515	0	5	4	0	3	1	0	1	2	2	0	0	0	0	0	18
530	0	13	14	0	3	2	0	3	1	1	0	0	0	0	0	37
545	0	16	8	0	1	2	0	0	4	1	0	0	0	0	0	32
600	0	16	17	0	0	0	0	0	4	0	0	0	0	0	0	37
<b>Hourly Total</b>	<b>0</b>	<b>50</b>	<b>43</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>124</b>
615	1	18	14	0	2	4	0	1	6	0	1	0	0	0	0	47
630	1	21	26	0	4	1	1	4	5	0	0	0	0	0	0	63
645	0	20	19	0	2	4	0	0	6	2	0	0	0	0	0	53
700	0	21	12	0	3	2	0	0	5	0	0	0	0	0	0	43
<b>Hourly Total</b>	<b>2</b>	<b>80</b>	<b>71</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>1</b>	<b>5</b>	<b>22</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>206</b>
715	1	42	15	0	2	3	0	0	2	0	0	0	0	0	0	65
730	0	31	14	1	5	2	0	2	3	0	0	0	0	0	0	58
745	0	32	21	0	5	0	0	5	3	0	0	0	0	0	0	66
800	0	27	16	0	5	0	0	1	3	2	0	0	0	0	0	54
<b>Hourly Total</b>	<b>1</b>	<b>132</b>	<b>66</b>	<b>1</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>243</b>
815	0	25	13	0	1	10	0	0	2	0	0	0	0	0	0	51
830	0	30	12	0	4	8	0	0	6	0	0	0	0	0	0	60
845	2	15	16	0	4	7	0	1	6	0	0	0	0	0	0	51
900	1	23	10	0	3	2	0	3	5	0	0	0	0	0	0	47
<b>Hourly Total</b>	<b>3</b>	<b>93</b>	<b>51</b>	<b>0</b>	<b>12</b>	<b>27</b>	<b>0</b>	<b>4</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>209</b>
915	0	25	11	0	2	4	0	1	5	0	0	0	0	0	0	48
930	3	21	9	1	2	7	0	1	7	0	0	0	0	0	1	52
945	1	21	7	0	3	8	0	1	7	0	0	0	0	0	0	48
1000	0	12	13	0	2	3	0	1	8	0	0	0	0	0	0	39
<b>Hourly Total</b>	<b>4</b>	<b>79</b>	<b>40</b>	<b>1</b>	<b>9</b>	<b>22</b>	<b>0</b>	<b>4</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>187</b>
1015	0	14	11	0	2	6	0	1	2	1	0	0	0	0	1	38
1030	1	15	7	0	1	10	0	3	5	0	0	0	0	0	0	42
1045	1	14	13	0	1	6	0	1	4	0	0	0	0	0	0	40
1100	1	13	12	0	4	5	0	2	0	0	0	0	0	0	0	37
<b>Hourly Total</b>	<b>3</b>	<b>56</b>	<b>43</b>	<b>0</b>	<b>8</b>	<b>27</b>	<b>0</b>	<b>7</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>157</b>
1115	1	13	7	0	1	4	0	1	3	0	0	0	0	0	0	30
1130	1	19	10	0	3	6	0	0	6	0	0	0	0	0	1	46
1145	3	15	7	0	2	10	0	2	2	0	0	0	0	0	0	41
1200	2	10	7	0	2	9	0	0	6	0	0	0	0	0	0	36
<b>Hourly Total</b>	<b>7</b>	<b>57</b>	<b>31</b>	<b>0</b>	<b>8</b>	<b>29</b>	<b>0</b>	<b>3</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>153</b>
1215	1	14	8	1	2	1	0	4	5	0	0	0	0	0	0	36
1230	0	15	13	1	3	2	0	0	2	0	0	0	0	0	0	36
1245	1	13	5	0	2	4	0	0	7	0	0	0	0	0	0	32
1300	0	13	3	0	2	7	0	1	2	0	0	0	0	0	0	28
<b>Hourly Total</b>	<b>2</b>	<b>55</b>	<b>29</b>	<b>2</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>5</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>132</b>
1315	0	15	11	0	0	8	0	0	4	0	0	0	0	0	0	38
1330	0	15	7	0	2	2	1	0	4	0	0	0	0	0	1	32
1345	2	16	9	0	0	7	0	1	4	0	0	0	0	0	0	39
1400	1	10	7	0	4	4	0	0	5	0	0	0	0	0	0	31
<b>Hourly Total</b>	<b>3</b>	<b>56</b>	<b>34</b>	<b>0</b>	<b>6</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>140</b>
1415	1	17	12	0	2	6	0	0	4	1	0	0	0	0	0	43
1430	0	15	11	0	3	5	1	1	1	0	0	0	0	0	0	37
1445	0	12	7	1	4	5	0	0	6	1	0	0	0	0	0	36
1500	0	21	13	0	1	4	3	1	6	0	0	0	0	0	0	49
<b>Hourly Total</b>	<b>1</b>	<b>65</b>	<b>43</b>	<b>1</b>	<b>10</b>	<b>20</b>	<b>4</b>	<b>2</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>165</b>
1515	0	18	15	0	1	4	0	0	3	0	0	0	0	0	0	41
1530	1	18	13	0	3	5	1	2	3	0	0	0	0	0	0	46
1545	1	22	15	0	2	2	0	1	2	0	0	0	0	0	0	45
1600	0	29	13	0	5	2	0	2	4	0	0	0	0	0	0	55
<b>Hourly Total</b>	<b>2</b>	<b>87</b>	<b>56</b>	<b>0</b>	<b>11</b>	<b>13</b>	<b>1</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>187</b>
1615	1	27	18	0	2	2	0	0	5	0	0	0	0	0	0	55
1630	1	27	19	0	1	2	0	0	2	0	0	0	0	0	0	52
1645	1	26	6	0	3	1	0	1	2	0	0	0	0	0	0	40
1700	1	35	18	0	1	0	0	2	5	0	0	0	0	0	0	62
<b>Hourly Total</b>	<b>4</b>	<b>115</b>	<b>61</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>209</b>
1715	1	34	15	0	0	1	0	0	1	0	0	0	0	0	0	52
1730	1	34	14	0	2	1	0	1	4	0	0	0	0	0	0	57
1745	0	29	23	2	2	0	0	0	2	0	0	0	0	0	0	58
1800	0	23	15	0	2	0	0	1	2	0	0	0	0	0	0	43
<b>Hourly Total</b>	<b>2</b>	<b>120</b>	<b>67</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>210</b>
1815	0	20	11	0	1	1	0	0	3	0	0	0	0	0	0	36
1830	0	33	5	0	2	0	0	0	3	0	0	0	0	0	0	43
1845	0	12	7	0	3	0	0	1	1	0	0	0	0	0	0	24
1900	1	29	14	0	0	1	0	0	0	0	0	0	0	0	0	45
<b>Hourly Total</b>	<b>1</b>	<b>94</b>	<b>37</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>148</b>
1915	0	14	9	1	0	0	0	0								



## CLASS COUNT REPORT

Location: US 98 east of Old Lakeland Hwy City/County: Dade City/Pasco  
 Direction: Westbound  
 Start Date: 5/8/2019 Start Time: 00:00  
 Stop Date: 5/8/2019 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	4	2	0	0	0	0	0	1	0	0	0	0	0	0	7
30	0	3	0	0	2	0	0	0	0	0	0	0	0	0	0	5
45	1	5	1	0	1	0	0	0	1	0	0	0	0	0	0	9
100	0	4	1	0	0	0	0	1	0	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>1</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>
115	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
130	0	3	1	0	0	0	0	0	2	0	0	0	0	0	0	6
145	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
200	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
215	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
245	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	3
300	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
<b>Hourly Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>8</b>
315	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
330	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	4
345	0	2	2	0	2	0	0	0	1	0	0	0	0	0	0	7
400	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
415	0	6	1	0	1	1	0	0	1	0	0	0	0	0	0	10
430	0	3	0	0	0	1	0	0	2	0	0	0	0	0	0	6
445	0	3	2	0	0	1	0	0	1	1	0	0	0	0	0	8
500	0	2	3	0	2	0	0	1	1	1	0	0	0	0	0	10
<b>Hourly Total</b>	<b>0</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>
515	0	7	6	1	1	0	1	1	6	2	0	0	0	0	0	25
530	0	5	5	0	0	0	0	0	1	0	0	0	0	0	0	11
545	0	3	7	0	0	0	0	1	5	2	0	0	0	0	0	18
600	0	9	6	0	2	0	0	0	3	0	0	0	0	0	0	20
<b>Hourly Total</b>	<b>0</b>	<b>24</b>	<b>24</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>
615	0	14	6	0	2	0	0	2	5	1	0	0	0	0	0	30
630	0	23	13	0	3	0	0	0	2	2	0	0	0	0	0	43
645	0	22	14	1	2	0	0	0	3	2	0	0	0	0	0	44
700	2	30	13	1	1	0	1	1	0	0	0	0	0	0	0	49
<b>Hourly Total</b>	<b>2</b>	<b>89</b>	<b>46</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>166</b>
715	1	12	14	1	5	3	4	2	7	0	0	0	0	0	0	49
730	1	17	12	1	1	1	5	1	8	0	0	0	0	0	0	47
745	2	26	9	0	1	3	3	2	4	4	0	0	0	0	0	54
800	1	25	22	0	2	1	4	3	4	1	0	0	0	0	0	63
<b>Hourly Total</b>	<b>5</b>	<b>80</b>	<b>57</b>	<b>2</b>	<b>9</b>	<b>8</b>	<b>16</b>	<b>8</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>213</b>
815	5	46	10	1	2	6	0	0	5	0	0	0	0	0	0	75
830	1	17	10	0	4	4	5	0	3	0	0	0	0	0	0	44
845	0	32	7	0	3	0	6	4	7	0	0	0	0	0	0	59
900	3	18	9	0	3	3	1	1	8	2	0	0	0	0	0	48
<b>Hourly Total</b>	<b>9</b>	<b>113</b>	<b>36</b>	<b>1</b>	<b>12</b>	<b>13</b>	<b>12</b>	<b>5</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>226</b>
915	0	16	10	2	0	3	3	2	7	0	0	0	0	0	0	43
930	1	17	10	0	1	2	6	0	2	2	0	0	0	0	0	41
945	0	19	10	0	2	1	5	1	1	0	0	1	0	0	0	40
1000	1	15	6	0	2	5	3	3	8	1	0	0	0	0	0	41
<b>Hourly Total</b>	<b>2</b>	<b>67</b>	<b>36</b>	<b>2</b>	<b>3</b>	<b>8</b>	<b>19</b>	<b>6</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>165</b>
1015	0	15	8	0	3	3	1	2	3	1	0	0	0	0	0	36
1030	1	19	9	0	2	3	4	2	6	3	0	0	0	0	0	49
1045	0	9	8	0	2	3	5	1	4	1	0	0	0	0	0	33
1100	1	18	7	0	0	3	5	1	8	1	0	0	0	0	1	45
<b>Hourly Total</b>	<b>2</b>	<b>61</b>	<b>32</b>	<b>0</b>	<b>7</b>	<b>12</b>	<b>15</b>	<b>6</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>163</b>
1115	1	18	12	0	2	3	4	1	2	0	0	0	0	0	0	43
1130	0	16	11	0	1	2	2	0	5	1	0	0	0	0	0	38
1145	0	12	12	0	1	1	2	0	7	2	0	0	0	0	0	37
1200	1	14	8	1	1	3	3	0	6	5	0	0	0	0	0	42
<b>Hourly Total</b>	<b>2</b>	<b>60</b>	<b>43</b>	<b>1</b>	<b>5</b>	<b>9</b>	<b>11</b>	<b>1</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>160</b>
1215	0	18	3	0	0	0	6	1	4	0	0	0	0	0	0	32
1230	0	17	11	0	2	2	5	1	9	0	0	0	0	0	0	47
1245	2	15	6	0	2	2	2	2	7	2	0	0	0	0	0	38
1300	0	12	9	0	1	0	1	2	6	2	0	0	0	0	0	33
<b>Hourly Total</b>	<b>2</b>	<b>62</b>	<b>29</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>14</b>	<b>6</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150</b>
1315	0	21	3	0	2	0	6	1	9	1	0	0	0	0	0	43
1330	1	15	4	0	2	4	4	1	6	3	0	0	0	0	0	40
1345	1	18	12	0	3	2	3	0	4	2	0	0	0	0	0	45
1400	0	16	10	0	2	3	3	1	6	1	0	0	0	0	1	43
<b>Hourly Total</b>	<b>2</b>	<b>70</b>	<b>29</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>16</b>	<b>3</b>	<b>25</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>171</b>
1415	0	17	14	0	3	0	3	2	5	2	0	0	0	0	0	46
1430	0	16	13	0	1	0	5	2	3	0	0	0	0	0	0	40
1445	0	18	14	0	4	1	2	3	6	2	0	0	0	0	2	52
1500	0	14	13	0	3	1	5	0	3	1	0	0	0	0	2	42
<b>Hourly Total</b>	<b>0</b>	<b>65</b>	<b>54</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>15</b>	<b>7</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>180</b>
1515	0	15	12	0	1	3	2	0	5	0	0	0	0	0	0	38
1530	0	18	7	0	4	1	4	2	2	2	0	0	0	0	1	41
1545	1	16	14	1	2	1	5	1	5	0	0	0	0	0	0	46
1600	2	28	21	0	4	1	1	2	3	0	0	0	0	0	0	62
<b>Hourly Total</b>	<b>3</b>	<b>77</b>	<b>54</b>	<b>1</b>	<b>11</b>	<b>6</b>	<b>12</b>	<b>5</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>187</b>
1615	1	35	19	0	2	1	1	2	5	0	0	0	0	0	0	66
1630	1	21	16	0	4	0	1	0	3	0	0	0	0	0	0	46
1645	1	26	19	0	1	0	1	0	2	0	0	0	0	0	1	51
1700	0	25	24	0	3	1	0	1	3	0	0	0	0	0	0	57
<b>Hourly Total</b>	<b>3</b>	<b>107</b>	<b>78</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>220</b>
1715	0	28	11	1	1	0	0	0	2	0	0	0	0	0	0	43
1730	0	40	22	0	1	1	0	4	1	0	0	0	0	0	0	69
1745	1	34	16	0	2	1	0	1	4	0	0	0	0	0	0	59
1800	2	47	17	0	2	2	0	0	2	0	0	0	0	0	0	72
<b>Hourly Total</b>	<b>3</b>	<b>149</b>	<b>66</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>243</b>
1815	0	20	7	0	2	1	0	1	3	0	0	0	0	0	0	34
1830	0	24	13	0	2	0	0	0	2	0	0	0	0	0	0	41
1845	1	30	7	0	2	1	0	0	2	0	0	0	0	0	0	43
1900	0	15	7	0	0	1	0	0	2	0	0	0	0	0	0	25
<b>Hourly Total</b>	<b>1</b>	<b>89</b>	<b>34</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>143</b>
1915	1	21	6	0	0	0	0	0	3	0	0					





## CLASS COUNT REPORT

Location: US 98 east of Old Lakeland Hwy      City/County: Dade City/Pasco  
 Direction: Eastbound  
 Start Date: 5/9/2019      Start Time: 00:00  
 Stop Date: 5/9/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
30	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
45	1	3	2	0	1	1	0	0	1	0	0	0	0	0	0	9
100	0	3	2	0	0	0	0	0	1	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>1</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
115	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
130	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
145	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	3
200	0	1	0	0	0	0	0	0	3	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
215	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
230	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
245	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
300	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
315	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3
330	0	3	1	0	0	0	0	0	3	0	0	0	0	0	0	7
345	0	3	0	0	0	0	0	0	3	0	0	0	0	0	0	6
400	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>
415	1	6	0	0	1	0	0	1	0	2	0	0	0	0	0	11
430	0	2	4	0	0	0	0	1	3	0	0	0	0	0	0	10
445	0	2	1	0	0	0	0	0	3	1	0	0	0	0	0	7
500	1	9	9	0	1	0	0	1	3	2	0	0	0	0	0	26
<b>Hourly Total</b>	<b>2</b>	<b>19</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>54</b>
515	0	9	9	0	1	1	0	2	6	1	0	0	0	0	0	29
530	1	15	9	0	3	0	0	0	2	0	0	0	1	0	0	31
545	0	10	15	0	3	1	0	2	3	0	0	0	0	0	0	34
600	0	14	16	0	3	2	0	1	4	0	0	0	0	0	0	40
<b>Hourly Total</b>	<b>1</b>	<b>48</b>	<b>49</b>	<b>0</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>134</b>
615	2	18	15	0	4	0	0	2	1	1	0	0	0	0	0	43
630	2	23	25	0	1	4	0	2	8	0	0	0	0	0	0	65
645	0	27	17	0	2	4	0	1	5	1	0	0	0	0	0	57
700	0	19	15	0	5	1	0	0	4	0	0	0	0	0	0	44
<b>Hourly Total</b>	<b>4</b>	<b>87</b>	<b>72</b>	<b>0</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>5</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>209</b>
715	0	29	14	0	6	3	0	0	0	0	0	0	0	0	0	52
730	2	36	17	0	0	5	0	3	4	1	0	0	0	0	0	68
745	0	35	19	0	3	0	0	3	7	1	0	0	0	0	0	68
800	2	21	17	0	6	3	0	3	8	1	0	0	0	0	1	62
<b>Hourly Total</b>	<b>4</b>	<b>121</b>	<b>67</b>	<b>0</b>	<b>15</b>	<b>11</b>	<b>0</b>	<b>9</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>250</b>
815	0	32	18	0	0	2	0	0	6	2	0	0	0	0	0	60
830	2	24	14	0	2	7	0	0	2	4	0	0	0	0	0	55
845	1	14	17	0	2	4	0	1	1	2	0	0	0	0	0	42
900	2	16	3	0	3	7	0	1	6	0	0	0	0	0	0	38
<b>Hourly Total</b>	<b>5</b>	<b>86</b>	<b>52</b>	<b>0</b>	<b>7</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>195</b>
915	0	23	16	0	1	7	0	1	8	0	0	0	0	0	0	56
930	0	13	13	0	2	6	0	0	5	0	0	0	0	0	0	39
945	0	23	13	0	0	6	0	3	7	0	0	0	0	0	2	54
1000	0	21	7	0	3	3	0	1	3	0	0	0	0	0	0	38
<b>Hourly Total</b>	<b>0</b>	<b>80</b>	<b>49</b>	<b>0</b>	<b>6</b>	<b>22</b>	<b>0</b>	<b>5</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>187</b>
1015	0	24	12	0	1	4	0	2	2	0	0	0	0	0	0	45
1030	1	14	14	0	0	6	0	0	7	1	0	0	0	0	0	43
1045	5	23	6	0	1	4	0	0	1	0	0	0	0	0	0	40
1100	1	19	16	0	3	6	0	0	3	0	0	0	0	0	0	48
<b>Hourly Total</b>	<b>7</b>	<b>80</b>	<b>48</b>	<b>0</b>	<b>5</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>176</b>
1115	2	16	14	0	2	2	0	0	5	0	0	0	0	0	1	42
1130	0	17	9	0	1	8	0	1	6	2	0	0	0	0	0	44
1145	0	13	16	0	2	4	0	0	4	1	0	0	0	0	0	40
1200	0	18	9	0	1	4	0	1	2	0	0	0	0	0	0	35
<b>Hourly Total</b>	<b>2</b>	<b>64</b>	<b>48</b>	<b>0</b>	<b>6</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>161</b>
1215	0	12	18	0	3	5	0	0	4	0	0	0	0	0	0	42
1230	0	20	11	0	0	2	1	0	5	0	0	0	0	0	0	39
1245	0	16	11	0	2	6	0	0	0	0	0	0	0	0	0	35
1300	0	22	16	0	2	6	0	0	4	0	0	0	0	0	0	50
<b>Hourly Total</b>	<b>0</b>	<b>70</b>	<b>56</b>	<b>0</b>	<b>7</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>166</b>
1315	1	16	12	0	1	4	0	2	4	0	0	0	0	0	0	40
1330	1	13	14	0	1	6	1	1	4	1	0	0	0	0	0	42
1345	1	14	8	0	5	3	0	2	5	0	0	0	0	0	0	38
1400	0	17	8	1	1	4	0	0	4	0	0	0	0	0	0	35
<b>Hourly Total</b>	<b>3</b>	<b>60</b>	<b>42</b>	<b>1</b>	<b>8</b>	<b>17</b>	<b>1</b>	<b>5</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>155</b>
1415	1	15	12	0	5	7	0	0	2	0	0	0	0	0	1	43
1430	0	25	18	0	4	3	0	2	2	0	0	0	0	0	0	54
1445	0	22	6	0	4	3	2	1	1	0	0	0	0	0	0	39
1500	0	24	16	0	1	3	0	0	1	0	0	0	0	0	0	45
<b>Hourly Total</b>	<b>1</b>	<b>86</b>	<b>52</b>	<b>0</b>	<b>14</b>	<b>16</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>181</b>
1515	1	18	17	0	3	5	0	0	3	0	0	0	0	0	0	47
1530	1	25	19	0	2	2	0	1	3	1	0	0	0	0	0	54
1545	0	22	15	0	5	0	0	0	4	0	0	0	0	0	0	46
1600	1	23	22	1	3	2	0	1	5	0	0	0	0	0	1	59
<b>Hourly Total</b>	<b>3</b>	<b>88</b>	<b>73</b>	<b>1</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>206</b>
1615	0	25	19	0	7	0	0	1	2	0	0	0	0	0	0	54
1630	2	25	9	1	3	3	0	1	4	0	0	0	0	0	0	48
1645	0	27	15	0	3	1	0	1	5	0	0	0	0	0	1	53
1700	2	28	14	0	2	1	0	0	5	0	0	0	0	0	0	52
<b>Hourly Total</b>	<b>4</b>	<b>105</b>	<b>57</b>	<b>1</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>207</b>
1715	1	29	20	0	2	2	0	1	5	0	0	0	0	0	0	60
1730	2	30	19	0	1	1	0	1	1	0	0	0	0	0	0	55
1745	2	29	14	0	5	0	0	0	0	0	0	0	0	0	0	50
1800	0	34	21	3	1	0	0	0	3	0	0	0	0	0	0	62
<b>Hourly Total</b>	<b>5</b>	<b>122</b>	<b>74</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>227</b>
1815	1	30	11	1	1	2	0	0	6	0	0	0	0	0	0	52
1830	0	25	7	0	4	1	0	0	3	0	0	0	0	0	0	40
1845	0	26	12	0	1	0	0	1	2	0	0	0	0	0	0	42
1900	0	22	13	1	1	0	0	0	0	0	0	0	0	0	0	37
<b>Hourly Total</b>	<b>1</b>	<b>103</b>	<b>43</b>	<b>2</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>171</b>
1915	0	20	9	0	3	0	0									



### CLASS COUNT REPORT

Location: US 98 east of Old Lakeland Hwy      City/County: Dade City/Pasco  
 Direction: Combined  
 Start Date: 5/9/2019      Start Time: 00:00  
 Stop Date: 5/9/2019      Stop Time: 24:00

END TIME	VEHICLE CLASS															Total	
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass		
15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4
30	0	8	3	0	1	0	0	0	3	0	0	0	0	0	0	0	15
45	1	5	3	0	1	1	0	0	2	0	0	0	0	0	0	0	13
100	0	3	3	0	0	0	0	1	2	0	0	0	0	0	0	0	9
Hourly Total	1	19	10	0	2	1	0	1	7	0	0	0	0	0	0	0	41
115	0	7	0	0	0	0	0	0	3	0	0	0	0	0	0	0	10
130	0	9	2	0	1	0	0	0	1	0	0	0	0	0	0	0	13
145	0	5	0	0	0	1	0	1	1	0	0	0	0	0	0	0	8
200	0	3	1	0	1	0	0	0	4	0	0	0	0	0	0	0	9
Hourly Total	0	24	3	0	2	1	0	1	9	0	0	0	0	0	0	0	40
215	0	3	0	0	0	1	0	0	3	0	0	0	0	0	0	0	7
230	0	4	4	1	0	0	0	0	3	0	0	0	0	0	0	0	12
245	0	1	1	0	1	0	0	0	1	0	0	0	0	0	0	0	4
300	0	2	3	0	2	0	0	0	3	0	0	0	0	0	0	0	10
Hourly Total	0	10	8	1	3	1	0	0	10	0	0	0	0	0	0	0	33
315	0	4	0	0	0	0	0	0	3	0	0	0	0	0	0	0	7
330	0	5	1	0	1	0	0	1	6	0	0	0	0	0	0	0	14
345	0	6	2	0	2	1	0	0	5	0	0	0	0	0	0	0	16
400	0	4	2	0	0	0	0	0	2	0	0	0	0	0	0	0	8
Hourly Total	0	19	5	0	3	1	0	1	16	0	0	0	0	0	0	0	45
415	1	11	0	0	1	0	0	2	0	2	0	0	0	0	0	0	17
430	0	9	4	0	0	0	0	1	5	1	0	0	0	0	0	0	20
445	0	5	1	0	1	0	0	0	7	1	0	0	0	0	0	0	15
500	2	13	12	0	1	1	1	2	3	2	0	0	0	0	0	0	37
Hourly Total	3	38	17	0	3	1	1	5	15	6	0	0	0	0	0	0	89
515	0	17	14	0	1	1	0	2	6	1	0	0	0	0	0	0	42
530	1	25	15	0	3	0	0	2	4	0	0	0	1	0	0	0	51
545	1	15	22	0	4	3	0	3	6	1	0	0	0	0	0	0	55
600	0	23	22	0	5	2	0	1	8	1	0	0	0	0	0	0	62
Hourly Total	2	80	73	0	13	6	0	8	24	3	0	0	1	0	0	0	210
615	2	26	23	0	7	0	0	2	3	2	0	0	0	0	0	0	65
630	2	45	34	0	3	4	0	3	10	0	0	0	0	0	0	0	101
645	0	57	24	1	5	4	0	1	8	2	0	0	0	0	0	0	102
700	5	42	33	0	9	2	0	0	5	0	0	0	0	0	0	0	96
Hourly Total	9	170	114	1	24	10	0	6	26	4	0	0	0	0	0	0	364
715	0	48	31	1	8	3	2	0	5	0	0	0	0	0	0	0	98
730	2	51	29	1	3	5	3	6	8	1	0	0	0	0	0	0	109
745	2	65	39	0	8	3	4	3	12	2	0	0	0	0	0	0	138
800	3	44	31	1	6	4	4	4	13	1	0	0	0	0	0	1	112
Hourly Total	7	208	130	3	25	15	13	13	38	4	0	0	0	0	0	1	457
815	0	57	26	2	4	2	5	2	11	4	0	0	0	0	0	0	113
830	4	55	26	0	5	10	3	0	5	4	0	0	0	0	0	0	112
845	1	36	26	0	6	6	4	5	2	3	0	0	0	0	0	0	89
900	2	39	14	0	5	9	3	2	9	0	0	0	0	0	0	0	83
Hourly Total	7	187	92	2	20	27	15	9	27	11	0	0	0	0	0	0	397
915	0	40	33	0	2	8	4	3	11	1	0	0	0	0	0	0	102
930	1	30	24	1	5	7	3	1	12	2	0	0	0	0	0	0	86
945	3	40	29	0	2	10	4	3	9	0	0	0	0	0	0	2	102
1000	0	34	12	0	6	3	5	2	5	1	0	0	0	0	0	0	68
Hourly Total	4	144	98	1	15	28	16	9	37	4	0	0	0	0	0	2	358
1015	0	38	16	0	4	7	2	2	3	0	0	0	0	0	0	0	72
1030	2	37	21	0	3	8	3	0	15	2	0	0	0	0	0	0	91
1045	7	40	19	0	2	5	5	0	4	0	0	0	0	0	0	0	82
1100	2	34	27	0	4	6	4	1	8	1	0	0	0	0	0	0	87
Hourly Total	11	149	83	0	13	26	14	3	30	3	0	0	0	0	0	0	332
1115	2	28	19	0	5	3	0	3	12	0	0	0	0	0	0	1	73
1130	1	32	21	1	2	8	3	1	14	2	0	0	0	0	0	0	85
1145	1	27	29	0	2	6	3	2	9	4	0	0	0	0	0	1	84
1200	1	34	24	0	2	7	4	1	7	0	0	0	0	0	0	0	80
Hourly Total	5	121	93	1	11	24	10	7	42	6	0	0	0	0	0	2	322
1215	0	26	27	0	3	5	4	2	13	1	0	0	0	0	0	0	81
1230	2	45	20	1	1	5	3	0	11	0	0	0	0	0	0	0	88
1245	0	38	22	0	5	7	3	0	4	2	0	0	0	0	0	0	81
1300	2	40	27	1	3	9	2	1	7	0	0	0	0	0	0	0	92
Hourly Total	4	149	96	2	12	26	12	3	35	3	0	0	0	0	0	0	342
1315	3	29	22	0	2	6	5	4	12	0	0	0	0	0	0	0	83
1330	6	32	21	0	2	9	5	2	9	4	0	0	0	0	0	1	91
1345	1	28	18	0	8	4	1	3	5	1	0	0	0	0	0	0	69
1400	1	39	24	1	7	7	3	1	14	1	0	0	0	0	0	0	98
Hourly Total	11	128	85	1	19	26	14	10	40	6	0	0	0	0	0	1	341
1415	2	32	19	0	8	9	4	1	6	2	0	0	0	0	0	1	84
1430	0	44	27	0	10	5	4	3	5	3	0	0	0	0	0	0	101
1445	0	44	22	0	6	3	7	1	7	1	0	0	0	0	0	0	91
1500	1	41	28	0	1	5	0	0	3	1	0	0	0	0	0	0	80
Hourly Total	3	161	96	0	25	22	15	5	21	7	0	0	0	0	0	1	356
1515	3	43	31	0	3	7	4	1	5	0	0	0	0	0	0	0	97
1530	2	39	35	0	6	5	3	2	7	3	0	0	0	0	0	0	102
1545	0	43	38	0	9	0	2	0	10	0	0	0	0	0	0	0	102
1600	3	45	41	1	4	2	0	3	7	0	0	0	0	0	0	3	109
Hourly Total	8	170	145	1	22	14	9	6	29	3	0	0	0	0	0	3	410
1615	0	56	42	0	10	1	1	3	5	0	0	0	0	0	0	0	118
1630	2	65	21	1	6	4	0	2	9	0	0	0	0	0	0	0	110
1645	0	61	35	0	7	2	0	2	7	0	0	0	0	0	0	1	115
1700	2	67	42	0	7	1	0	1	6	0	0	0	0	0	0	1	127
Hourly Total	4	249	140	1	30	8	1	8	27	0	0	0	0	0	0	2	470
1715	1	58	40	0	5	2	0	1	5	0	0	0	0	0	0	0	112
1730	3	72	32	0	3	2	0	2	3	0	0	0	0	0	0	0	117
1745	2	61	33	0	7	0	0	0	2	0	0	0	0	0	0	0	105
1800	0	75	43	3	3	0	0	1	4	0	0	0	0	0	0	0	129
Hourly Total	6	266	148	3	18	4	0	4	14	0	0	0	0	0	0	0	463
1815	1	67	25	1	6	4	0	2	8	0	0	0	0	0	0	1	115
1830	0	52	19	0	5	1	0	2	6	0	0	0	0	0	0	0	85
1845	0	53	29	0	4	0	0	1	3	0	0	0	0	0	0	0	90
1900	0	44	20	1	3	0	0	1	3	0	0	0	0	0	0	0	72
Hourly Total	1	216	93	2	18	5	0	6	20	0	0	0	0	0	0	1	362
1915	0	43	18	0	5	0	1	1	4	0	0	0	0	0	0	0	72
1930	0	33	16	1	3	1	0	0	1	0	0	0	0	0	0	1	56
1945	1	28	12	0	4	3	0	3	2	0	0	0	0	0	0	0	53
2000	0	23	14	0	1	0	0	0	6	0	0	0	0	0	0	1	45
Hourly Total	1	127	60	1	13	4	1	10	7	0	0	0	0	0	0	2	226
2015	0	39	14	0	0	0	0	2	1								

## Volume Count Report

Start Date: May 7, 2019	Start Time: 0:00	
Stop Date: May 8, 2019	Stop Time: 0:00	
City: Dade City	County: Pasco	
Location: US 301 between US 98 & Clinton Ave		

### Northbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	16	12	3	24	33	76	177	236	178	183	239
30	14	20	7	13	17	45	95	175	232	180	214	204
45	7	9	6	7	21	70	137	196	196	238	206	228
00	10	8	5	22	29	51	163	216	178	241	252	217
<b>Hr Total</b>	<b>46</b>	<b>53</b>	<b>30</b>	<b>45</b>	<b>91</b>	<b>199</b>	<b>471</b>	<b>764</b>	<b>842</b>	<b>837</b>	<b>855</b>	<b>888</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	241	258	248	325	298	298	233	152	132	94	74	43
30	226	204	226	247	283	252	185	164	119	76	49	31
45	235	237	255	268	288	260	169	114	104	77	40	27
00	251	244	215	276	273	259	176	110	106	52	36	23
<b>Hr Total</b>	<b>953</b>	<b>943</b>	<b>944</b>	<b>1,116</b>	<b>1,142</b>	<b>1,069</b>	<b>763</b>	<b>540</b>	<b>461</b>	<b>299</b>	<b>199</b>	<b>124</b>

24 Hour Total:	13,674		
AM Peak Hour begins:	10:45	AM Peak Volume: 923	AM Peak Hour Factor: 0.92
PM Peak Hour begins:	15:45	PM Peak Volume: 1,145	PM Peak Hour Factor: 0.96

### Southbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	12	4	6	13	48	121	181	227	218	201	246
30	15	6	8	13	31	69	139	219	276	222	202	216
45	12	6	8	13	33	74	162	242	225	218	226	200
00	8	10	6	10	40	94	205	277	242	220	192	227
<b>Hr Total</b>	<b>55</b>	<b>34</b>	<b>26</b>	<b>42</b>	<b>117</b>	<b>285</b>	<b>627</b>	<b>919</b>	<b>970</b>	<b>878</b>	<b>821</b>	<b>889</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	230	192	232	244	211	254	230	130	111	61	77	29
30	210	218	250	237	230	215	190	106	101	78	39	27
45	209	236	261	291	236	221	151	106	103	75	49	34
00	221	223	253	255	194	224	143	121	96	53	28	19
<b>Hr Total</b>	<b>870</b>	<b>869</b>	<b>996</b>	<b>1,027</b>	<b>871</b>	<b>914</b>	<b>714</b>	<b>463</b>	<b>411</b>	<b>267</b>	<b>193</b>	<b>109</b>

24 Hour Total:	13,367		
AM Peak Hour begins:	7:30	AM Peak Volume: 1,022	AM Peak Hour Factor: 0.92
PM Peak Hour begins:	15:00	PM Peak Volume: 1,027	PM Peak Hour Factor: 0.88

### Total Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	28	16	9	37	81	197	358	463	396	384	485
30	29	26	15	26	48	114	234	394	508	402	416	420
45	19	15	14	20	54	144	299	438	421	456	432	428
00	18	18	11	32	69	145	368	493	420	461	444	444
<b>Hr Total</b>	<b>101</b>	<b>87</b>	<b>56</b>	<b>87</b>	<b>208</b>	<b>484</b>	<b>1,098</b>	<b>1,683</b>	<b>1,812</b>	<b>1,715</b>	<b>1,676</b>	<b>1,777</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	471	450	480	569	509	552	463	282	243	155	151	72
30	436	422	476	484	513	467	375	270	220	154	88	58
45	444	473	516	559	524	481	320	220	207	152	89	61
00	472	467	468	531	467	483	319	231	202	105	64	42
<b>Hr Total</b>	<b>1,823</b>	<b>1,812</b>	<b>1,940</b>	<b>2,143</b>	<b>2,013</b>	<b>1,983</b>	<b>1,477</b>	<b>1,003</b>	<b>872</b>	<b>566</b>	<b>392</b>	<b>233</b>

24 Hour Total:	27,041		
AM Peak Hour begins:	7:30	AM Peak Volume: 1,902	AM Peak Hour Factor: 0.94
PM Peak Hour begins:	15:00	PM Peak Volume: 2,143	PM Peak Hour Factor: 0.94

## Volume Count Report

Start Date: May 8, 2019	Start Time: 0:00	
Stop Date: May 9, 2019	Stop Time: 0:00	
City: Dade City	County: Pasco	
Location: US 301 between US 98 & Clinton Ave		

### Northbound Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	17	9	4	19	44	63	178	210	174	182	209
30	15	9	14	9	19	40	93	198	210	228	238	208
45	17	11	7	7	29	62	119	191	210	224	226	238
00	20	13	11	16	25	61	175	240	212	182	218	208
<b>Hr Total</b>	<b>80</b>	<b>50</b>	<b>41</b>	<b>36</b>	<b>92</b>	<b>207</b>	<b>450</b>	<b>807</b>	<b>842</b>	<b>808</b>	<b>864</b>	<b>863</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	237	242	225	276	322	266	188	149	125	97	51	48
30	231	246	242	239	296	286	188	156	127	76	53	31
45	220	224	234	236	214	267	206	111	114	55	41	27
00	204	232	227	277	243	271	173	143	114	59	26	23
<b>Hr Total</b>	<b>892</b>	<b>944</b>	<b>928</b>	<b>1,028</b>	<b>1,075</b>	<b>1,090</b>	<b>755</b>	<b>559</b>	<b>480</b>	<b>287</b>	<b>171</b>	<b>129</b>

24 Hour Total:	13,478		
AM Peak Hour begins:	11:30	AM Peak Volume: 914	AM Peak Hour Factor: 0.96
PM Peak Hour begins:	15:30	PM Peak Volume: 1,131	PM Peak Hour Factor: 0.88

### Southbound Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	12	6	20	25	45	105	203	249	196	179	214
30	16	11	12	17	10	61	121	233	247	223	189	216
45	17	10	13	16	30	72	158	287	244	247	203	240
00	11	5	7	17	34	101	206	252	237	250	209	192
<b>Hr Total</b>	<b>52</b>	<b>38</b>	<b>38</b>	<b>70</b>	<b>99</b>	<b>279</b>	<b>590</b>	<b>975</b>	<b>977</b>	<b>916</b>	<b>780</b>	<b>862</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	194	180	219	219	195	249	176	123	93	97	49	26
30	238	197	206	261	223	255	196	134	131	81	65	21
45	191	219	238	231	224	212	161	116	101	84	35	25
00	210	230	260	235	226	222	154	110	105	61	38	19
<b>Hr Total</b>	<b>833</b>	<b>826</b>	<b>923</b>	<b>946</b>	<b>868</b>	<b>938</b>	<b>687</b>	<b>483</b>	<b>430</b>	<b>323</b>	<b>187</b>	<b>91</b>

24 Hour Total:	13,211		
AM Peak Hour begins:	7:30	AM Peak Volume: 1,035	AM Peak Hour Factor: 0.90
PM Peak Hour begins:	14:30	PM Peak Volume: 978	PM Peak Hour Factor: 0.94

### Total Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	29	15	24	44	89	168	381	459	370	361	423
30	31	20	26	26	29	101	214	431	457	451	427	424
45	34	21	20	23	59	134	277	478	454	471	429	478
00	31	18	18	33	59	162	381	492	449	432	427	400
<b>Hr Total</b>	<b>132</b>	<b>88</b>	<b>79</b>	<b>106</b>	<b>191</b>	<b>486</b>	<b>1,040</b>	<b>1,782</b>	<b>1,819</b>	<b>1,724</b>	<b>1,644</b>	<b>1,725</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	431	422	444	495	517	515	364	272	218	194	100	74
30	469	443	448	500	519	541	384	290	258	157	118	52
45	411	443	472	467	438	479	367	227	215	139	76	52
00	414	462	487	512	469	493	327	253	219	120	64	42
<b>Hr Total</b>	<b>1,725</b>	<b>1,770</b>	<b>1,851</b>	<b>1,974</b>	<b>1,943</b>	<b>2,028</b>	<b>1,442</b>	<b>1,042</b>	<b>910</b>	<b>610</b>	<b>358</b>	<b>220</b>

24 Hour Total:	26,689		
AM Peak Hour begins:	7:30	AM Peak Volume: 1,886	AM Peak Hour Factor: 0.96
PM Peak Hour begins:	17:00	PM Peak Volume: 2,028	PM Peak Hour Factor: 0.94





## CLASS COUNT REPORT

Location: Clinton Ave west of US 301  
 Direction: Westbound  
 Start Date: 5/7/2019  
 Stop Date: 5/7/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	9
30	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	5
45	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
100	0	3	1	1	0	0	0	0	0	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>
115	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5
130	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
145	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
200	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
215	1	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4
230	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
245	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
300	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>1</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
330	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
345	1	6	0	0	0	0	0	0	0	0	0	0	0	0	0	7
400	0	5	1	0	1	0	0	0	0	0	0	0	1	0	0	8
<b>Hourly Total</b>	<b>1</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>19</b>
415	0	3	2	0	0	0	0	0	1	0	0	0	0	0	0	6
430	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
445	0	6	5	0	1	0	0	0	0	0	0	0	0	0	0	12
500	0	3	2	2	1	1	0	1	0	0	0	0	0	0	0	10
<b>Hourly Total</b>	<b>0</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>
515	0	12	6	0	0	0	0	0	0	0	0	0	0	0	0	20
530	0	19	3	0	1	0	1	1	0	0	0	0	0	0	1	26
545	0	23	11	2	1	1	1	0	1	0	0	0	0	0	0	40
600	0	27	9	0	0	0	0	1	0	0	0	0	0	0	2	39
<b>Hourly Total</b>	<b>0</b>	<b>81</b>	<b>29</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>125</b>
615	0	25	14	0	0	0	0	0	1	2	0	0	0	0	0	42
630	2	37	20	0	1	0	0	2	0	0	0	0	0	0	0	62
645	1	46	30	2	1	1	0	1	1	0	0	0	0	0	1	84
700	1	59	33	1	5	1	0	2	0	0	0	0	0	0	4	106
<b>Hourly Total</b>	<b>4</b>	<b>167</b>	<b>97</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>294</b>
715	0	91	17	1	7	0	0	1	0	1	0	0	0	0	2	120
730	0	82	34	1	5	2	0	2	0	0	0	0	0	0	1	127
745	2	52	22	1	3	4	0	2	3	0	0	0	0	0	0	89
800	0	60	22	2	6	3	0	3	0	1	0	0	0	0	1	98
<b>Hourly Total</b>	<b>2</b>	<b>285</b>	<b>95</b>	<b>5</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>434</b>
815	1	80	27	4	7	0	0	5	1	1	0	0	0	0	3	129
830	1	65	21	1	9	2	1	3	2	0	0	0	2	0	0	107
845	1	77	19	1	5	2	0	0	0	0	0	0	0	0	1	106
900	0	60	19	1	7	0	1	2	1	1	0	0	0	0	2	94
<b>Hourly Total</b>	<b>3</b>	<b>282</b>	<b>86</b>	<b>7</b>	<b>28</b>	<b>4</b>	<b>2</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>436</b>
915	1	61	12	0	3	3	1	1	2	0	0	0	0	0	3	87
930	2	59	9	0	6	3	0	2	2	0	0	0	0	0	0	83
945	2	61	19	1	12	2	0	1	3	0	0	0	0	0	2	103
1000	3	63	16	1	4	4	0	2	1	0	0	0	0	0	2	96
<b>Hourly Total</b>	<b>8</b>	<b>244</b>	<b>56</b>	<b>2</b>	<b>25</b>	<b>12</b>	<b>1</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>369</b>
1015	2	74	20	0	1	2	0	3	1	0	0	0	0	0	2	105
1030	0	55	11	2	4	0	0	1	1	0	0	0	0	0	0	74
1045	1	63	29	0	2	4	0	3	1	0	0	0	0	0	0	103
1100	3	67	28	1	3	4	0	2	1	0	0	0	0	0	2	111
<b>Hourly Total</b>	<b>6</b>	<b>259</b>	<b>88</b>	<b>3</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>393</b>
1115	1	78	25	0	5	2	0	1	0	0	0	0	2	0	0	114
1130	2	70	23	0	3	2	1	3	0	0	0	0	0	0	0	104
1145	2	66	28	0	2	5	0	4	1	1	0	0	0	0	2	111
1200	3	53	27	3	2	2	1	2	0	3	0	0	0	0	1	97
<b>Hourly Total</b>	<b>8</b>	<b>267</b>	<b>103</b>	<b>3</b>	<b>12</b>	<b>11</b>	<b>2</b>	<b>10</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>426</b>
1215	2	74	33	0	6	2	0	1	2	0	0	0	0	0	4	124
1230	1	87	32	0	3	2	0	0	1	0	0	0	0	0	2	128
1245	2	68	37	1	9	1	0	2	0	0	0	0	0	0	1	121
1300	4	94	33	0	4	3	0	3	5	2	0	0	0	0	2	150
<b>Hourly Total</b>	<b>9</b>	<b>323</b>	<b>135</b>	<b>1</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>523</b>
1315	2	83	36	3	8	1	1	1	3	1	0	0	0	0	4	143
1330	0	74	31	0	5	1	0	0	0	1	0	0	0	0	2	114
1345	1	84	27	0	6	3	0	3	0	2	0	0	0	0	1	127
1400	0	74	22	0	7	2	0	1	1	2	0	0	0	0	1	110
<b>Hourly Total</b>	<b>3</b>	<b>315</b>	<b>116</b>	<b>3</b>	<b>26</b>	<b>7</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>494</b>
1415	1	86	35	1	8	3	0	2	2	0	0	0	0	0	0	138
1430	0	102	32	3	3	4	0	1	0	1	0	0	0	0	0	146
1445	1	93	29	0	2	2	0	0	0	0	0	0	0	0	0	127
1500	0	84	41	0	1	1	0	2	1	0	0	0	0	0	0	130
<b>Hourly Total</b>	<b>2</b>	<b>365</b>	<b>137</b>	<b>4</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>541</b>
1515	4	99	27	0	10	2	0	1	2	0	0	0	0	0	0	145
1530	0	83	38	0	4	2	0	1	1	0	0	0	0	0	1	130
1545	2	104	36	2	6	2	0	2	0	0	0	0	0	0	1	155
1600	1	105	40	1	5	0	0	2	1	1	0	0	0	0	1	157
<b>Hourly Total</b>	<b>7</b>	<b>391</b>	<b>141</b>	<b>3</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>587</b>
1615	1	109	36	4	9	3	0	4	0	0	0	0	0	0	0	166
1630	1	93	43	0	2	4	0	1	0	0	0	0	0	0	0	144
1645	2	109	39	1	4	1	0	3	1	0	0	0	0	0	1	161
1700	0	83	36	1	13	1	0	1	0	0	0	0	0	0	0	135
<b>Hourly Total</b>	<b>4</b>	<b>394</b>	<b>154</b>	<b>6</b>	<b>28</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>606</b>
1715	1	141	48	1	6	0	0	1	0	0	0	0	0	0	2	200
1730	1	125	45	0	2	0	0	1	0	0	0	0	0	0	0	174
1745	3	127	49	0	6	0	0	1	0	0	0	0	0	0	0	186
1800	0	93	31	0	6	0	0	0	0	0	0	0	0	0	0	130
<b>Hourly Total</b>	<b>5</b>	<b>486</b>	<b>173</b>	<b>1</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>690</b>
1815	1	101	39	0	4	0	0	1	0	0	0	0	0	0	0	146
1830	0	98	33	0	3	1	0	0	0	0	0	0	0	0	0	135
1845	1	90	34	0	2	0	0	1	0	0	0	0	0	0	2	130
1900	0	87	26	0	4	1	0	0	0	0	0	0	0	0	0	118
<b>Hourly Total</b>	<b>2</b>	<b>376</b>	<b>132</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>					





## CLASS COUNT REPORT

Location: Clinton Ave west of US 301  
 Direction: Eastbound  
 Start Date: 5/8/2019  
 Stop Date: 5/8/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
45	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	6
100	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>
115	0	2	1	0	2	0	0	0	0	0	0	0	0	0	0	5
130	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
145	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
200	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
215	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
230	0	5	2	0	0	0	0	0	1	0	0	0	0	0	0	8
245	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	3
300	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>1</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>
315	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
330	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	4
345	0	5	0	0	1	1	0	0	0	0	0	0	0	0	0	7
400	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
415	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
430	0	5	3	0	1	0	0	0	0	0	0	0	0	0	0	9
445	0	7	6	0	1	0	0	0	0	0	0	0	0	0	0	14
500	1	8	11	0	0	0	0	0	0	0	0	0	0	0	1	21
<b>Hourly Total</b>	<b>1</b>	<b>29</b>	<b>22</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>55</b>
515	0	8	4	0	2	0	0	1	1	0	0	0	0	0	0	16
530	0	9	21	0	1	1	0	0	1	0	0	0	0	0	0	33
545	0	19	16	0	0	2	0	2	1	0	0	0	0	0	0	40
600	0	34	27	0	3	0	0	1	2	0	0	0	0	0	0	67
<b>Hourly Total</b>	<b>0</b>	<b>70</b>	<b>68</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>156</b>
615	0	30	22	1	8	1	1	1	4	0	0	0	0	0	0	68
630	1	41	17	1	1	1	0	0	1	0	0	0	0	0	0	63
645	2	52	34	0	7	4	0	0	3	0	0	0	0	0	0	102
700	1	76	48	0	6	1	0	2	3	0	0	0	0	0	0	137
<b>Hourly Total</b>	<b>4</b>	<b>199</b>	<b>121</b>	<b>2</b>	<b>22</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>370</b>
715	3	83	37	0	7	4	1	1	1	0	0	0	0	0	1	137
730	0	113	38	2	10	3	0	5	1	0	0	0	0	0	1	173
745	0	116	45	0	7	1	0	2	2	0	0	0	0	0	1	174
800	1	104	40	1	6	3	1	3	2	0	0	0	0	0	0	161
<b>Hourly Total</b>	<b>4</b>	<b>416</b>	<b>160</b>	<b>3</b>	<b>30</b>	<b>11</b>	<b>2</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>645</b>
815	1	106	53	0	9	2	0	6	0	0	0	0	0	0	0	177
830	1	107	36	0	12	0	0	2	3	0	0	0	0	0	0	161
845	1	68	40	0	10	1	0	5	2	0	0	0	0	0	0	127
900	2	84	38	0	2	2	0	3	2	0	0	0	0	0	0	133
<b>Hourly Total</b>	<b>5</b>	<b>365</b>	<b>167</b>	<b>0</b>	<b>33</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>598</b>
915	0	62	28	1	9	2	0	1	0	0	0	0	0	0	0	103
930	0	87	37	0	7	3	0	1	7	0	0	0	0	0	1	143
945	0	88	45	1	3	3	0	3	3	0	0	0	0	0	0	146
1000	2	86	31	0	0	3	0	4	1	0	0	0	0	0	0	127
<b>Hourly Total</b>	<b>2</b>	<b>323</b>	<b>141</b>	<b>2</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>519</b>
1015	0	59	26	0	3	1	0	1	1	0	0	0	0	0	0	91
1030	2	76	29	0	4	1	0	3	1	0	0	0	0	0	1	117
1045	0	68	34	0	6	1	0	3	0	0	0	0	0	0	1	113
1100	1	69	31	0	5	5	0	0	1	0	0	0	0	0	0	112
<b>Hourly Total</b>	<b>3</b>	<b>272</b>	<b>120</b>	<b>0</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>433</b>
1115	0	64	31	0	3	2	0	1	1	0	0	0	0	0	0	102
1130	3	70	36	0	1	2	0	3	3	0	0	0	0	0	0	118
1145	0	64	24	0	5	6	0	2	1	0	0	0	0	0	1	103
1200	2	61	34	0	4	3	0	3	5	0	0	0	0	0	0	112
<b>Hourly Total</b>	<b>5</b>	<b>259</b>	<b>125</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>435</b>
1215	3	68	25	1	6	3	0	4	1	0	0	0	0	0	0	111
1230	2	78	40	0	6	1	0	5	1	0	0	0	0	0	0	133
1245	0	67	27	0	1	1	0	1	2	0	0	0	0	0	0	99
1300	1	68	29	0	1	2	0	3	0	0	0	0	0	0	0	104
<b>Hourly Total</b>	<b>6</b>	<b>281</b>	<b>121</b>	<b>1</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>447</b>
1315	0	72	32	0	2	1	0	2	0	0	0	0	0	0	0	109
1330	1	68	22	0	4	5	0	2	2	0	0	0	0	0	0	104
1345	0	78	35	0	6	2	1	0	2	0	0	0	0	0	0	124
1400	2	72	30	0	6	2	0	0	4	1	0	0	0	0	4	121
<b>Hourly Total</b>	<b>3</b>	<b>290</b>	<b>119</b>	<b>0</b>	<b>18</b>	<b>10</b>	<b>1</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>458</b>
1415	0	85	40	0	5	1	0	2	1	0	0	0	0	0	2	136
1430	1	91	36	0	9	4	0	2	0	0	0	0	0	0	0	143
1445	1	87	31	0	8	3	0	4	1	0	0	0	0	0	0	135
1500	0	91	31	0	6	2	0	4	3	0	0	0	0	0	3	140
<b>Hourly Total</b>	<b>2</b>	<b>354</b>	<b>138</b>	<b>0</b>	<b>28</b>	<b>10</b>	<b>0</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>554</b>
1515	0	78	41	0	6	3	0	2	0	0	0	0	0	0	0	130
1530	1	91	42	0	4	0	0	5	1	0	0	0	0	0	0	144
1545	1	68	44	0	9	0	0	0	2	0	0	0	0	0	0	124
1600	4	77	46	0	7	2	0	3	0	0	0	0	0	0	0	139
<b>Hourly Total</b>	<b>6</b>	<b>314</b>	<b>173</b>	<b>0</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>537</b>
1615	1	99	32	0	3	0	0	1	0	0	0	0	0	0	0	136
1630	3	113	36	0	8	2	0	1	1	0	0	0	0	0	0	164
1645	3	97	38	0	7	0	0	1	1	0	0	0	0	0	2	149
1700	0	91	43	0	6	0	0	6	0	0	0	0	0	0	0	146
<b>Hourly Total</b>	<b>7</b>	<b>400</b>	<b>149</b>	<b>0</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>595</b>
1715	0	100	38	0	4	0	0	2	0	0	0	0	0	0	0	144
1730	1	96	48	0	4	0	0	3	0	0	0	0	0	0	0	152
1745	0	87	46	0	8	0	0	4	0	0	0	0	0	0	0	145
1800	2	101	39	0	4	1	0	1	2	0	0	0	0	0	0	150
<b>Hourly Total</b>	<b>3</b>	<b>384</b>	<b>171</b>	<b>0</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>591</b>
1815	3	80	31	1	4	1	0	1	2	0	0	0	0	0	1	124
1830	0	76	34	0	2	0	0	1	0	0	0	0	0	0	0	113
1845	0	75	27	0	3	0	0	0	0	0	0	0	0	0	1	106
1900	1	68	28	0	4	0	0	1	1	0	0	0	0	0	0	103
<b>Hourly Total</b>	<b>4</b>	<b>299</b>	<b>120</b>	<b>1</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>3</b>							



### CLASS COUNT REPORT

Location: Clinton Ave west of US 301  
 Direction: Combined  
 Start Date: 5/8/2019  
 Stop Date: 5/8/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclss	
15	1	14	2	0	1	1	0	0	0	0	0	0	0	0	0	19
30	0	18	2	0	1	0	0	0	0	0	0	0	0	0	0	22
45	0	13	2	0	1	0	0	0	0	0	0	0	0	0	0	16
100	0	10	2	0	1	0	0	1	0	0	0	0	0	0	0	14
Hourly Total	1	55	8	0	4	1	0	1	0	0	0	0	0	0	1	71
115	0	4	2	0	3	0	0	0	0	0	0	0	0	0	0	9
130	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
145	0	5	2	0	2	0	0	0	0	0	0	0	0	0	0	9
200	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	20	6	0	5	0	0	0	0	0	0	0	0	0	0	31
215	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
230	0	8	4	0	0	0	0	0	1	0	0	0	0	0	0	13
245	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	4
300	0	3	3	0	2	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	1	14	9	0	2	1	0	0	1	0	0	0	0	0	0	28
315	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
330	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	4
345	0	10	1	0	1	0	0	0	0	0	0	0	0	0	0	13
400	1	5	1	0	1	0	0	1	0	0	0	0	0	0	0	10
Hourly Total	1	22	6	0	2	2	0	1	0	0	0	0	0	0	1	35
415	0	18	3	0	1	0	0	0	0	0	0	0	0	0	0	22
430	0	13	3	0	1	2	0	0	0	0	0	0	0	0	0	19
445	0	14	7	0	1	0	0	1	0	0	0	0	1	0	0	24
500	1	17	12	1	1	1	0	0	0	0	0	0	0	0	1	34
Hourly Total	1	62	25	1	4	3	0	1	0	0	0	0	1	0	1	99
515	0	21	9	4	4	0	2	1	1	0	0	0	0	0	0	42
530	0	29	24	1	3	1	0	0	4	1	0	0	0	0	0	63
545	0	46	28	0	2	2	1	2	2	0	0	0	0	0	0	83
600	0	61	42	0	6	0	0	1	2	1	0	0	0	0	1	114
Hourly Total	0	157	103	5	15	3	3	4	9	2	0	0	0	0	1	302
615	0	57	35	2	13	1	1	1	4	2	0	0	1	0	1	118
630	2	80	46	1	4	1	0	0	1	4	0	0	0	0	0	135
645	3	98	59	0	10	4	0	1	3	0	0	0	1	0	0	179
700	1	132	69	1	10	1	0	5	3	0	0	0	0	0	5	227
Hourly Total	6	367	209	4	37	7	1	7	11	2	0	0	2	0	6	659
715	4	166	60	1	11	4	1	1	2	0	0	0	0	0	1	251
730	2	200	64	2	10	4	0	6	1	0	0	0	0	0	3	292
745	1	169	67	3	14	2	0	4	2	1	0	0	1	0	5	269
800	2	166	67	1	12	5	1	10	2	0	0	0	0	0	3	269
Hourly Total	9	701	258	7	47	15	2	21	7	1	0	0	1	0	12	1081
815	5	183	77	5	15	6	0	9	1	0	0	0	1	0	0	302
830	3	188	51	0	23	2	0	5	6	0	0	0	0	0	0	278
845	1	140	62	1	16	2	0	10	3	0	0	0	0	0	0	235
900	2	155	63	1	6	3	0	6	4	1	0	0	0	0	1	242
Hourly Total	11	666	253	7	60	13	0	30	14	1	0	0	1	0	1	1057
915	1	141	53	3	14	3	0	3	1	0	0	0	0	0	4	223
930	0	155	56	0	13	3	0	7	10	0	0	0	0	0	2	246
945	2	156	61	1	11	6	0	4	4	0	0	0	0	0	0	245
1000	2	137	50	0	2	6	0	5	1	0	0	0	0	0	1	204
Hourly Total	5	589	220	4	40	18	0	19	16	0	0	0	0	0	7	918
1015	0	134	39	3	6	2	0	3	2	4	0	0	0	0	0	193
1030	4	138	49	2	7	3	0	4	2	2	0	0	0	0	2	213
1045	0	153	54	0	9	4	0	8	2	0	0	0	0	0	1	231
1100	4	156	53	0	5	6	0	1	2	1	0	0	0	0	1	229
Hourly Total	8	581	195	5	27	15	0	16	8	7	0	0	0	0	4	866
1115	1	140	59	0	4	6	0	7	2	0	0	0	0	0	1	220
1130	6	131	65	0	6	3	0	4	3	0	0	0	0	0	1	219
1145	1	130	53	1	7	9	1	5	2	2	0	0	0	0	1	212
1200	4	123	54	0	5	7	0	6	7	3	0	0	0	0	0	209
Hourly Total	12	524	231	1	22	25	1	22	14	5	0	0	0	0	3	860
1215	3	167	50	2	9	6	0	4	3	2	0	0	0	0	1	247
1230	3	154	71	0	8	2	0	7	6	0	0	0	0	0	2	253
1245	3	154	49	0	4	4	0	1	6	2	0	0	0	0	0	223
1300	2	150	56	0	6	5	0	4	1	2	0	0	0	0	3	229
Hourly Total	11	625	226	2	27	17	0	16	16	6	0	0	0	0	6	952
1315	0	172	55	0	8	2	0	4	1	1	0	0	1	0	1	245
1330	2	137	43	2	11	7	0	3	2	2	0	0	0	0	0	209
1345	1	164	53	4	10	5	1	1	2	1	0	0	0	0	1	243
1400	3	149	56	0	9	4	0	4	6	1	0	0	0	0	7	239
Hourly Total	6	622	207	6	38	18	1	12	11	5	0	0	1	0	9	936
1415	1	181	66	2	9	5	0	5	1	0	0	0	0	0	7	277
1430	1	182	71	0	11	6	0	5	0	2	0	0	0	0	3	281
1445	2	183	62	0	10	4	0	5	3	0	0	0	0	0	1	270
1500	1	182	64	0	8	3	0	5	5	2	0	0	0	0	3	273
Hourly Total	5	728	263	2	38	18	0	20	9	4	0	0	0	0	14	1101
1515	0	164	65	2	13	6	0	5	3	0	0	0	0	0	0	258
1530	2	196	73	0	9	2	0	7	1	1	0	0	0	0	2	293
1545	3	157	91	1	16	2	1	1	2	1	0	0	0	0	1	276
1600	5	176	72	2	13	2	0	7	1	0	0	0	0	0	0	278
Hourly Total	10	693	301	5	51	12	1	20	7	2	0	0	0	0	3	1105
1615	1	204	69	2	8	0	0	3	2	0	0	0	0	0	1	290
1630	5	235	70	0	10	2	0	4	2	0	0	0	0	0	0	328
1645	6	197	68	0	12	0	0	3	2	0	0	0	0	0	3	291
1700	0	194	83	1	11	0	0	8	1	0	0	0	0	0	2	300
Hourly Total	12	830	290	3	41	2	0	18	7	0	0	0	0	0	6	1209
1715	0	231	87	3	14	0	0	2	0	0	0	0	0	0	1	338
1730	2	230	81	0	9	0	0	5	1	0	0	0	0	0	0	328
1745	2	203	79	0	13	0	0	4	0	0	0	0	0	0	0	301
1800	5	217	89	0	5	1	0	4	2	0	0	0	0	0	3	326
Hourly Total	9	881	336	3	41	1	0	15	3	0	0	0	0	0	4	1293
1815	4	187	57	2	7	1	0	1	2	0	0	0	0	0	1	262
1830	1	161	72	0	4	0	0	1	1	0	0	0	0	0	0	240
1845	2	162	53	0	7	0	0	1	1	0	0	0	0	0	1	227
1900	1	159	57	0	10	0	0	4	1	0	0	0	0	0	0	232
Hourly Total	8	669	239	2	28	1	0	7	5	0	0	0	0	0	2	961
1915	0	127	46	0	3	0	0	2	0	0	0	0	0	0	0	178
1930	2	139	40	0	4	0	0	1	3	0	0	0	0	0	1	190
1945	5	110	36	0	5	0	0	2	0	0	0	0	0	0	0	158
2000	0	103	41	0	3	0	0	1	0	0	0	0	0	0	0	148
Hourly Total	7	479	163	0	15	0	0	6	3	0	0	0	0	0	1	674
2015	5	108	40	0	6	0	0	0	0	0	0	0	0	0	3	162
2030	1	112	29	0	1	1	0	1	0	0	0	0	0	0	1	146
2045	0	105	38	0	0	0	0	3	0	0	0	0	0	0	1	147
2100	0	124	47	0	3	1	0	0	0	0	0	0	0	0	1	176
Hourly Total	6	449	154	0	10	2	0									

### CLASS COUNT REPORT

Location: Clinton Ave west of US 301  
 Direction: Eastbound  
 Start Date: 5/9/2019  
 Stop Date: 5/9/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	4	3	0	0	0	0	0	0	0	0	0	0	0	0	7
30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
100	1	6	0	0	1	1	0	0	0	0	0	0	0	0	0	9
<b>Hourly Total</b>	<b>1</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
115	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
130	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>
215	0	0	0	0	2	0	0	1	0	0	0	0	0	0	1	4
230	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
245	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
300	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>12</b>
315	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
330	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
345	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
400	0	9	1	0	1	0	0	0	0	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>0</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
415	0	6	1	0	0	0	0	0	1	0	0	0	0	0	0	8
430	1	2	4	0	0	0	0	0	0	0	0	0	0	0	0	7
445	0	12	7	0	0	0	0	1	0	0	0	0	0	0	0	20
500	1	16	11	0	0	0	0	0	1	0	0	0	0	0	3	32
<b>Hourly Total</b>	<b>2</b>	<b>36</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>67</b>
515	1	13	8	0	3	1	0	1	1	0	0	0	0	0	0	28
530	1	9	10	0	3	1	0	1	0	0	0	0	0	0	0	25
545	0	12	20	0	3	1	0	0	0	0	0	0	0	0	0	36
600	1	27	18	0	4	2	0	0	1	0	0	0	0	0	0	53
<b>Hourly Total</b>	<b>3</b>	<b>61</b>	<b>56</b>	<b>0</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>142</b>
615	1	25	19	0	11	1	0	3	2	0	0	0	0	0	0	62
630	2	37	33	1	8	6	0	0	2	0	0	0	0	0	0	89
645	1	63	29	0	7	1	1	1	1	0	0	0	0	0	0	104
700	0	69	34	0	6	0	0	2	0	0	0	0	0	0	0	111
<b>Hourly Total</b>	<b>4</b>	<b>194</b>	<b>115</b>	<b>1</b>	<b>32</b>	<b>8</b>	<b>1</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>366</b>
715	1	89	39	1	7	7	0	1	1	0	0	0	0	0	1	147
730	2	104	44	1	7	2	0	5	0	0	0	0	0	0	1	166
745	0	99	49	1	10	3	0	1	2	0	0	0	0	0	1	166
800	2	103	52	0	5	1	0	2	1	0	0	0	0	0	0	166
<b>Hourly Total</b>	<b>5</b>	<b>395</b>	<b>184</b>	<b>3</b>	<b>29</b>	<b>13</b>	<b>0</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>645</b>
815	1	111	55	0	15	1	0	2	1	0	0	0	0	0	0	186
830	0	107	44	0	12	3	0	2	4	1	0	0	0	0	1	174
845	0	64	33	0	5	0	0	6	3	0	0	0	0	0	1	112
900	0	80	38	0	4	3	0	2	5	0	0	0	0	0	1	133
<b>Hourly Total</b>	<b>1</b>	<b>362</b>	<b>170</b>	<b>0</b>	<b>36</b>	<b>7</b>	<b>0</b>	<b>12</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>605</b>
915	1	70	37	1	9	1	0	0	1	0	0	0	0	0	0	120
930	1	78	39	0	5	3	0	2	1	0	0	0	0	0	0	129
945	0	72	37	0	4	0	0	5	1	0	0	0	0	0	0	119
1000	0	96	28	0	6	3	0	1	2	0	0	0	0	0	0	136
<b>Hourly Total</b>	<b>2</b>	<b>316</b>	<b>141</b>	<b>1</b>	<b>24</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>504</b>
1015	1	63	29	0	6	2	0	0	1	0	0	0	0	0	0	102
1030	0	72	44	0	1	2	0	3	2	0	0	0	0	0	0	124
1045	7	52	18	0	5	0	0	2	1	0	0	0	0	0	0	85
1100	0	72	38	0	5	3	1	4	5	0	0	0	0	0	1	129
<b>Hourly Total</b>	<b>8</b>	<b>259</b>	<b>129</b>	<b>0</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>440</b>
1115	1	58	33	0	5	4	1	1	2	0	0	0	0	0	0	105
1130	2	69	37	0	2	0	0	4	3	0	0	0	0	0	0	117
1145	2	59	41	0	5	6	0	0	1	0	0	0	0	0	0	114
1200	1	56	24	0	8	2	0	4	2	0	0	0	0	0	0	97
<b>Hourly Total</b>	<b>6</b>	<b>242</b>	<b>135</b>	<b>0</b>	<b>20</b>	<b>12</b>	<b>1</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>433</b>
1215	1	65	34	0	3	3	0	0	3	0	0	0	0	0	0	109
1230	1	84	41	0	5	6	0	3	3	0	0	0	0	0	1	144
1245	0	79	41	0	6	0	0	4	1	0	0	0	0	0	0	131
1300	1	71	47	0	5	2	0	3	0	0	0	0	0	0	2	131
<b>Hourly Total</b>	<b>3</b>	<b>299</b>	<b>163</b>	<b>0</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>515</b>
1315	2	64	27	0	5	4	1	1	1	0	0	0	0	0	0	105
1330	2	88	33	0	4	2	1	1	3	0	0	0	0	0	0	134
1345	2	80	34	0	4	6	0	3	2	0	0	0	0	0	2	133
1400	0	87	25	0	1	1	0	2	0	0	0	0	0	0	2	118
<b>Hourly Total</b>	<b>6</b>	<b>319</b>	<b>119</b>	<b>0</b>	<b>14</b>	<b>13</b>	<b>2</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>490</b>
1415	1	73	48	0	4	1	0	1	3	0	0	0	0	0	1	132
1430	3	84	43	0	9	1	0	4	2	0	0	0	0	0	0	146
1445	0	95	29	0	9	2	1	3	0	0	0	0	0	0	0	139
1500	1	81	41	0	7	1	0	2	1	0	0	0	0	0	0	134
<b>Hourly Total</b>	<b>5</b>	<b>333</b>	<b>161</b>	<b>0</b>	<b>29</b>	<b>5</b>	<b>1</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>551</b>
1515	1	96	37	0	4	1	0	2	1	0	0	0	0	0	0	142
1530	2	74	53	0	5	0	0	2	3	0	0	0	0	0	2	141
1545	3	86	38	0	10	1	0	1	3	0	0	0	0	0	1	143
1600	0	83	40	0	6	0	0	1	2	0	0	0	0	0	0	132
<b>Hourly Total</b>	<b>6</b>	<b>339</b>	<b>168</b>	<b>0</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>558</b>
1615	0	90	47	0	2	1	0	1	1	0	0	0	0	0	0	142
1630	1	93	46	0	11	1	0	1	2	0	0	0	0	0	2	157
1645	0	100	43	0	5	1	0	2	0	0	0	0	0	0	0	151
1700	2	117	45	0	8	2	0	0	0	0	0	0	0	0	0	174
<b>Hourly Total</b>	<b>3</b>	<b>400</b>	<b>181</b>	<b>0</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>624</b>
1715	0	96	36	0	5	0	0	3	1	0	0	0	0	0	0	141
1730	1	99	38	0	3	0	0	3	1	0	0	0	0	0	0	145
1745	2	116	55	0	7	0	0	1	0	0	0	0	0	0	0	181
1800	1	85	33	0	3	2	0	0	3	0	0	0	0	0	1	128
<b>Hourly Total</b>	<b>4</b>	<b>396</b>	<b>162</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>595</b>
1815	0	102	40	0	3	0	0	1	0	0	0	0	0	0	0	146
1830	1	71	35	1	4	1	0	1	0	0	0	0	0	0	0	114
1845	1	70	36	0	3	0	0	1	0	0	0	0	0	0	0	111
1900	0	54	22	0	2	0	0	0	0	0	0	0	0	0	0	78
<b>Hourly Total</b>	<b>2</b>	<b>297</b>	<b>133</b>	<b>1</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>							



### CLASS COUNT REPORT

Location: Clinton Ave west of US 301  
 Direction: Westbound  
 Start Date: 5/9/2019  
 Stop Date: 5/9/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	7	5	0	0	0	0	0	0	0	0	0	0	0	0	12
30	0	5	5	0	1	0	0	0	0	0	0	0	0	0	0	12
45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
100	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
<b>Hourly Total</b>	<b>0</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>33</b>
115	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
145	1	4	0	0	1	0	0	0	0	0	0	0	0	0	0	6
200	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>1</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>
215	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
230	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	4
245	0	4	2	0	0	0	0	0	0	0	0	0	0	0	1	7
300	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>25</b>
315	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	6
330	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
345	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	5
400	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>
415	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
430	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
445	0	7	0	0	0	0	0	0	1	0	0	0	0	0	0	8
500	0	10	6	0	0	0	0	1	0	0	0	0	0	0	1	18
<b>Hourly Total</b>	<b>0</b>	<b>30</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>39</b>
515	0	12	4	0	1	0	1	1	0	0	0	0	0	0	0	19
530	0	19	4	2	1	0	0	2	0	0	0	0	0	0	2	30
545	0	16	11	0	1	0	0	0	0	1	0	0	0	0	1	30
600	0	29	10	0	1	1	0	0	1	1	0	0	0	0	0	43
<b>Hourly Total</b>	<b>0</b>	<b>76</b>	<b>29</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>122</b>
615	0	24	11	0	5	0	0	0	1	1	0	0	1	0	1	44
630	2	31	14	0	5	0	0	1	0	0	0	0	0	0	2	55
645	1	48	29	1	1	0	0	1	0	0	0	0	0	0	0	81
700	1	69	32	1	5	0	0	1	2	0	0	0	1	0	3	115
<b>Hourly Total</b>	<b>4</b>	<b>172</b>	<b>86</b>	<b>2</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>295</b>
715	2	88	30	1	3	1	0	1	1	3	0	0	0	0	3	133
730	1	76	16	0	3	2	0	2	2	0	0	0	1	0	1	104
745	0	58	25	0	7	1	1	2	1	0	0	0	0	0	2	97
800	5	62	33	0	1	5	0	1	0	0	0	0	0	0	4	111
<b>Hourly Total</b>	<b>8</b>	<b>284</b>	<b>104</b>	<b>1</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>445</b>
815	3	68	34	0	3	2	0	6	2	0	0	0	1	0	3	122
830	0	63	23	3	9	2	0	3	0	0	0	0	0	0	2	105
845	3	81	21	3	8	3	0	4	1	0	0	0	0	0	1	125
900	1	55	23	1	8	1	0	2	2	0	0	0	0	0	1	94
<b>Hourly Total</b>	<b>7</b>	<b>267</b>	<b>101</b>	<b>7</b>	<b>28</b>	<b>8</b>	<b>0</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>446</b>
915	4	55	17	2	3	2	1	4	0	0	0	0	0	0	3	91
930	1	57	21	0	7	3	0	2	3	1	0	0	0	0	0	95
945	0	61	20	0	8	1	0	3	2	0	0	0	0	0	0	97
1000	1	73	19	0	8	1	0	5	2	1	0	0	0	0	0	110
<b>Hourly Total</b>	<b>6</b>	<b>246</b>	<b>77</b>	<b>2</b>	<b>26</b>	<b>7</b>	<b>1</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>393</b>
1015	1	58	17	0	3	2	0	1	0	0	0	0	0	0	2	84
1030	1	54	22	2	3	3	0	1	2	0	0	0	0	0	1	89
1045	2	57	35	1	6	2	0	1	2	0	0	0	0	0	0	106
1100	1	74	14	1	3	2	0	1	0	0	0	0	1	0	0	97
<b>Hourly Total</b>	<b>5</b>	<b>243</b>	<b>88</b>	<b>4</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>376</b>
1115	2	74	34	2	4	1	0	2	3	0	0	0	0	0	0	122
1130	2	56	28	2	2	2	0	0	0	0	0	0	0	0	1	93
1145	1	76	22	0	3	2	0	2	0	0	0	0	0	0	1	107
1200	2	75	31	4	3	3	0	2	3	1	0	0	1	0	0	125
<b>Hourly Total</b>	<b>7</b>	<b>281</b>	<b>115</b>	<b>8</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>447</b>
1215	1	82	31	0	4	2	0	3	2	0	0	0	0	0	0	125
1230	2	94	27	4	4	3	0	2	2	1	0	0	0	0	1	140
1245	1	82	25	2	3	2	1	1	3	0	0	0	0	0	2	122
1300	2	81	30	2	3	3	0	0	3	0	0	0	0	0	0	124
<b>Hourly Total</b>	<b>6</b>	<b>339</b>	<b>113</b>	<b>8</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>511</b>
1315	3	66	32	1	3	1	0	3	2	0	0	0	0	0	0	111
1330	0	74	18	1	5	0	0	4	1	2	0	0	0	0	1	106
1345	3	87	34	1	3	3	0	2	1	1	0	0	1	0	1	137
1400	1	90	33	2	2	0	0	2	2	0	0	0	0	0	1	133
<b>Hourly Total</b>	<b>7</b>	<b>317</b>	<b>117</b>	<b>5</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>487</b>
1415	2	97	23	2	3	8	0	1	2	1	0	0	0	0	0	139
1430	2	95	32	0	5	5	0	1	0	4	0	0	0	0	0	144
1445	1	80	34	0	3	1	1	2	1	1	0	0	0	0	0	124
1500	0	82	44	0	5	2	1	0	0	0	0	0	0	0	2	136
<b>Hourly Total</b>	<b>5</b>	<b>354</b>	<b>133</b>	<b>2</b>	<b>16</b>	<b>16</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>543</b>
1515	1	95	28	2	7	1	0	4	1	1	0	0	0	0	0	140
1530	0	95	37	2	2	1	0	1	2	0	0	0	0	0	0	140
1545	0	104	40	0	6	2	0	2	0	1	0	0	0	0	3	158
1600	4	98	41	1	1	2	0	1	1	0	0	0	0	0	0	149
<b>Hourly Total</b>	<b>5</b>	<b>392</b>	<b>146</b>	<b>5</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>587</b>
1615	0	112	36	4	3	3	0	0	0	0	0	0	0	0	1	159
1630	5	136	41	0	3	1	0	1	2	0	0	0	0	0	0	189
1645	0	112	42	1	9	1	0	3	0	0	0	0	0	0	0	168
1700	1	107	32	1	8	0	0	4	1	0	0	0	0	0	0	154
<b>Hourly Total</b>	<b>6</b>	<b>467</b>	<b>151</b>	<b>6</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>670</b>
1715	0	127	50	0	7	0	0	0	1	0	0	0	0	0	3	188
1730	0	120	32	1	7	1	0	1	0	0	0	0	0	0	0	162
1745	3	133	39	0	6	1	0	1	1	0	0	0	0	0	0	184
1800	0	96	53	0	2	0	0	0	0	0	0	0	0	0	2	153
<b>Hourly Total</b>	<b>3</b>	<b>476</b>	<b>174</b>	<b>1</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>687</b>
1815	1	102	23	0	5	0	0	1	0	0	0	0	0	0	1	133
1830	0	93	33	0	2	0	0	0	0	0	0	0	0	0	1	129
1845	0	71	24	1	1	0	0	0	1	0	0	0	0	0	2	100
1900	1	72	25	0	2	0	0	1	1	0	0	0	0	0	0	102
<b>Hourly Total</b>	<b>2</b>	<b>338</b>	<b>105</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>						



## Volume Count Report

Start Date: May 7, 2019  
 Stop Date: May 8, 2019  
 City: Dade City  
 Location: Clinton Ave east of US 301

Start Time: 0:00  
 Stop Time: 0:00  
 County: Pasco

### Eastbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	3	2	4	3	8	16	8	21	19	14
30	1	0	0	0	1	3	6	20	16	13	21	30
45	0	0	1	0	1	8	16	10	22	14	15	15
00	2	0	1	1	5	5	12	15	18	12	8	17
<b>Hr Total</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>11</b>	<b>19</b>	<b>42</b>	<b>61</b>	<b>64</b>	<b>60</b>	<b>63</b>	<b>76</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	23	22	20	13	17	22	10	13	7	4	1
30	24	22	25	24	23	24	11	15	8	6	5	2
45	15	11	17	18	14	17	13	10	5	10	1	1
00	18	7	20	16	18	15	11	10	12	7	1	2
<b>Hr Total</b>	<b>74</b>	<b>63</b>	<b>84</b>	<b>78</b>	<b>68</b>	<b>73</b>	<b>57</b>	<b>45</b>	<b>38</b>	<b>30</b>	<b>11</b>	<b>6</b>

24 Hour Total: 1,034  
 AM Peak Hour begins: 11:15 AM Peak Volume: 79 AM Peak Hour Factor: 0.66  
 PM Peak Hour begins: 14:00 PM Peak Volume: 84 PM Peak Hour Factor: 0.84

### Westbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	0	3	4	16	21	19	28	22	25
30	4	0	3	1	3	5	12	23	18	35	17	22
45	1	2	0	5	5	9	30	30	22	31	18	24
00	1	0	0	1	3	9	22	40	19	19	21	40
<b>Hr Total</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>14</b>	<b>27</b>	<b>80</b>	<b>114</b>	<b>78</b>	<b>113</b>	<b>78</b>	<b>111</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	22	22	27	30	37	17	21	17	7	7	3
30	27	22	40	12	19	32	18	15	10	6	4	2
45	20	24	23	27	16	25	20	11	12	3	3	0
00	28	21	22	30	29	22	14	15	4	6	2	0
<b>Hr Total</b>	<b>101</b>	<b>89</b>	<b>107</b>	<b>96</b>	<b>94</b>	<b>116</b>	<b>69</b>	<b>62</b>	<b>43</b>	<b>22</b>	<b>16</b>	<b>5</b>

24 Hour Total: 1,454  
 AM Peak Hour begins: 11:30 AM Peak Volume: 117 AM Peak Hour Factor: 0.73  
 PM Peak Hour begins: 16:45 PM Peak Volume: 123 PM Peak Hour Factor: 0.83

### Total Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	3	2	7	7	24	37	27	49	41	39
30	5	0	3	1	4	8	18	43	34	48	38	52
45	1	2	1	5	6	17	46	40	44	45	33	39
00	3	0	1	2	8	14	34	55	37	31	29	57
<b>Hr Total</b>	<b>9</b>	<b>3</b>	<b>8</b>	<b>10</b>	<b>25</b>	<b>46</b>	<b>122</b>	<b>175</b>	<b>142</b>	<b>173</b>	<b>141</b>	<b>187</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	45	44	47	43	54	39	31	30	14	11	4
30	51	44	65	36	42	56	29	30	18	12	9	4
45	35	35	40	45	30	42	33	21	17	13	4	1
00	46	28	42	46	47	37	25	25	16	13	3	2
<b>Hr Total</b>	<b>175</b>	<b>152</b>	<b>191</b>	<b>174</b>	<b>162</b>	<b>189</b>	<b>126</b>	<b>107</b>	<b>81</b>	<b>52</b>	<b>27</b>	<b>11</b>

24 Hour Total: 2,488  
 AM Peak Hour begins: 11:15 AM Peak Volume: 191 AM Peak Hour Factor: 0.84  
 PM Peak Hour begins: 16:45 PM Peak Volume: 199 PM Peak Hour Factor: 0.89



# Volume Count Report

Start Date: May 8, 2019  
 Stop Date: May 9, 2019  
 City: Dade City  
 Location: Clinton Ave east of US 301

Start Time: 0:00  
 Stop Time: 0:00  
 County: Pasco

## Eastbound Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	2	3	24	19	9	14	5
30	4	2	3	0	2	1	8	13	9	17	12	15
45	0	1	0	0	0	4	12	14	16	13	13	17
00	1	1	0	3	1	9	14	14	14	15	19	21
<b>Hr Total</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>16</b>	<b>37</b>	<b>65</b>	<b>58</b>	<b>54</b>	<b>58</b>	<b>58</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	23	21	16	16	14	17	11	9	11	4	6
30	19	19	21	17	21	27	8	14	8	4	3	1
45	15	8	19	24	11	19	11	7	10	5	3	3
00	14	11	20	20	31	18	12	8	6	4	5	2
<b>Hr Total</b>	<b>62</b>	<b>61</b>	<b>81</b>	<b>77</b>	<b>79</b>	<b>78</b>	<b>48</b>	<b>40</b>	<b>33</b>	<b>24</b>	<b>15</b>	<b>12</b>

24 Hour Total: 976  
 AM Peak Hour begins: 11:30 AM Peak Volume: 71 AM Peak Hour Factor: 0.85  
 PM Peak Hour begins: 16:45 PM Peak Volume: 91 PM Peak Hour Factor: 0.73

## Westbound Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	1	4	11	29	29	17	23	37
30	2	0	1	0	1	5	21	27	26	26	14	13
45	1	1	0	6	2	5	21	38	18	20	22	27
00	0	0	0	0	5	8	26	38	31	21	19	16
<b>Hr Total</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>9</b>	<b>22</b>	<b>79</b>	<b>132</b>	<b>104</b>	<b>84</b>	<b>78</b>	<b>93</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	24	28	26	17	31	21	10	10	13	2	4
30	39	24	17	19	28	38	24	11	10	5	5	1
45	24	31	15	34	15	20	21	12	12	1	2	2
00	25	20	22	18	28	25	22	10	13	5	3	1
<b>Hr Total</b>	<b>112</b>	<b>99</b>	<b>82</b>	<b>97</b>	<b>88</b>	<b>114</b>	<b>88</b>	<b>43</b>	<b>45</b>	<b>24</b>	<b>12</b>	<b>8</b>

24 Hour Total: 1,425  
 AM Peak Hour begins: 7:00 AM Peak Volume: 132 AM Peak Hour Factor: 0.87  
 PM Peak Hour begins: 16:45 PM Peak Volume: 117 PM Peak Hour Factor: 0.77

## Total Volume

**Wednesday, May 8, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	1	1	6	14	53	48	26	37	42
30	6	2	4	0	3	6	29	40	35	43	26	28
45	1	2	0	6	2	9	33	52	34	33	35	44
00	1	1	0	3	6	17	40	52	45	36	38	37
<b>Hr Total</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>10</b>	<b>12</b>	<b>38</b>	<b>116</b>	<b>197</b>	<b>162</b>	<b>138</b>	<b>136</b>	<b>151</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	47	49	42	33	45	38	21	19	24	6	10
30	58	43	38	36	49	65	32	25	18	9	8	2
45	39	39	34	58	26	39	32	19	22	6	5	5
00	39	31	42	38	59	43	34	18	19	9	8	3
<b>Hr Total</b>	<b>174</b>	<b>160</b>	<b>163</b>	<b>174</b>	<b>167</b>	<b>192</b>	<b>136</b>	<b>83</b>	<b>78</b>	<b>48</b>	<b>27</b>	<b>20</b>

24 Hour Total: 2,401  
 AM Peak Hour begins: 7:00 AM Peak Volume: 197 AM Peak Hour Factor: 0.93  
 PM Peak Hour begins: 16:45 PM Peak Volume: 208 PM Peak Hour Factor: 0.80

## CLASS COUNT REPORT

Location: US 301 south US 98  
 Direction: Northbound  
 Start Date: 5/7/2019  
 Stop Date: 5/7/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	9	0	1	0	0	0	0	0	0	0	0	0	0	0	10
30	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
45	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
100	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>25</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
115	0	5	4	0	0	0	0	0	1	0	0	0	0	0	0	10
130	0	9	2	0	1	0	0	1	0	0	0	0	0	0	0	13
145	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
200	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>23</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
215	1	6	1	0	0	1	0	0	0	0	0	0	0	0	0	9
230	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
245	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0	4
300	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>1</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>
315	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
330	0	5	0	0	0	0	0	0	2	0	0	0	0	0	0	7
345	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
400	0	7	3	0	0	0	0	0	1	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>0</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
415	0	11	2	0	0	0	0	1	3	0	0	0	0	0	0	17
430	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
445	0	9	8	0	0	0	0	0	0	0	0	0	0	0	0	17
500	0	14	5	0	1	0	0	1	0	0	0	0	0	0	0	21
<b>Hourly Total</b>	<b>0</b>	<b>42</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>65</b>
515	0	13	6	0	1	0	0	2	0	0	0	0	0	0	0	22
530	0	16	6	0	0	2	0	1	3	0	0	0	0	0	0	28
545	0	26	7	0	6	0	0	1	2	0	0	0	0	0	0	42
600	2	25	10	0	1	0	0	0	0	0	0	0	0	0	0	38
<b>Hourly Total</b>	<b>2</b>	<b>80</b>	<b>29</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>130</b>
615	0	28	22	0	0	0	0	0	2	0	0	0	0	0	0	52
630	1	35	17	0	1	0	0	4	1	0	0	0	0	0	0	59
645	1	55	25	0	6	1	0	1	1	0	0	0	0	0	0	90
700	2	79	34	0	3	1	0	3	0	0	0	0	0	0	0	122
<b>Hourly Total</b>	<b>4</b>	<b>197</b>	<b>98</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>323</b>
715	0	93	34	1	5	1	0	0	0	0	0	0	0	0	0	134
730	1	71	43	0	6	0	0	2	1	0	0	0	0	0	0	124
745	2	100	46	0	12	0	0	3	1	0	0	0	0	0	0	164
800	0	98	46	0	5	3	0	1	2	0	0	0	0	0	0	155
<b>Hourly Total</b>	<b>3</b>	<b>362</b>	<b>169</b>	<b>1</b>	<b>28</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>577</b>
815	1	119	45	0	10	2	0	3	0	0	0	0	0	0	0	180
830	0	113	55	1	10	1	0	5	0	0	0	0	0	0	0	185
845	0	96	47	2	6	1	0	1	3	0	0	0	0	0	0	156
900	2	86	40	0	9	2	0	5	0	0	0	0	0	0	1	145
<b>Hourly Total</b>	<b>3</b>	<b>414</b>	<b>187</b>	<b>3</b>	<b>35</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>666</b>
915	0	85	30	0	8	1	0	1	4	0	0	0	0	0	0	129
930	1	108	39	0	14	1	0	0	3	0	0	0	0	0	0	166
945	2	115	54	1	15	2	0	4	3	0	0	0	0	0	0	196
1000	2	117	51	1	12	2	0	2	1	0	0	0	0	0	0	188
<b>Hourly Total</b>	<b>5</b>	<b>425</b>	<b>174</b>	<b>2</b>	<b>49</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>679</b>
1015	1	100	42	0	8	1	0	5	1	0	0	0	0	0	0	158
1030	0	105	42	0	10	0	0	1	0	0	0	0	0	0	0	158
1045	1	126	47	0	4	1	0	1	3	0	0	0	0	0	0	183
1100	1	126	59	0	9	2	0	7	5	0	0	0	0	0	0	209
<b>Hourly Total</b>	<b>3</b>	<b>457</b>	<b>190</b>	<b>0</b>	<b>31</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>708</b>
1115	1	130	56	0	12	1	0	4	1	0	0	0	0	0	0	205
1130	0	109	63	0	11	1	0	4	0	0	0	0	0	0	2	190
1145	1	120	53	0	5	4	0	3	0	0	0	0	0	0	0	186
1200	1	115	61	0	6	0	0	2	0	0	0	0	0	0	0	185
<b>Hourly Total</b>	<b>3</b>	<b>474</b>	<b>233</b>	<b>0</b>	<b>34</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>766</b>
1215	1	120	51	1	13	2	0	0	3	0	0	0	0	0	0	191
1230	1	142	47	0	3	0	0	5	2	0	0	0	0	0	0	200
1245	2	113	46	0	9	1	0	4	2	0	0	0	0	0	1	178
1300	0	134	58	0	11	1	0	2	1	0	0	0	0	0	0	207
<b>Hourly Total</b>	<b>4</b>	<b>509</b>	<b>202</b>	<b>1</b>	<b>36</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>776</b>
1315	0	118	56	2	8	1	0	3	2	0	0	0	0	0	1	191
1330	0	130	53	0	5	0	0	3	0	1	0	0	0	0	0	192
1345	0	124	44	0	8	0	0	5	2	0	0	0	0	0	0	183
1400	1	127	47	0	3	1	0	3	2	0	0	0	0	0	0	184
<b>Hourly Total</b>	<b>1</b>	<b>499</b>	<b>200</b>	<b>2</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>750</b>
1415	2	127	58	0	8	2	0	2	1	0	0	0	0	0	0	200
1430	0	144	62	0	4	1	0	4	1	0	0	0	0	0	0	216
1445	0	138	57	0	5	0	0	0	1	0	0	0	0	0	1	202
1500	1	164	42	3	10	0	0	1	1	0	0	0	0	0	0	222
<b>Hourly Total</b>	<b>3</b>	<b>573</b>	<b>219</b>	<b>3</b>	<b>27</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>840</b>
1515	3	200	70	0	12	2	0	2	1	0	0	0	0	0	0	290
1530	0	143	61	0	3	0	0	1	0	0	0	0	0	0	2	210
1545	3	165	54	0	6	3	0	0	0	0	0	0	0	0	0	231
1600	1	156	57	1	12	0	0	3	0	0	0	0	0	0	1	231
<b>Hourly Total</b>	<b>7</b>	<b>664</b>	<b>242</b>	<b>1</b>	<b>33</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>962</b>
1615	1	179	79	0	8	2	0	0	2	0	0	0	0	0	0	271
1630	3	175	57	0	8	3	0	3	2	0	0	0	0	0	0	251
1645	1	160	72	0	4	1	0	3	3	0	0	0	0	0	0	244
1700	1	158	66	0	13	1	0	2	2	0	0	0	0	0	0	243
<b>Hourly Total</b>	<b>6</b>	<b>672</b>	<b>274</b>	<b>0</b>	<b>33</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1009</b>
1715	0	189	51	0	8	0	0	2	3	0	0	0	0	0	0	253
1730	0	161	64	0	7	0	0	3	1	0	0	0	0	0	0	236
1745	2	134	50	0	8	0	0	3	1	0	0	0	0	0	0	198
1800	5	154	54	0	6	2	0	1	0	0	0	0	0	0	0	222
<b>Hourly Total</b>	<b>7</b>	<b>638</b>	<b>219</b>	<b>0</b>	<b>29</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>909</b>
1815	2	127	49	0	4	2	0	0	1	0	0	0	0	0	0	185
1830	2	115	37	0	3	1	0	1	0	0	0	0	0	0	0	159
1845	0	93	42	0	1	0	0	2	1	0	0	0	0	0	0	139
1900	1	94	35	0	3	1	0	4	1	0	0	0	0	0	1	140
<b>Hourly Total</b>	<b>5</b>	<b>429</b>	<b>163</b>	<b>0</b>												

## CLASS COUNT REPORT

Location: US 301 south US 98  
 Direction: Southbound  
 Start Date: 5/7/2019  
 Stop Date: 5/7/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
30	1	6	7	0	0	0	0	0	0	0	0	0	0	0	0	14
45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
100	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>1</b>	<b>21</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
115	0	7	1	0	0	0	0	0	1	0	0	0	0	0	0	9
130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
145	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
200	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	3
<b>Hourly Total</b>	<b>0</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>
215	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4
230	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
245	0	3	0	0	0	0	0	0	1	0	0	0	0	0	1	5
300	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>17</b>
315	1	3	1	0	0	1	0	0	0	0	0	0	0	0	0	6
330	0	3	2	0	0	1	0	0	0	0	0	0	0	0	0	6
345	1	5	2	0	0	0	0	1	0	0	0	0	0	0	0	9
400	0	2	3	0	0	2	0	0	0	0	0	0	0	0	0	7
<b>Hourly Total</b>	<b>2</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
415	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	11
430	0	8	11	0	0	1	0	0	0	1	0	0	0	0	0	21
445	0	7	10	0	0	0	0	0	2	0	0	0	0	0	0	19
500	1	13	9	0	0	1	0	1	0	0	0	0	0	0	0	25
<b>Hourly Total</b>	<b>1</b>	<b>33</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>76</b>
515	0	18	12	0	3	0	0	0	1	0	0	0	0	0	0	34
530	0	26	19	1	2	0	0	0	0	0	0	0	0	0	0	48
545	0	36	16	0	2	0	0	1	0	0	0	0	0	0	0	55
600	0	31	29	0	7	0	0	1	0	0	0	0	0	0	0	68
<b>Hourly Total</b>	<b>0</b>	<b>111</b>	<b>76</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>205</b>
615	0	40	16	0	9	1	0	2	3	0	0	0	0	0	0	71
630	2	55	35	0	4	1	0	1	2	0	0	0	0	0	0	100
645	1	71	47	0	7	0	0	2	3	0	0	0	0	0	0	131
700	0	109	52	0	7	2	0	1	1	0	0	0	0	0	0	172
<b>Hourly Total</b>	<b>3</b>	<b>275</b>	<b>150</b>	<b>0</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>474</b>
715	0	81	36	0	8	0	0	0	2	0	0	0	0	0	0	127
730	1	113	51	0	4	2	0	0	1	0	0	0	0	0	0	172
745	1	124	66	0	15	3	1	1	1	0	0	0	0	0	0	212
800	1	142	67	0	11	1	0	3	3	0	0	0	0	0	0	228
<b>Hourly Total</b>	<b>3</b>	<b>460</b>	<b>220</b>	<b>0</b>	<b>38</b>	<b>6</b>	<b>1</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>739</b>
815	0	120	47	0	11	0	0	4	1	0	0	0	0	0	0	185
830	0	155	62	1	11	2	0	6	1	0	0	0	0	0	0	238
845	1	114	58	1	11	1	0	5	1	0	0	0	0	0	0	192
900	1	137	66	0	8	1	0	6	2	0	0	0	0	0	0	221
<b>Hourly Total</b>	<b>2</b>	<b>526</b>	<b>233</b>	<b>2</b>	<b>41</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>836</b>
915	1	111	50	0	21	3	1	4	2	0	0	0	0	0	0	193
930	0	115	67	1	16	0	0	4	0	0	0	0	0	0	1	204
945	2	116	59	0	6	1	0	0	0	0	0	0	0	0	0	184
1000	1	107	52	0	11	5	0	1	3	0	0	0	0	0	0	180
<b>Hourly Total</b>	<b>4</b>	<b>449</b>	<b>228</b>	<b>1</b>	<b>54</b>	<b>9</b>	<b>1</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>761</b>
1015	4	99	52	0	8	3	0	3	1	0	0	0	0	0	0	170
1030	1	101	45	0	6	3	0	7	1	0	0	0	0	0	0	164
1045	0	120	53	0	7	7	0	9	0	0	0	0	0	0	1	197
1100	0	121	37	0	7	6	0	7	1	0	0	0	0	0	0	179
<b>Hourly Total</b>	<b>5</b>	<b>441</b>	<b>187</b>	<b>0</b>	<b>28</b>	<b>19</b>	<b>0</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>710</b>
1115	0	130	55	0	11	3	0	7	2	0	0	0	0	0	0	208
1130	2	124	47	0	5	4	1	10	1	0	0	0	0	0	1	195
1145	1	111	41	0	8	4	0	5	0	0	0	0	0	0	5	175
1200	2	111	49	0	16	5	0	7	3	0	0	0	0	0	0	193
<b>Hourly Total</b>	<b>5</b>	<b>476</b>	<b>192</b>	<b>0</b>	<b>40</b>	<b>16</b>	<b>1</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>771</b>
1215	1	118	57	0	10	3	0	3	2	0	0	0	0	0	1	195
1230	1	107	62	0	8	3	0	4	0	0	0	0	0	0	0	185
1245	1	133	52	0	9	2	0	2	2	0	0	0	0	0	0	201
1300	0	124	58	0	5	2	0	2	0	0	0	0	0	0	0	191
<b>Hourly Total</b>	<b>3</b>	<b>482</b>	<b>229</b>	<b>0</b>	<b>32</b>	<b>10</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>772</b>
1315	1	117	48	0	6	2	0	3	2	0	0	0	0	0	0	179
1330	2	107	44	0	12	6	0	3	2	0	0	0	0	0	0	176
1345	1	134	53	0	7	3	0	8	3	0	0	0	0	0	0	209
1400	1	125	54	0	6	4	0	1	3	0	0	0	0	0	0	194
<b>Hourly Total</b>	<b>5</b>	<b>483</b>	<b>199</b>	<b>0</b>	<b>31</b>	<b>15</b>	<b>0</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>758</b>
1415	0	130	52	0	6	3	0	3	1	0	0	0	0	0	0	195
1430	1	156	51	1	12	1	0	5	1	0	0	0	0	0	0	228
1445	0	148	48	0	10	5	0	2	1	0	0	0	0	0	1	215
1500	2	140	62	1	10	3	0	4	4	0	0	0	0	0	0	226
<b>Hourly Total</b>	<b>3</b>	<b>574</b>	<b>213</b>	<b>2</b>	<b>38</b>	<b>12</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>864</b>
1515	2	125	55	0	4	2	0	1	2	0	0	0	0	0	0	191
1530	2	121	45	0	10	1	0	2	1	0	0	0	0	0	0	182
1545	3	133	74	0	13	4	0	6	2	0	0	0	0	0	0	235
1600	3	127	53	0	11	5	0	7	2	0	0	0	0	0	0	208
<b>Hourly Total</b>	<b>10</b>	<b>506</b>	<b>227</b>	<b>0</b>	<b>38</b>	<b>12</b>	<b>0</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>816</b>
1615	0	117	51	0	9	2	0	2	0	0	0	0	0	0	1	182
1630	0	119	44	0	6	4	0	7	2	0	0	0	0	0	0	182
1645	1	139	33	0	4	5	0	3	0	0	0	0	0	0	1	186
1700	0	98	44	0	6	2	0	2	1	0	0	0	0	0	1	154
<b>Hourly Total</b>	<b>1</b>	<b>473</b>	<b>172</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>704</b>
1715	4	139	41	0	7	4	0	4	2	0	0	0	0	0	0	201
1730	1	126	43	0	5	0	0	4	0	0	0	0	0	0	0	179
1745	1	122	46	0	6	1	0	2	1	0	0	0	0	0	1	180
1800	3	113	53	0	6	4	0	1	1	0	0	0	0	0	0	181
<b>Hourly Total</b>	<b>9</b>	<b>500</b>	<b>183</b>	<b>0</b>	<b>24</b>	<b>9</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>741</b>
1815	3	116	49	0	3	3	0	3	1	0	0	0	0	0	0	178
1830	2	110	34	0	11	2	0	1	0	0	0	0	0	0	0	160
1845	0	95	25	0	5	2	0	4	0	0	0	0	0	0	0	131
1900	2	85	24	0	6	2	0	0	0	0	0	0	0	0	1	120
<b>Hourly Total</b>	<b>7</b>	<b>406</b>														

## CLASS COUNT REPORT

Location: US 301 south US 98  
 Direction: Combined  
 Start Date: 5/7/2019  
 Stop Date: 5/7/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	16	2	1	0	0	0	0	0	0	0	0	0	0	0	19
30	1	13	11	0	0	0	0	0	0	0	0	0	0	0	0	25
45	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
100	0	9	4	0	1	0	0	0	0	0	0	0	0	0	0	14
<b>Hourly Total</b>	<b>1</b>	<b>46</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>
115	0	12	5	0	0	0	0	0	2	0	0	0	0	0	0	19
130	0	11	2	0	1	0	0	1	0	0	0	0	0	0	0	15
145	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
200	0	3	4	0	0	0	0	0	1	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>35</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>
215	1	9	1	0	0	1	0	1	0	0	0	0	0	0	0	13
230	0	4	2	0	0	0	0	0	1	0	0	0	0	0	0	7
245	0	5	1	0	0	0	0	0	2	0	0	0	0	0	1	9
300	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
<b>Hourly Total</b>	<b>1</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>38</b>
315	1	4	1	0	0	1	0	0	0	0	0	0	0	0	0	7
330	0	8	2	0	0	1	0	0	2	0	0	0	0	0	0	13
345	1	8	4	0	0	0	0	1	0	0	0	0	0	0	0	14
400	0	9	6	0	0	2	0	0	1	0	0	0	0	0	0	18
<b>Hourly Total</b>	<b>2</b>	<b>29</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>52</b>
415	0	16	8	0	0	0	0	1	3	0	0	0	0	0	0	28
430	0	16	13	0	0	1	0	0	0	1	0	0	0	0	0	31
445	0	16	18	0	0	0	0	0	2	0	0	0	0	0	0	36
500	1	27	14	0	1	1	0	2	0	0	0	0	0	0	0	46
<b>Hourly Total</b>	<b>1</b>	<b>75</b>	<b>53</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>141</b>
515	0	31	18	0	4	0	0	2	1	0	0	0	0	0	2	56
530	0	42	25	1	2	2	0	1	3	0	0	0	0	0	0	76
545	0	62	23	0	8	0	0	2	2	0	0	0	0	0	0	97
600	2	56	39	0	8	0	0	1	0	0	0	0	0	0	0	106
<b>Hourly Total</b>	<b>2</b>	<b>191</b>	<b>105</b>	<b>1</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>335</b>
615	0	68	38	0	9	1	0	2	5	0	0	0	0	0	0	123
630	3	90	52	0	5	1	0	5	3	0	0	0	0	0	0	159
645	2	126	72	0	13	1	0	3	4	0	0	0	0	0	0	221
700	2	188	86	0	10	3	0	4	1	0	0	0	0	0	0	294
<b>Hourly Total</b>	<b>7</b>	<b>472</b>	<b>248</b>	<b>0</b>	<b>37</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>797</b>
715	0	174	70	1	13	1	0	0	2	0	0	0	0	0	0	261
730	2	184	94	0	10	2	0	2	2	0	0	0	0	0	0	296
745	3	224	112	0	27	3	1	4	2	0	0	0	0	0	0	376
800	1	240	113	0	16	4	0	4	5	0	0	0	0	0	0	383
<b>Hourly Total</b>	<b>6</b>	<b>822</b>	<b>389</b>	<b>1</b>	<b>66</b>	<b>10</b>	<b>1</b>	<b>10</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1316</b>
815	1	239	92	0	21	2	0	7	1	0	0	0	0	0	2	365
830	0	268	117	2	21	3	0	11	1	0	0	0	0	0	0	423
845	1	210	105	3	17	2	0	6	4	0	0	0	0	0	0	348
900	3	223	106	0	17	3	0	11	2	0	0	0	0	0	1	366
<b>Hourly Total</b>	<b>5</b>	<b>940</b>	<b>420</b>	<b>5</b>	<b>76</b>	<b>10</b>	<b>0</b>	<b>35</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1502</b>
915	1	196	80	0	29	4	1	5	6	0	0	0	0	0	0	322
930	1	223	106	1	30	1	0	4	3	0	0	0	0	0	1	370
945	4	231	113	1	21	3	0	4	3	0	0	0	0	0	0	380
1000	3	224	103	1	23	7	0	3	4	0	0	0	0	0	0	368
<b>Hourly Total</b>	<b>9</b>	<b>874</b>	<b>402</b>	<b>3</b>	<b>103</b>	<b>15</b>	<b>1</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1440</b>
1015	5	199	94	0	16	4	0	8	2	0	0	0	0	0	0	328
1030	1	206	87	0	16	3	0	8	1	0	0	0	0	0	0	322
1045	1	246	100	0	11	8	0	10	3	0	0	0	0	0	1	380
1100	1	247	96	0	16	8	0	14	6	0	0	0	0	0	0	388
<b>Hourly Total</b>	<b>8</b>	<b>898</b>	<b>377</b>	<b>0</b>	<b>59</b>	<b>23</b>	<b>0</b>	<b>40</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1418</b>
1115	1	260	111	0	23	4	0	11	3	0	0	0	0	0	0	413
1130	2	233	110	0	16	5	1	14	1	0	0	0	0	0	3	385
1145	2	231	94	0	13	8	0	8	0	0	0	0	0	0	5	361
1200	3	226	110	0	22	5	0	9	3	0	0	0	0	0	0	378
<b>Hourly Total</b>	<b>8</b>	<b>950</b>	<b>425</b>	<b>0</b>	<b>74</b>	<b>22</b>	<b>1</b>	<b>42</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>1537</b>
1215	2	238	108	1	23	5	0	3	5	0	0	0	0	0	1	386
1230	2	249	109	0	11	3	0	9	2	0	0	0	0	0	0	385
1245	3	246	98	0	18	3	0	6	4	0	0	0	0	0	1	379
1300	0	258	116	0	16	3	0	4	1	0	0	0	0	0	0	398
<b>Hourly Total</b>	<b>7</b>	<b>991</b>	<b>431</b>	<b>1</b>	<b>68</b>	<b>14</b>	<b>0</b>	<b>22</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1548</b>
1315	1	235	104	2	14	3	0	6	4	0	0	0	0	0	1	370
1330	2	237	97	0	17	6	0	6	2	1	0	0	0	0	0	368
1345	1	258	97	0	15	3	0	13	5	0	0	0	0	0	0	392
1400	2	252	101	0	9	5	0	4	5	0	0	0	0	0	0	378
<b>Hourly Total</b>	<b>6</b>	<b>982</b>	<b>399</b>	<b>2</b>	<b>55</b>	<b>17</b>	<b>0</b>	<b>29</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1508</b>
1415	2	257	110	0	14	5	0	5	2	0	0	0	0	0	0	395
1430	1	300	113	1	16	2	0	9	2	0	0	0	0	0	0	444
1445	0	286	105	0	15	5	0	2	2	0	0	0	0	0	2	417
1500	3	304	104	4	20	3	0	5	5	0	0	0	0	0	0	448
<b>Hourly Total</b>	<b>6</b>	<b>1147</b>	<b>432</b>	<b>5</b>	<b>65</b>	<b>15</b>	<b>0</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1704</b>
1515	5	325	125	0	16	4	0	3	3	0	0	0	0	0	0	481
1530	2	264	106	0	13	1	0	3	1	0	0	0	0	0	2	392
1545	6	298	128	0	19	7	0	6	2	0	0	0	0	0	0	466
1600	4	283	110	1	23	5	0	10	2	0	0	0	0	0	1	439
<b>Hourly Total</b>	<b>17</b>	<b>1170</b>	<b>469</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>0</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1778</b>
1615	1	296	130	0	17	4	0	2	2	0	0	0	0	0	1	453
1630	3	294	101	0	14	7	0	10	4	0	0	0	0	0	0	433
1645	2	299	105	0	8	6	0	6	3	0	0	0	0	0	1	430
1700	1	256	110	0	19	3	0	4	3	0	0	0	0	0	1	397
<b>Hourly Total</b>	<b>7</b>	<b>1145</b>	<b>446</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>0</b>	<b>22</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1713</b>
1715	4	328	92	0	15	4	0	6	5	0	0	0	0	0	0	454
1730	1	287	107	0	12	0	0	7	1	0	0	0	0	0	0	415
1745	3	256	96	0	14	1	0	5	2	0	0	0	0	0	1	378
1800	8	267	107	0	12	6	0	2	1	0	0	0	0	0	0	403
<b>Hourly Total</b>	<b>16</b>	<b>1138</b>	<b>402</b>	<b>0</b>	<b>53</b>	<b>11</b>	<b>0</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1650</b>
1815	5	243	98	0	7	5	0	3	2	0	0	0	0	0	0	363
1830	4	225	71	0	14	3	0	2	0	0	0	0	0	0	0	319
1845	0	188	67	0	6	2	0	6	1	0	0	0	0	0	0	270
1900	3	179														

## CLASS COUNT REPORT

Location: US 301 south US 98  
 Direction: Northbound  
 Start Date: 5/8/2019  
 Stop Date: 5/8/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	1	22	0	0	1	0	0	0	1	0	0	0	0	0	0	25
30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
45	0	3	4	0	0	0	0	0	0	0	0	0	0	0	1	8
100	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
<b>Hourly Total</b>	<b>1</b>	<b>40</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>52</b>
115	1	5	4	0	2	1	0	0	0	0	0	0	0	0	0	13
130	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
145	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	7
200	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>1</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>
215	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
230	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
245	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	3
300	1	4	3	0	1	0	0	0	1	0	0	0	0	0	0	10
<b>Hourly Total</b>	<b>1</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
315	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
330	0	2	4	0	0	0	0	0	0	0	0	0	0	0	0	6
345	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	4
400	1	8	0	0	0	0	0	0	1	0	0	0	0	0	0	10
<b>Hourly Total</b>	<b>1</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>
415	0	9	2	0	0	0	0	0	1	0	0	0	0	0	0	12
430	0	8	2	0	0	0	0	0	1	0	0	0	0	0	0	11
445	0	12	3	0	0	0	0	1	0	0	0	0	0	0	0	16
500	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>0</b>	<b>39</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>
515	0	20	5	0	0	0	0	1	0	0	0	0	0	0	0	26
530	0	12	6	0	0	0	0	2	0	0	0	0	0	0	0	20
545	1	24	10	0	3	0	0	0	1	0	0	0	0	0	0	39
600	2	29	9	0	2	0	0	1	0	0	0	0	0	0	0	43
<b>Hourly Total</b>	<b>3</b>	<b>85</b>	<b>30</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>128</b>
615	0	21	14	0	2	0	0	1	0	0	0	0	0	0	0	38
630	2	34	19	0	5	0	0	4	0	0	0	0	0	0	1	65
645	1	60	29	0	3	0	0	2	0	0	0	0	0	0	0	95
700	1	69	36	0	3	2	0	1	1	0	0	0	0	0	0	113
<b>Hourly Total</b>	<b>4</b>	<b>184</b>	<b>98</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>311</b>
715	1	76	34	0	5	0	0	2	2	0	0	0	0	0	0	120
730	1	96	53	0	5	1	0	2	1	0	0	0	0	0	0	159
745	0	85	43	0	4	0	0	2	1	0	0	0	0	0	0	135
800	0	113	48	0	10	1	0	3	2	0	0	0	0	0	0	177
<b>Hourly Total</b>	<b>2</b>	<b>370</b>	<b>178</b>	<b>0</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>591</b>
815	1	111	33	0	4	0	0	3	0	1	0	0	0	0	0	153
830	0	118	51	1	16	0	0	6	1	0	0	0	0	0	0	193
845	0	102	48	0	7	1	0	3	2	0	0	0	0	0	0	163
900	2	100	37	1	8	4	0	2	2	0	0	0	0	0	0	156
<b>Hourly Total</b>	<b>3</b>	<b>431</b>	<b>169</b>	<b>2</b>	<b>35</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>665</b>
915	0	79	30	0	8	0	1	4	1	0	0	0	0	0	0	123
930	1	127	58	3	13	0	1	0	1	0	0	0	0	0	1	205
945	4	119	49	0	10	1	0	4	1	0	0	0	0	0	0	188
1000	2	101	49	0	9	0	0	1	2	0	0	0	0	0	0	164
<b>Hourly Total</b>	<b>7</b>	<b>426</b>	<b>186</b>	<b>3</b>	<b>40</b>	<b>1</b>	<b>2</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>680</b>
1015	0	96	45	0	5	1	0	5	0	0	0	0	0	0	1	153
1030	1	118	51	0	8	0	0	3	1	0	0	0	0	0	0	182
1045	2	107	62	0	11	3	0	6	2	0	0	0	0	0	0	193
1100	1	130	52	0	8	1	0	1	0	0	0	0	0	0	0	193
<b>Hourly Total</b>	<b>4</b>	<b>451</b>	<b>210</b>	<b>0</b>	<b>32</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>721</b>
1115	1	103	44	0	6	2	0	2	1	0	0	0	0	0	1	160
1130	0	121	45	0	5	1	0	2	2	1	0	0	0	0	0	177
1145	2	137	42	0	4	1	0	2	2	0	0	0	0	0	0	190
1200	1	122	53	0	6	2	0	0	2	0	0	0	0	0	1	187
<b>Hourly Total</b>	<b>4</b>	<b>483</b>	<b>184</b>	<b>0</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>714</b>
1215	1	133	46	0	4	1	0	0	1	0	0	0	0	0	0	186
1230	1	133	41	0	3	1	0	0	1	0	0	0	0	0	0	180
1245	0	111	47	0	5	0	0	2	1	0	0	0	0	0	0	166
1300	3	116	44	0	9	2	0	2	1	0	0	0	0	0	0	177
<b>Hourly Total</b>	<b>5</b>	<b>493</b>	<b>178</b>	<b>0</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>709</b>
1315	2	145	52	0	7	0	0	1	1	0	0	0	0	0	0	208
1330	1	122	58	1	3	1	0	2	1	0	0	0	0	0	1	190
1345	1	134	41	0	5	1	0	2	1	0	0	0	0	0	0	185
1400	1	134	49	0	5	1	0	2	2	0	0	0	0	0	0	194
<b>Hourly Total</b>	<b>5</b>	<b>535</b>	<b>200</b>	<b>1</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>777</b>
1415	2	129	70	0	4	0	0	1	0	0	0	0	0	0	0	206
1430	2	134	50	0	8	3	0	2	1	0	0	0	0	0	4	204
1445	2	143	49	0	8	0	0	1	0	0	0	0	0	0	0	203
1500	2	134	48	1	11	4	0	0	2	0	0	0	0	0	0	202
<b>Hourly Total</b>	<b>8</b>	<b>540</b>	<b>217</b>	<b>1</b>	<b>31</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>815</b>
1515	1	194	60	1	10	1	0	2	0	0	0	0	0	0	0	269
1530	0	125	47	0	8	0	0	3	0	0	0	0	0	0	0	183
1545	0	143	56	0	4	1	0	4	1	0	0	0	0	0	0	209
1600	1	157	57	1	17	1	0	4	2	0	0	0	0	0	0	240
<b>Hourly Total</b>	<b>2</b>	<b>619</b>	<b>220</b>	<b>2</b>	<b>39</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>901</b>
1615	1	194	79	0	13	2	0	1	2	0	0	0	0	0	0	292
1630	0	186	56	0	9	0	0	3	0	1	0	0	0	0	0	255
1645	1	133	50	0	8	0	0	5	1	0	0	0	0	0	0	198
1700	4	139	51	0	6	1	0	1	0	0	0	0	0	0	0	202
<b>Hourly Total</b>	<b>6</b>	<b>652</b>	<b>236</b>	<b>0</b>	<b>36</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>947</b>
1715	2	164	77	0	2	3	0	1	0	0	0	0	0	0	0	249
1730	0	160	64	0	7	0	0	0	1	0	0	0	0	0	0	232
1745	5	168	62	0	4	0	0	2	0	0	0	0	0	0	0	241
1800	2	131	64	0	5	1	0	4	0	0	0	0	0	0	0	207
<b>Hourly Total</b>	<b>9</b>	<b>623</b>	<b>267</b>	<b>0</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>929</b>
1815	3	133	48	0	3	0	0	0	0	0	0	0	0	0	0	187
1830	2	109	44	0	2	0	0	2	3	0	0	0	0	0	0	162
1845	2	114	43	0	11	0	0	3	4	0	0	0	0	0	0	177
1900	2	95	38	0	7	1	0	1	0	0	0	0	0	0	0	144
<b>Hourly Total</b>	<b>9</b>	<b>451</b>	<b>173</b>	<b>0</b>	<b>23&lt;/</b>											

## CLASS COUNT REPORT

Location: US 301 south US 98  
 Direction: Southbound  
 Start Date: 5/8/2019  
 Stop Date: 5/8/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
30	1	7	2	0	1	0	0	1	0	0	0	0	0	0	0	12
45	0	3	2	0	0	0	0	0	2	0	0	0	0	0	0	7
100	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
<b>Hourly Total</b>	<b>1</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
115	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
130	0	6	0	0	0	0	0	0	1	0	0	0	0	0	0	7
145	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
200	0	3	0	0	1	0	0	0	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>0</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
215	0	3	0	0	0	0	0	1	0	0	0	0	0	0	0	4
230	0	3	1	0	0	0	0	0	1	0	0	0	0	0	0	5
245	1	2	0	0	1	0	0	0	1	0	0	0	0	0	0	5
300	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>Hourly Total</b>	<b>1</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>
315	1	3	4	0	0	1	0	0	1	0	0	0	0	0	0	10
330	1	7	2	0	0	1	0	0	0	0	0	0	0	0	0	11
345	0	8	2	0	0	0	0	0	0	0	0	0	0	0	0	10
400	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>2</b>	<b>25</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>
415	0	10	6	0	0	2	0	0	0	0	0	0	0	0	0	18
430	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
445	0	7	13	0	2	0	0	0	0	0	0	0	0	0	0	22
500	1	8	13	0	2	0	0	1	0	0	0	0	0	0	0	25
<b>Hourly Total</b>	<b>1</b>	<b>31</b>	<b>35</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>74</b>
515	0	19	15	0	3	2	0	0	0	0	0	0	0	0	0	39
530	0	18	15	0	2	0	0	0	2	0	0	0	0	0	0	37
545	0	26	19	0	1	0	0	2	1	0	0	0	0	0	0	49
600	0	34	31	0	4	0	0	0	0	0	0	0	0	0	0	69
<b>Hourly Total</b>	<b>0</b>	<b>97</b>	<b>80</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>194</b>
615	0	36	19	0	8	1	0	2	2	0	0	0	0	0	0	68
630	0	55	28	0	4	0	0	0	2	0	0	0	0	0	0	89
645	2	62	42	0	4	0	0	1	1	0	0	0	0	0	1	113
700	1	99	54	0	9	1	0	2	2	0	0	0	0	0	1	169
<b>Hourly Total</b>	<b>3</b>	<b>252</b>	<b>143</b>	<b>0</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>439</b>
715	0	105	35	1	4	0	0	4	1	0	0	0	0	0	0	150
730	1	108	48	1	3	3	0	5	1	0	0	0	0	0	0	170
745	1	146	76	1	9	0	0	4	2	0	0	0	0	0	0	239
800	1	148	54	0	7	2	0	5	2	0	0	0	0	0	0	219
<b>Hourly Total</b>	<b>3</b>	<b>507</b>	<b>213</b>	<b>3</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>778</b>
815	2	129	56	2	9	1	0	6	1	0	0	0	0	0	0	206
830	1	127	75	0	16	3	1	2	1	0	0	0	0	0	1	227
845	0	121	62	0	7	2	0	7	1	0	0	0	0	0	1	201
900	2	129	60	0	14	1	0	5	2	0	0	0	0	0	0	213
<b>Hourly Total</b>	<b>5</b>	<b>506</b>	<b>253</b>	<b>2</b>	<b>46</b>	<b>7</b>	<b>1</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>847</b>
915	2	98	58	2	8	1	0	0	1	0	0	0	0	0	1	171
930	1	105	56	0	13	2	0	0	1	0	0	0	0	0	0	178
945	1	134	69	1	7	1	0	3	0	0	0	0	0	0	0	216
1000	1	150	55	0	8	0	0	5	0	0	0	0	0	0	0	219
<b>Hourly Total</b>	<b>5</b>	<b>487</b>	<b>238</b>	<b>3</b>	<b>36</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>784</b>
1015	1	108	46	0	4	8	0	3	1	0	0	0	0	0	0	171
1030	0	101	34	1	10	1	0	3	1	0	0	0	0	0	0	151
1045	0	114	45	1	7	6	0	4	0	0	0	0	0	0	0	177
1100	0	136	43	0	7	4	0	4	0	0	1	0	0	0	1	196
<b>Hourly Total</b>	<b>1</b>	<b>459</b>	<b>168</b>	<b>2</b>	<b>28</b>	<b>19</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>695</b>
1115	1	129	34	0	7	3	0	5	1	0	0	0	0	0	0	180
1130	3	128	43	0	6	3	0	3	1	0	0	0	0	0	0	187
1145	1	127	44	0	8	6	0	2	1	0	0	0	0	0	0	189
1200	0	111	40	0	13	3	0	3	0	0	0	0	0	0	0	170
<b>Hourly Total</b>	<b>5</b>	<b>495</b>	<b>161</b>	<b>0</b>	<b>34</b>	<b>15</b>	<b>0</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>726</b>
1215	0	110	41	0	7	4	0	5	0	0	0	0	0	0	2	169
1230	3	111	47	0	10	5	0	6	1	0	0	0	0	0	0	183
1245	3	123	48	0	5	2	0	1	2	0	0	0	0	0	0	184
1300	0	105	56	0	7	4	0	6	2	0	0	0	0	0	1	181
<b>Hourly Total</b>	<b>6</b>	<b>449</b>	<b>192</b>	<b>0</b>	<b>29</b>	<b>15</b>	<b>0</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>717</b>
1315	1	101	49	0	6	1	0	5	0	0	0	0	0	0	0	163
1330	1	110	34	0	4	4	0	4	2	0	0	0	0	0	0	159
1345	1	117	62	0	6	10	0	3	2	0	0	0	0	0	0	201
1400	0	126	47	0	9	2	0	4	3	0	0	0	0	0	1	192
<b>Hourly Total</b>	<b>3</b>	<b>454</b>	<b>192</b>	<b>0</b>	<b>25</b>	<b>17</b>	<b>0</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>715</b>
1415	1	117	59	1	5	4	0	1	0	1	0	0	0	0	1	190
1430	1	129	40	1	6	2	0	4	1	1	0	0	0	0	5	190
1445	1	144	52	0	10	2	0	4	1	0	0	0	0	0	2	216
1500	1	143	64	1	4	3	0	1	1	0	0	0	0	0	0	218
<b>Hourly Total</b>	<b>4</b>	<b>533</b>	<b>215</b>	<b>3</b>	<b>25</b>	<b>11</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>814</b>
1515	1	111	50	0	13	5	0	4	1	0	0	0	0	0	0	185
1530	2	145	46	0	9	0	0	4	1	0	0	0	0	0	0	207
1545	2	124	67	0	8	3	0	1	0	0	0	0	0	0	1	206
1600	2	128	45	1	8	4	0	8	2	0	0	0	0	0	0	198
<b>Hourly Total</b>	<b>7</b>	<b>508</b>	<b>208</b>	<b>1</b>	<b>38</b>	<b>12</b>	<b>0</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>796</b>
1615	0	102	46	0	6	2	0	3	2	0	0	0	0	0	0	161
1630	2	109	43	0	7	4	0	2	0	0	0	0	0	0	0	167
1645	2	126	40	0	8	2	0	2	1	0	0	0	0	0	1	182
1700	2	101	54	0	7	3	0	4	1	0	0	0	0	0	1	173
<b>Hourly Total</b>	<b>6</b>	<b>438</b>	<b>183</b>	<b>0</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>683</b>
1715	0	139	59	0	3	1	0	2	0	0	0	0	0	0	0	204
1730	4	151	60	0	2	3	0	8	1	0	0	0	0	0	0	229
1745	2	121	41	0	6	0	0	3	1	0	0	0	0	0	0	174
1800	4	116	34	0	6	2	0	1	3	0	0	0	0	0	0	166
<b>Hourly Total</b>	<b>10</b>	<b>527</b>	<b>194</b>	<b>0</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>773</b>
1815	3	95	30	0	3	3	0	2	1	0	0	0	0	0	0	137
1830	3	100	56	0	7	2	0	2	0	0	0	0	0	0	0	170
1845	2	86	38	0	6	3	0	2	0	0	0	0	0	0	0	137
1900	0	72	36	0	10	1	0	5	0	0	0	0	0	0	0	124
<b>Hourly Total</b>	<b>8</b>	<b>353</b>	<b>160</b>													





### CLASS COUNT REPORT

Location: US 301 south US 98  
 Direction: Northbound  
 Start Date: 5/9/2019  
 Stop Date: 5/9/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	0	16	2	0	0	0	0	0	0	0	0	0	0	0	0	18
30	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
45	0	6	5	0	1	0	0	0	0	0	0	0	0	0	0	12
100	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
<b>Hourly Total</b>	<b>0</b>	<b>40</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>49</b>
115	0	2	1	0	0	0	0	1	0	0	0	0	0	0	0	4
130	1	7	3	0	1	0	0	0	0	0	0	0	0	0	0	12
145	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
200	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	6
<b>Hourly Total</b>	<b>2</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
215	0	4	2	0	0	0	0	0	1	0	0	0	0	0	0	7
230	0	4	1	0	0	0	0	0	1	0	0	0	0	0	0	6
245	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
300	0	5	2	0	0	0	0	0	1	0	0	0	0	0	0	8
<b>Hourly Total</b>	<b>0</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>
315	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0	5
330	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
345	0	3	2	0	1	0	0	0	1	0	0	0	0	0	0	7
400	1	6	1	0	0	0	0	0	3	0	0	0	0	0	0	11
<b>Hourly Total</b>	<b>1</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>
415	0	4	2	0	0	1	0	0	1	0	0	0	0	0	0	8
430	0	10	1	0	0	0	0	0	1	0	0	0	0	0	0	12
445	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
500	0	15	2	0	0	0	0	1	0	0	0	0	0	0	0	18
<b>Hourly Total</b>	<b>0</b>	<b>35</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>
515	0	15	7	0	0	0	0	0	0	0	0	0	1	0	1	24
530	0	21	8	0	4	0	0	1	1	0	0	0	0	0	0	35
545	1	26	6	0	4	0	0	1	1	0	0	0	0	0	0	39
600	1	25	15	0	3	0	0	0	0	0	0	0	0	0	0	44
<b>Hourly Total</b>	<b>2</b>	<b>87</b>	<b>36</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>142</b>
615	0	29	13	0	2	0	0	1	0	0	0	0	0	0	0	45
630	1	40	18	0	5	0	0	1	2	0	0	0	0	0	0	67
645	2	57	36	0	2	2	0	2	2	0	0	0	0	0	0	103
700	1	91	34	1	3	0	0	0	0	0	0	0	0	0	0	130
<b>Hourly Total</b>	<b>4</b>	<b>217</b>	<b>101</b>	<b>1</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>345</b>
715	0	93	41	0	4	1	0	3	4	0	0	0	0	0	0	146
730	2	91	37	0	6	0	0	0	2	1	0	0	0	0	0	139
745	0	104	44	0	10	2	0	3	1	0	0	0	0	0	0	164
800	2	96	36	0	3	0	0	6	0	0	0	0	0	0	0	143
<b>Hourly Total</b>	<b>4</b>	<b>384</b>	<b>158</b>	<b>0</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>592</b>
815	1	104	60	0	11	1	0	6	0	0	0	0	0	0	0	185
830	1	91	35	0	16	2	0	2	2	0	0	0	0	0	3	152
845	0	95	48	0	12	0	0	2	1	0	0	0	0	0	0	158
900	0	72	36	1	8	0	0	3	1	0	0	0	0	0	0	121
<b>Hourly Total</b>	<b>2</b>	<b>362</b>	<b>179</b>	<b>1</b>	<b>47</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>616</b>
915	0	97	37	0	6	0	0	2	0	0	0	0	0	0	0	142
930	0	106	42	1	12	1	0	0	1	0	0	0	0	0	0	163
945	3	127	53	0	11	0	0	2	1	0	0	0	0	0	0	197
1000	2	116	36	0	7	2	0	2	2	0	0	0	0	0	0	167
<b>Hourly Total</b>	<b>5</b>	<b>446</b>	<b>168</b>	<b>1</b>	<b>36</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>669</b>
1015	3	125	43	0	6	2	0	2	2	0	0	0	0	0	0	183
1030	1	111	50	0	7	2	0	1	3	0	0	0	0	0	0	175
1045	0	112	53	0	9	1	0	6	4	0	0	0	0	0	0	185
1100	0	113	51	0	5	1	0	1	1	0	0	0	0	0	0	172
<b>Hourly Total</b>	<b>4</b>	<b>461</b>	<b>197</b>	<b>0</b>	<b>27</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>715</b>
1115	2	110	57	0	5	0	0	4	0	0	0	0	0	0	0	178
1130	1	117	60	1	8	2	0	2	1	0	0	0	0	0	0	192
1145	0	118	54	0	8	1	0	1	0	0	0	0	0	0	0	182
1200	0	112	48	0	16	0	0	2	0	0	0	0	0	0	0	178
<b>Hourly Total</b>	<b>3</b>	<b>457</b>	<b>219</b>	<b>1</b>	<b>37</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>730</b>
1215	1	130	56	1	8	0	0	3	2	0	0	0	0	0	0	201
1230	2	124	67	0	8	5	0	5	0	0	0	0	0	0	0	211
1245	2	109	55	1	3	0	0	4	1	0	0	0	0	0	1	176
1300	2	99	47	0	9	2	0	7	3	0	0	0	0	0	0	169
<b>Hourly Total</b>	<b>7</b>	<b>462</b>	<b>225</b>	<b>2</b>	<b>28</b>	<b>7</b>	<b>0</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>757</b>
1315	2	118	65	1	7	2	0	2	0	0	0	0	0	0	0	197
1330	0	120	51	0	5	0	0	4	1	0	0	0	0	0	0	181
1345	2	135	54	0	6	1	0	4	2	0	0	0	0	0	0	204
1400	0	154	48	0	4	1	0	1	0	0	0	0	0	0	0	208
<b>Hourly Total</b>	<b>4</b>	<b>527</b>	<b>218</b>	<b>1</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>790</b>
1415	1	134	44	0	4	0	0	1	1	0	0	0	0	0	0	185
1430	4	152	63	0	8	1	0	2	0	0	0	0	0	0	0	230
1445	0	113	73	1	7	1	0	3	0	2	0	0	0	0	0	200
1500	1	131	56	1	14	1	0	3	1	0	0	0	0	0	0	208
<b>Hourly Total</b>	<b>6</b>	<b>530</b>	<b>236</b>	<b>2</b>	<b>33</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>823</b>
1515	1	160	52	1	14	0	0	2	1	0	0	0	0	0	1	232
1530	0	137	49	0	5	1	0	1	0	0	0	0	0	0	0	193
1545	0	150	53	1	9	1	0	6	0	0	0	0	0	0	1	221
1600	2	159	70	0	9	0	0	2	0	0	0	0	0	0	0	242
<b>Hourly Total</b>	<b>3</b>	<b>606</b>	<b>224</b>	<b>2</b>	<b>37</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>888</b>
1615	1	190	85	0	12	2	0	2	3	0	0	0	0	0	0	295
1630	0	181	56	0	2	0	0	3	2	0	0	0	0	0	0	244
1645	0	146	76	0	15	2	0	6	1	0	0	0	0	0	0	246
1700	2	178	57	0	11	1	0	2	0	0	0	0	0	0	0	251
<b>Hourly Total</b>	<b>3</b>	<b>695</b>	<b>274</b>	<b>0</b>	<b>40</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1036</b>
1715	1	156	66	0	4	0	0	3	0	0	0	0	0	0	0	230
1730	0	173	72	0	7	1	0	1	1	0	0	0	0	0	0	255
1745	1	139	67	0	5	1	0	2	3	0	0	0	0	0	0	218
1800	0	143	51	0	1	0	0	0	1	0	0	0	0	0	0	196
<b>Hourly Total</b>	<b>2</b>	<b>611</b>	<b>256</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>899</b>
1815	1	113	41	1	7	1	0	4	1	0	0	0	0	0	0	169
1830	1	109	47	0	3	0	0	0	1	0	0	0	0	0	0	161
1845	0	96	33	0	5	0	0	1	1	0	0	0	0	0	0	136
1900	0	96	38	0	3	0	0	0	0	0	0	0	0	0	0	137
<b>Hourly Total</b>	<b>2</b>	<b>414</b>	<b>159</b>	<b>1</b>	<b></b>											



### CLASS COUNT REPORT

Location: US 301 south US 98  
 Direction: Southbound  
 Start Date: 5/9/2019  
 Stop Date: 5/9/2019

City/County: Dade City/Pasco  
 Start Time: 00:00  
 Stop Time: 24:00

END TIME	VEHICLE CLASS															Total
	Cyle	Car	2A-4T	Buses	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	
15	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	5
30	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
100	0	7	3	0	1	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	1	26	6	0	1	0	0	0	0	0	0	0	0	0	0	34
115	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
130	0	2	3	0	0	0	0	0	2	0	0	0	0	0	0	7
145	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	12	8	0	0	0	0	0	2	0	0	0	0	0	0	22
215	0	3	1	0	2	0	0	1	0	0	0	0	0	0	0	7
230	1	4	1	0	0	0	0	1	0	0	0	0	0	0	0	7
245	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
300	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	1	17	3	0	2	0	0	2	0	0	0	0	0	0	0	25
315	0	5	1	0	1	0	0	1	0	0	0	0	0	0	0	8
330	1	2	1	0	0	2	0	0	1	0	0	0	0	0	0	7
345	0	5	2	0	0	0	0	0	1	0	0	0	0	0	0	8
400	0	9	1	0	1	0	0	0	1	0	0	0	0	0	0	12
Hourly Total	1	21	5	0	2	2	0	1	3	0	0	0	0	0	0	35
415	0	9	5	0	0	0	0	0	1	0	0	0	0	0	0	15
430	0	7	9	0	0	0	0	1	1	0	0	0	0	0	0	18
445	2	14	6	0	0	2	0	0	0	0	0	0	0	0	0	24
500	0	15	10	0	2	1	0	0	0	0	0	0	0	0	0	28
Hourly Total	2	45	30	0	2	3	0	1	2	0	0	0	0	0	0	85
515	0	21	14	0	3	1	0	1	0	0	0	0	0	0	0	40
530	0	19	16	0	1	1	0	1	0	0	0	0	0	0	0	38
545	1	25	19	0	4	0	0	1	2	0	0	0	0	0	0	52
600	0	30	24	0	4	0	0	3	0	0	0	0	0	0	1	62
Hourly Total	1	95	73	0	12	2	0	6	2	0	0	0	0	0	1	192
615	0	33	15	0	5	0	0	0	1	0	0	0	0	0	0	54
630	0	49	25	0	6	2	0	3	0	0	0	0	0	0	0	85
645	2	66	50	1	2	1	0	2	2	0	0	0	0	0	0	126
700	0	105	50	0	15	0	0	1	1	0	0	0	0	0	1	173
Hourly Total	2	253	140	1	28	3	0	6	4	0	0	0	0	0	1	438
715	1	88	37	1	7	1	0	0	0	0	0	0	0	0	0	135
730	0	122	52	0	11	0	0	1	2	0	0	0	0	0	0	188
745	1	146	76	0	5	2	0	4	3	0	0	0	0	0	0	237
800	1	145	66	0	6	3	0	2	3	0	0	0	0	0	0	226
Hourly Total	3	501	231	1	29	6	0	7	8	0	0	0	0	0	0	786
815	0	110	54	1	10	0	0	3	2	0	0	0	0	0	0	180
830	0	150	78	4	12	1	0	3	0	0	0	0	0	0	1	249
845	1	99	61	0	13	2	0	4	1	0	0	0	0	0	0	181
900	2	106	68	0	14	2	0	6	2	0	0	0	0	0	0	200
Hourly Total	3	465	261	5	49	5	0	16	5	0	0	0	0	0	1	810
915	1	115	46	1	8	2	0	3	4	0	0	0	0	0	0	180
930	0	133	78	1	20	2	0	0	0	0	0	0	0	0	0	234
945	0	121	64	0	11	0	0	3	2	0	0	0	0	0	0	201
1000	1	128	53	0	9	3	0	2	0	0	0	0	0	0	0	196
Hourly Total	2	497	241	2	48	7	0	8	6	0	0	0	0	0	0	811
1015	0	95	38	0	12	0	0	8	1	0	0	0	0	0	0	154
1030	0	116	45	0	7	4	0	7	3	0	0	0	0	0	0	182
1045	1	126	58	0	3	3	1	4	0	0	0	0	0	0	0	196
1100	1	118	41	1	9	6	1	4	1	0	0	0	0	0	0	182
Hourly Total	2	455	182	1	31	13	2	23	5	0	0	0	0	0	0	714
1115	1	113	44	0	6	2	0	3	0	0	0	0	0	0	0	169
1130	1	110	33	0	7	5	0	10	2	0	0	0	0	0	0	168
1145	3	122	47	0	5	3	0	7	3	0	0	0	0	0	0	190
1200	1	103	45	0	12	5	0	7	1	0	0	0	0	0	0	174
Hourly Total	6	448	169	0	30	15	0	27	6	0	0	0	0	0	0	701
1215	0	138	37	0	6	4	0	1	0	0	0	0	0	0	0	186
1230	1	113	49	0	7	1	0	7	0	0	0	0	0	0	0	178
1245	1	121	59	0	8	5	0	1	0	0	0	0	0	0	0	195
1300	1	130	49	0	11	5	0	5	2	0	0	0	0	0	2	205
Hourly Total	3	502	194	0	32	15	0	14	2	0	0	0	0	0	2	764
1315	3	121	41	2	10	2	0	2	1	0	0	0	0	0	0	182
1330	2	151	46	1	10	4	0	5	0	0	0	0	0	0	1	220
1345	0	123	59	0	8	1	0	4	1	0	0	0	0	0	0	196
1400	3	122	65	0	8	2	0	3	0	0	0	0	0	0	0	203
Hourly Total	8	517	211	3	36	9	0	14	2	0	0	0	0	0	1	801
1415	0	118	56	0	4	2	0	2	1	0	0	0	0	0	0	183
1430	1	134	57	0	12	3	0	2	1	0	0	0	0	0	0	210
1445	1	133	43	2	14	1	0	3	1	0	0	0	0	0	1	199
1500	1	139	61	1	10	3	1	2	0	0	0	0	0	0	0	218
Hourly Total	3	524	217	3	40	9	1	9	3	0	0	0	0	0	1	810
1515	1	121	58	1	13	2	0	2	1	0	0	0	0	0	0	199
1530	3	138	63	0	4	5	0	6	0	0	0	0	0	0	0	219
1545	2	116	53	0	15	2	0	5	6	0	0	0	0	0	0	199
1600	2	112	53	0	8	2	0	4	1	0	0	0	0	0	1	183
Hourly Total	8	487	227	1	40	11	0	17	8	0	0	0	0	0	1	800
1615	1	115	57	0	11	4	0	4	3	0	0	0	0	0	0	195
1630	0	108	60	0	10	0	0	1	0	0	0	0	0	0	0	179
1645	0	126	44	0	12	1	0	2	1	0	0	0	0	0	0	186
1700	0	112	51	0	7	2	0	1	0	0	0	0	0	0	2	175
Hourly Total	1	461	212	0	40	7	0	8	4	0	0	0	0	0	2	735
1715	1	146	59	0	7	0	0	0	1	0	0	0	0	0	0	214
1730	0	106	52	0	3	1	0	0	1	0	0	0	0	0	0	163
1745	1	108	50	0	5	2	0	1	1	0	0	0	0	0	1	169
1800	1	107	55	1	8	2	0	0	2	0	0	0	0	0	0	176
Hourly Total	3	467	216	1	23	5	0	1	5	0	0	0	0	0	1	722
1815	1	123	44	1	6	2	0	2	3	0	0	0	0	0	1	183
1830	0	85	46	0	7	0	0	0	0	0	0	0	0	0	0	138
1845	0	92	41	0	2	0	0	2	1	0	0	0	0	0	0	138
1900	2	62	36	0	3	0	0	2	0	0	0	0	0	0	0	105
Hourly Total	3	362	167	1	18	2	0	6	4	0	0	0	0	0	1	564
1915	1	60	32	0	2	0	0	0	0	0	0	0	0	0	0	95
1930	0	44	35	0	2	0	0	1	0	0	0	0	0	0	0	82
1945	0	72	24	0	5	0	0	1	0	0	0	0	0	0	0	102
2000	0	52	21	0	4	0	0	1	0	0	0	0	0	0	0	78
Hourly Total	1	228	112	0	13	0	0	3	0	0	0	0	0	0	0	357
2015	0	47	21	0	1	0	0	2	0	0	0	0	0	0	0	71
2030	0	71	15	0	3	0	0	1	1	0	0	0	0	0	0	91
2045	0	53	22	0	1	0	0	0	2	0	0	0	0	0	0	78
2100	2	47	27	0	3	0	0	0	0	0	0	0	0	0	0	79
Hourly Total	2	218	85	0	8	0	0	3	3	0	0	0	0	0	0	319
2115	0</															



## Volume Count Report

Start Date: May 7, 2019  
 Stop Date: May 8, 2019  
 City: Dade City  
 Location: US 98 east of US 301

Start Time: 0:00  
 Stop Time: 0:00  
 County: Pasco

### Eastbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	2	0	2	19	54	56	41	32	42	40
30	7	3	5	7	7	25	40	54	46	35	42	43
45	7	4	2	4	14	25	33	38	46	48	47	41
00	1	4	1	3	14	30	42	62	53	48	44	58
<b>Hr Total</b>	<b>24</b>	<b>14</b>	<b>10</b>	<b>14</b>	<b>37</b>	<b>99</b>	<b>169</b>	<b>210</b>	<b>186</b>	<b>163</b>	<b>175</b>	<b>182</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	32	52	87	64	65	63	49	29	22	29	10
30	43	56	48	64	60	68	48	27	31	15	9	12
45	41	37	62	69	67	55	37	35	22	27	13	10
00	45	40	49	52	54	67	38	33	26	9	6	12
<b>Hr Total</b>	<b>184</b>	<b>165</b>	<b>211</b>	<b>272</b>	<b>245</b>	<b>255</b>	<b>186</b>	<b>144</b>	<b>108</b>	<b>73</b>	<b>57</b>	<b>44</b>

24 Hour Total: 3,227  
 AM Peak Hour begins: 7:00 AM Peak Volume: 210 AM Peak Hour Factor: 0.85  
 PM Peak Hour begins: 15:00 PM Peak Volume: 272 PM Peak Hour Factor: 0.78

### Westbound Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	4	1	3	12	31	44	62	47	50	50
30	6	6	1	5	6	20	43	61	57	52	64	32
45	3	4	1	2	8	25	40	56	69	50	52	61
00	1	2	2	10	12	16	65	79	51	62	50	61
<b>Hr Total</b>	<b>15</b>	<b>16</b>	<b>8</b>	<b>18</b>	<b>29</b>	<b>73</b>	<b>179</b>	<b>240</b>	<b>239</b>	<b>211</b>	<b>216</b>	<b>204</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	71	93	81	92	70	79	61	32	33	15	13	12
30	62	68	68	66	49	57	52	39	28	16	11	8
45	91	78	83	56	63	84	42	25	22	16	5	6
00	101	75	78	82	76	60	56	26	30	15	11	7
<b>Hr Total</b>	<b>325</b>	<b>314</b>	<b>310</b>	<b>296</b>	<b>258</b>	<b>280</b>	<b>211</b>	<b>122</b>	<b>113</b>	<b>62</b>	<b>40</b>	<b>33</b>

24 Hour Total: 3,812  
 AM Peak Hour begins: 7:45 AM Peak Volume: 267 AM Peak Hour Factor: 0.84  
 PM Peak Hour begins: 12:30 PM Peak Volume: 353 PM Peak Hour Factor: 0.87

### Total Volume

**Tuesday, May 7, 2019**

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	7	6	1	5	31	85	100	103	79	92	90
30	13	9	6	12	13	45	83	115	103	87	106	75
45	10	8	3	6	22	50	73	94	115	98	99	102
00	2	6	3	13	26	46	107	141	104	110	94	119
<b>Hr Total</b>	<b>39</b>	<b>30</b>	<b>18</b>	<b>32</b>	<b>66</b>	<b>172</b>	<b>348</b>	<b>450</b>	<b>425</b>	<b>374</b>	<b>391</b>	<b>386</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	126	125	133	179	134	144	124	81	62	37	42	22
30	105	124	116	130	109	125	100	66	59	31	20	20
45	132	115	145	125	130	139	79	60	44	43	18	16
00	146	115	127	134	130	127	94	59	56	24	17	19
<b>Hr Total</b>	<b>509</b>	<b>479</b>	<b>521</b>	<b>568</b>	<b>503</b>	<b>535</b>	<b>397</b>	<b>266</b>	<b>221</b>	<b>135</b>	<b>97</b>	<b>77</b>

24 Hour Total: 7,039  
 AM Peak Hour begins: 7:45 AM Peak Volume: 462 AM Peak Hour Factor: 0.82  
 PM Peak Hour begins: 14:30 PM Peak Volume: 581 PM Peak Hour Factor: 0.81

## Volume Count Report

Start Date: May 8, 2019  
 Stop Date: May 9, 2019  
 City: Dade City  
 Location: US 98 east of US 301

Start Time: 0:00  
 Stop Time: 0:00  
 County: Pasco

### Eastbound Volume

Wednesday, May 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	1	8	4	9	47	53	43	32	40	42
30	4	6	5	7	4	18	36	72	44	68	43	40
45	6	2	6	4	10	26	48	56	52	62	53	62
00	2	1	1	9	10	34	47	41	49	43	49	37
<b>Hr Total</b>	<b>15</b>	<b>12</b>	<b>13</b>	<b>28</b>	<b>28</b>	<b>87</b>	<b>178</b>	<b>222</b>	<b>188</b>	<b>205</b>	<b>185</b>	<b>181</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	32	44	49	65	60	55	37	32	25	13	7
30	55	43	48	54	62	56	48	39	43	22	24	6
45	23	53	41	74	75	57	44	32	19	31	8	7
00	38	47	72	56	77	65	44	25	38	17	10	6
<b>Hr Total</b>	<b>161</b>	<b>175</b>	<b>205</b>	<b>233</b>	<b>279</b>	<b>238</b>	<b>191</b>	<b>133</b>	<b>132</b>	<b>95</b>	<b>55</b>	<b>26</b>

24 Hour Total: 3,265  
 AM Peak Hour begins: 6:45 AM Peak Volume: 228 AM Peak Hour Factor: 0.79  
 PM Peak Hour begins: 16:00 PM Peak Volume: 279 PM Peak Hour Factor: 0.91

### Westbound Volume

Wednesday, May 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	1	5	26	38	60	65	58	65	43
30	11	6	2	5	9	11	38	58	56	52	64	42
45	7	1	2	4	13	26	36	72	66	51	51	71
00	8	12	0	6	16	21	57	67	62	43	66	66
<b>Hr Total</b>	<b>30</b>	<b>21</b>	<b>6</b>	<b>16</b>	<b>43</b>	<b>84</b>	<b>169</b>	<b>257</b>	<b>249</b>	<b>204</b>	<b>246</b>	<b>222</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	67	75	41	73	56	36	43	27	19	13	5
30	87	88	78	84	62	79	47	48	31	9	9	4
45	71	84	64	80	84	47	47	20	33	16	6	6
00	63	43	46	85	56	63	27	37	29	12	6	6
<b>Hr Total</b>	<b>297</b>	<b>282</b>	<b>263</b>	<b>290</b>	<b>275</b>	<b>245</b>	<b>157</b>	<b>148</b>	<b>120</b>	<b>56</b>	<b>34</b>	<b>21</b>

24 Hour Total: 3,735  
 AM Peak Hour begins: 11:30 AM Peak Volume: 300 AM Peak Hour Factor: 0.86  
 PM Peak Hour begins: 15:15 PM Peak Volume: 322 PM Peak Hour Factor: 0.95

### Total Volume

Wednesday, May 8, 2019

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	3	9	9	35	85	113	108	90	105	85
30	15	12	7	12	13	29	74	130	100	120	107	82
45	13	3	8	8	23	52	84	128	118	113	104	133
00	10	13	1	15	26	55	104	108	111	86	115	103
<b>Hr Total</b>	<b>45</b>	<b>33</b>	<b>19</b>	<b>44</b>	<b>71</b>	<b>171</b>	<b>347</b>	<b>479</b>	<b>437</b>	<b>409</b>	<b>431</b>	<b>403</b>

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	99	119	90	138	116	91	80	59	44	26	12
30	142	131	126	138	124	135	95	87	74	31	33	10
45	94	137	105	154	159	104	91	52	52	47	14	13
00	101	90	118	141	133	128	71	62	67	29	16	12
<b>Hr Total</b>	<b>458</b>	<b>457</b>	<b>468</b>	<b>523</b>	<b>554</b>	<b>483</b>	<b>348</b>	<b>281</b>	<b>252</b>	<b>151</b>	<b>89</b>	<b>47</b>

24 Hour Total: 7,000  
 AM Peak Hour begins: 11:30 AM Peak Volume: 499 AM Peak Hour Factor: 0.88  
 PM Peak Hour begins: 15:15 PM Peak Volume: 571 PM Peak Hour Factor: 0.93

# Appendix C

Base Year Model Refinement Technical Memorandum

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# **Base Year Model Refinement Technical Memorandum**

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

## **Pasco County, Florida**

US 98/SR 35/SR 700 from Polk County Line/CR 54 to US 301/US 98/SR 35/SR 700

Financial Project ID: 443368-2-22-01

### **Prepared For:**

Florida Department of Transportation, District 7  
2820 Leslie Rd, Tampa, FL 33619



**August, 2021**

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# 1.0 Introduction

The Florida Department of Transportation (FDOT) District Seven is conducting a Project Development and Environment (PD&E) Study to evaluate the need of widening US 98 from two to four lanes from the Polk County Line/CR 54 to US 301. Additionally, this PD&E Study is evaluating the realignment of US 98 to Clinton Avenue to eliminate the existing, closely spaced, intersections of US 301 at US 98 and US 301 at Clinton Avenue in Pasco County, Florida. To best assess the impacts of these improvements, a thorough understanding of both existing and forecasted traffic through the study area is required. This report will serve to document the model calibration techniques used to improve model accuracy and provided confidence in the develop of traffic forecasts.

## 1.1 Purpose and Need

The primary purpose of this project is to evaluate the realignment of US 98 from US 301 to Clinton Avenue to enhance safety and provide system linkage/regional connectivity. An additional goal of this project is to address transportation demand needs, which may result in improvements to several intersections in the project study area surrounding the US 98 study corridor.

A realignment of the US 98 at Clinton Avenue intersection is needed to eliminate the existing closely spaced intersections of US 301 at US 98 and US 301 at Clinton Avenue, to reduce crashes, and to enhance safety. Construction of the realignment of SR 52 from east of McKendree Road to east of US 301 began in 2019 and will serve as an additional east/west route in the regional transportation network. When completed, this improvement will increase traffic at the US 301 at US 98 and US 301 at Clinton Avenue intersections, exacerbating the current intersection safety concerns. Also, plans are currently underway for the widening of US 98 from north of West Socrum Loop Road to South of CR 54 (Financial Management No.: 436673-1-22-01). This project will address capacity needs for the segment of US 98 connecting to US 301 (which is a designated regional freight mobility corridor) as well as operational improvements to the intersection of US 98 and US 301, ultimately resulting in enhanced transportation network connectivity.

## 1.2 Travel Demand Model Selection and Calibration Approach

To build off of the efforts conducted under the SR 56 and US 98 Alternative Corridor Evaluation Report (ACER) efforts, calibration efforts in the base year (2015) and TAZ modifications in the horizon year (2045) were conducted utilizing The Tampa Bay Regional Planning Model version 9.1 (TBRPMv9.1) and will be included in this effort. The TBRPM 9.1 was initially validated regionally for a 2015 base year. However, it is customary to review the sub-area, and if necessary, adjust the forecasting models to improve accuracy. Adjustments to the model were made to improve sub-area accuracy without compromising regional validation and adhere to the guidelines set forth for the Florida Statewide Urban Transportation Modeling Structure (FSUTMS) in the 2019 FDOT "Project Traffic Forecasting Handbook".

### 1.3 Sub-Area Determination

The study corridor starts at the Polk County Line/CR 54 and continues north to where US 98 merges with US 301, just south of Clinton Avenue. The project study area is shown in **Figure 1.1** and is bounded by the following intersections:

- 1 US 98 at CR 54
- 2 US 98 Access Road at Old Lakeland Highway
- 3 US 98 at US 98 Access Road
- 4 US 98 at US 301
- 5 US 301 at Clinton Avenue

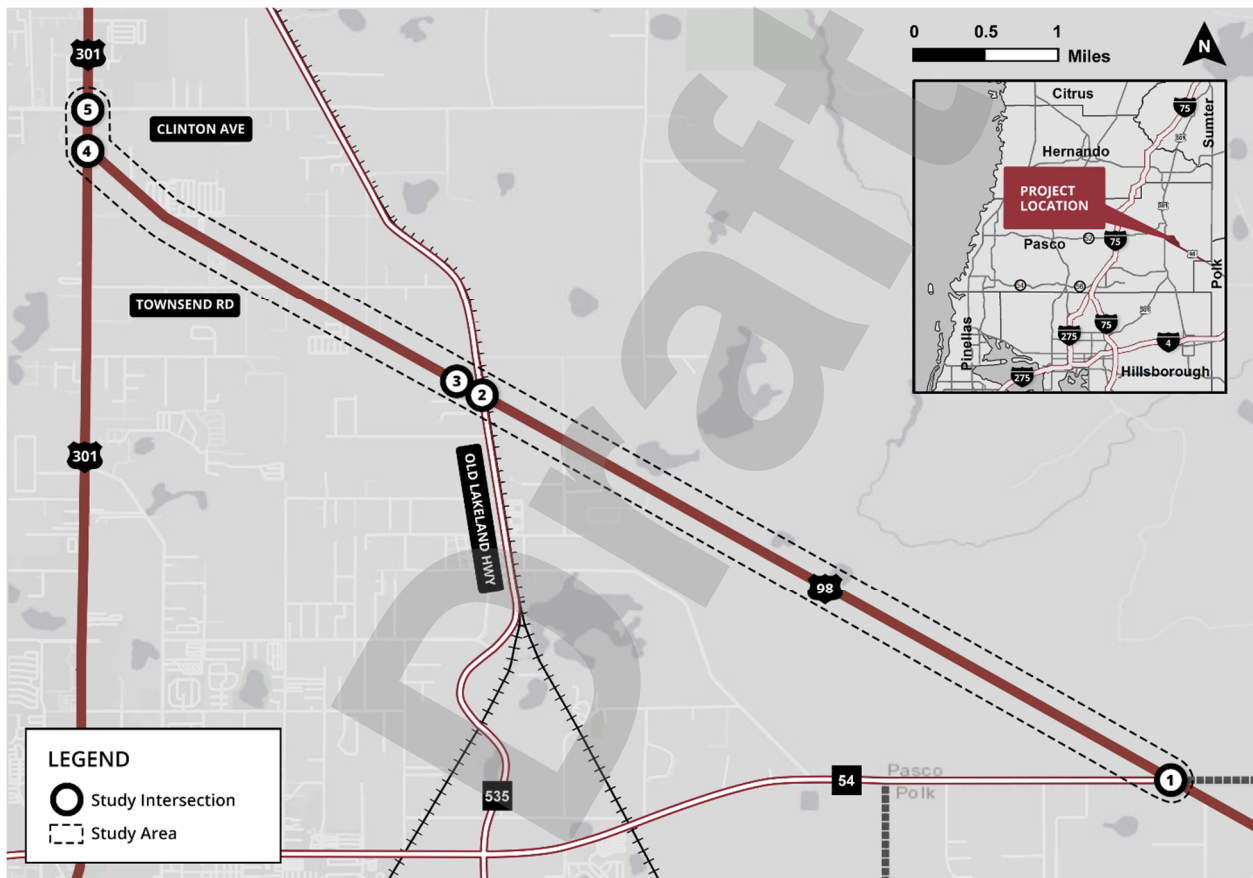


Figure Error! No text of specified style in document.:1: Project Location Map

To best assess the possible impacts of the the proposed project proposed growth adjacent to the study area, the subarea was defined by the the boundary of Traffic Analysis Zones (TAZs) within 6-miles of the study area. A map of the sub-area and count locations are provided in **Figure 1.2**.

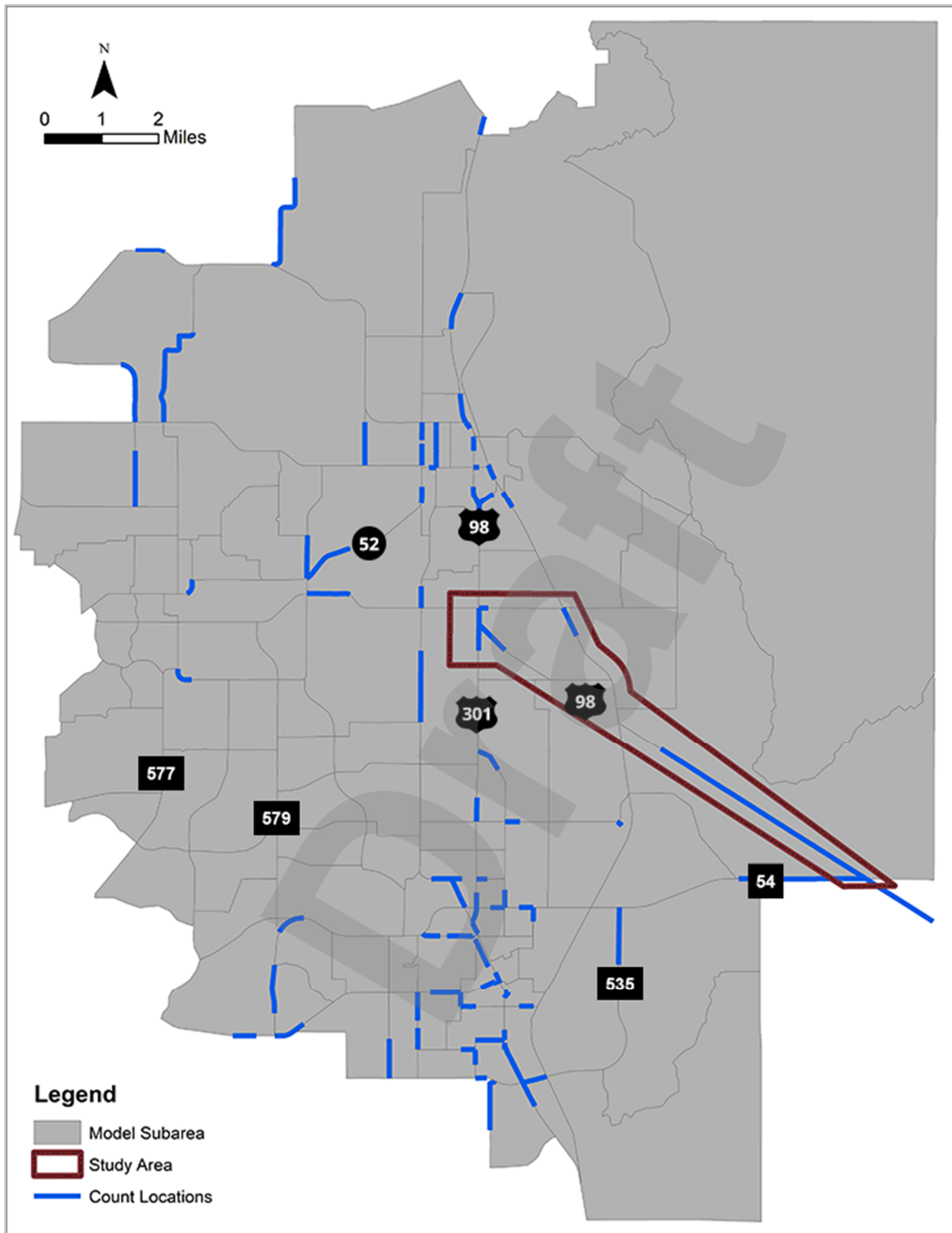


Figure 1.2: Model Sub-Area Map

# 2.0 Released Model Performance

## 2.1 Regional Performance

The unmodified TBRPMv9.1 released by the Department (the released model) operates effectively on a model-wide basis, as indicated by the accuracy metrics shown in **Table 2.1** and **Table 2.2**. The released TBRPM Root Mean Square Error (RMSE), provided in **Table 2.1**, is within acceptable vehicle per day (VPD) ranges for most roadway groups and area wide. Roadway groupings that exceed the acceptable standard are highlighted in red. Most of these groupings which exceed the acceptable standards are found in Citrus County, with roadways with daily volumes between 10,000 and 15,000 slightly exceeding the acceptable standard in Hillsborough County. The released TBRPM volume to count ratios, **Table 2.2**, is within 20 percent for most of the facility types and area types with the only exceptions being ramps and toll facilities. Areas where the volume to count ratio is not within acceptable FSUTMS validation ranges outlined in the Project Traffic Forecasting Handbook are highlighted in red. This data will be compared to the same measure later, following network enhancements to improve the sub-area model performance. This comparison will ensure that the model adjustment has no negative impact upon regional validation.

Table 2.1: Released TBRPMv9.1 Regional Daily RMSE

Group	Hillsborough	Pinellas	Pasco	Hernando	Citrus	Total Model	Standards	
							Acceptable	Preferable
<= 5K VPD	72%	65%	57%	88%	103%	73%	100%	45%
5K - 10K VPD	45%	37%	37%	39%	54%	42%	45%	35%
10K - 15K VPD	36%	30%	32%	21%	22%	33%	35%	27%
15K - 20K VPD	25%	24%	29%	27%	41%	25%	35%	25%
20K - 30K VPD	20%	21%	17%	13%	5%	20%	27%	15%
30K - 50K VPD	17%	16%	15%	0%	0%	16%	25%	15%
50k - 60K VPD	13%	8%	0%	0%	0%	12%	20%	10%
60k > VPD	11%	14%	13%	0%	0%	12%	19%	10%
<b>Area-wide</b>	<b>32%</b>	<b>29%</b>	<b>32%</b>	<b>44%</b>	<b>57%</b>	<b>32%</b>	<b>45%</b>	<b>35%</b>

Table 2.2: Released TBRPMv9.1 Regional Daily Volume to Count Ratio

Facility Type	Central Business District (CBD)	CBD Fringe	Residential	Outlying Business District (OBD)	Rural	Overall
Freeway	1.00	1.14	0.99	0.97	1.11	1.00
Divided Arterial	1.14	1.05	1.01	1.00	1.13	1.01
Undivided Arterial	0.57	0.55	1.01	1.00	1.07	1.00
Collector	1.27	0.75	0.81	0.76	1.05	0.83
One-way Facilities	1.13	0.82	1.18	1.17	0.00	1.08
Ramps	1.39	1.08	1.02	1.02	1.52	1.05
Toll Facilities	0.75	0.95	1.05	0.60	1.30	1.02
<b>Total</b>	<b>1.11</b>	<b>0.95</b>	<b>0.97</b>	<b>0.99</b>	<b>1.13</b>	<b>0.99</b>

## 2.2 Sub-Area Performance

Released model volumes within the sub-area were compiled and compared to their respective count site for validation metric comparison, which can be found in **Table 2.3** and **Table 2.4**. Most of the count locations in the influence area are low volume, with less than 5,000 VPD per direction. Based on this screening, the sub-area operates beyond acceptable FSUTMS standards with an area wide RMSE of 47 percent.

Table 2.3: Released TBRPM v9.1 Sub-Area RMSE

Group	Volume Range	Number of Observations	TBRPM v9.1 Sub-area	FSUTMS Standards	
				Acceptable	Preferable
1	<= 5K VPD	53	72%	100%	45%
2	5K - 10K VPD	20	32%	45%	35%
3	10K - 15K VPD	9	31%	35%	27%
4	15K - 20K VPD	2	34%	30%	25%
5	20K - 30K VPD	0	NA	27%	15%
6	30K - 50K VPD	0	NA	25%	15%
7	50k - 60K VPD	0	NA	20%	10%
8	60k + VPD	0	NA	19%	10%
<b>Total</b>	<b>Area-wide</b>	<b>84</b>	<b>47%</b>	<b>45%</b>	<b>35%</b>

Table 2.4: Released TBRPM v9.1 Sub-Area Volume to Count Ratios

Facility Type	TBRPM v9.1 Sub-area	FSUTMS Standards	
		Acceptable	Preferable
Freeway	NA	+/- 7%	+/- 6%
Divided Arterial	-20%	+/- 15%	+/- 10%
Undivided Arterial	-19%	+/- 15%	+/- 10%
Collector	-6%	+/- 25%	+/- 20%

To highlight potential areas for enhancement, count locations with volume to count ratios greater than 1.2 and less than 0.8 were identified in **Figure 2.1**. Locations where the volume exceeds the count by more than this amount, the link is highlighted red and shown as “high.” Locations where the count exceeds the volume by more than this amount, the link is highlighted blue and shown as “low.” This review of the subarea validation of the existing TBRPM v9.1 model indicates that volumes are low along US 98 and Old Lakeland Highway and high on Clinton Avenue and CR 54 within the project study area.

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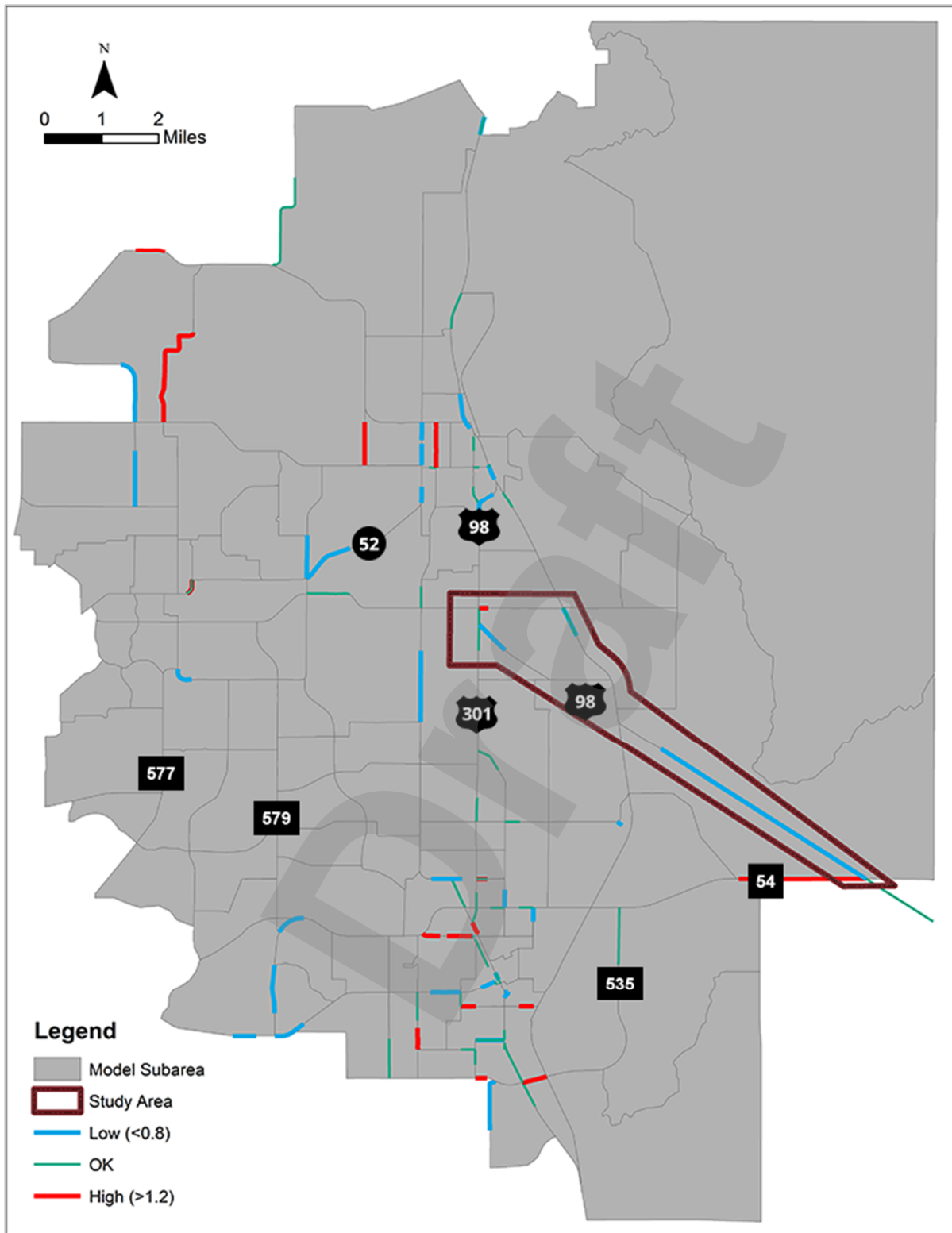


Figure 2.1: Released Model Volume to Count Ratios



# 3.0 Sub-Area Validation Refinement

The regional and sub-area statistical metrics mostly perform well when compared to model validation standards. The RMSE indicate issues with roads with 15,000 to 20,000 VPD per direction and areawide. The following section describes the efforts made to review and improve model performance within the sub-area.

For this sub-area validation exercise, the following elements were reviewed and adjustments were made as needed:

- Traffic Analysis Zone (TAZ) Data
- Population Data
- Employment Data
- Model Network
- Network Detail
- Facility Type/Area Type
- Count Verification
- External Trips

## 3.1 Population and Employment Data

**Table 3.1** shows the anticipated growth in population and employment in the sub-area based on 2015 base year and 2045 horizon year TAZ population and employment data.

**Table 3.1: Sub-Area TAZ Population and Employment**

Metric	2015 Model	2045 Model	Annual Growth Rate
Population	76,418	132,641	2.5%
Employment	28,545	40,903	1.4%

For comparative purposes, data was gathered from the Bureau of Economic and Business Research's (BEBR) "Projections of Florida Population by County, 2019-2045" and is summarized in **Table 3.2**. Expected annual growth in population for the study area is 2.5 percent which exceeds the BEBR population annual growth rate estimates for both Pasco and Hernando County's high forecasts. To provide additional context to growth centers along the study corridor, population and employment growth were mapped at the TAZ level in **Figure 3.1** and **Figure 3.2** respectively.

**Table 3.2: BEBR Population Forecast**

BEBR Base Year	Pasco County	
	Population	Annual Growth Rate
2020	527,122	-
	605,200	0.6%
BEBR 2045 Forecast	711,000	1.4%
	833,900	2.3%

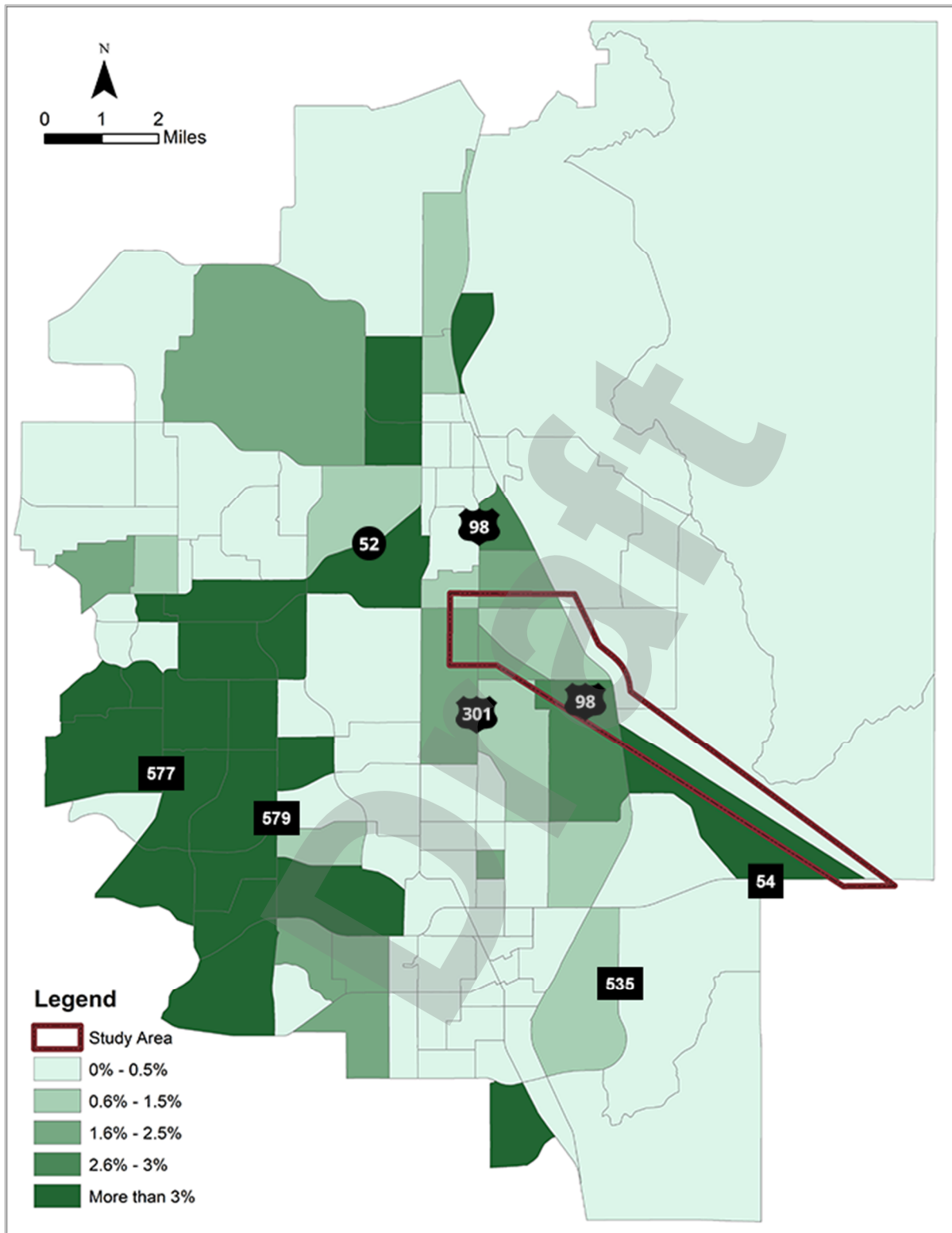


Figure 3.1: TAZ Level Population Growth

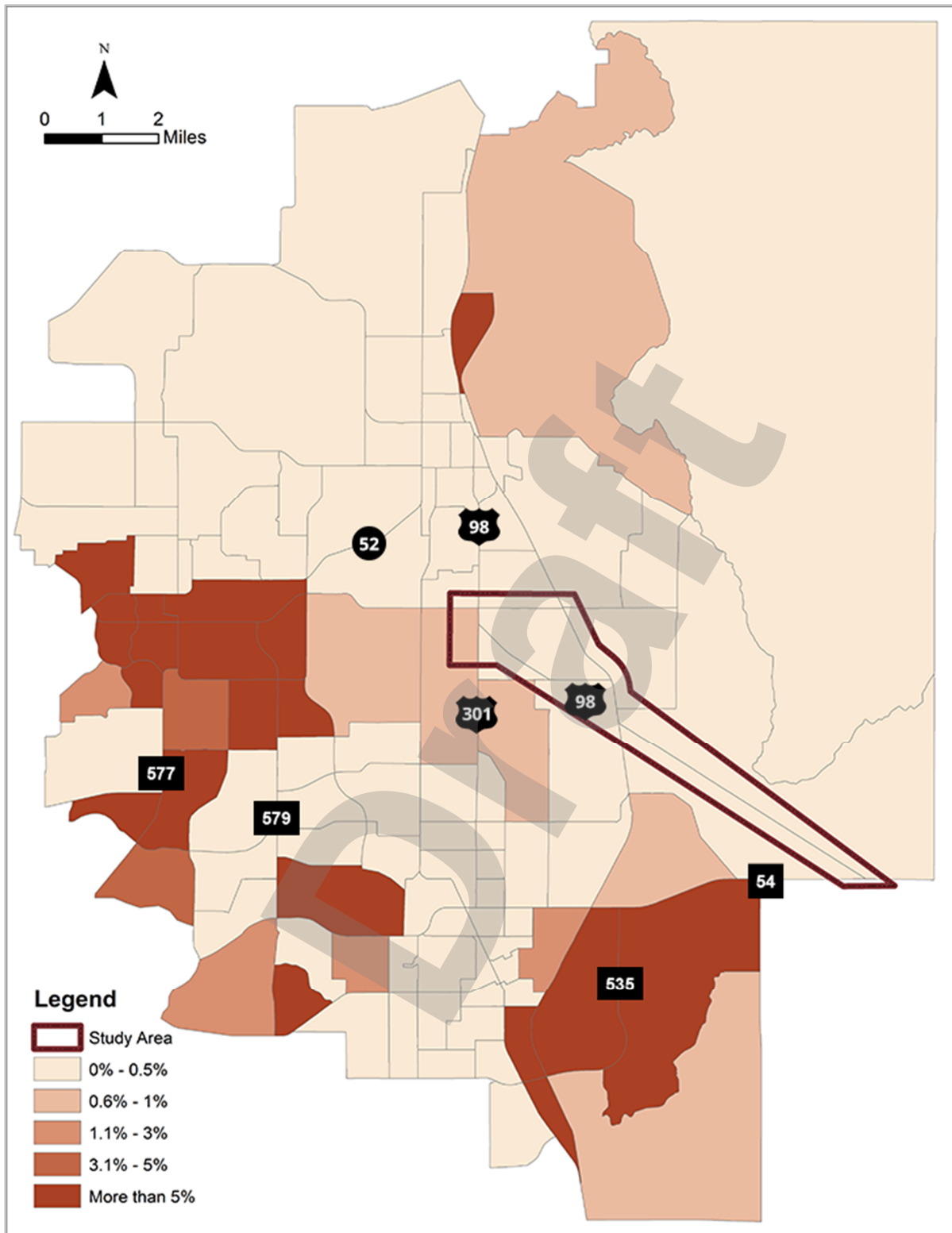


Figure 3.2: TAZ Level Employment Growth

The maps of population and employment growth in the sub-area reveal that most of the area is expected to see modest growth, at or below 0.5% annually which is in line with the Pasco County and Hernando County BEBR Low Growth forecast shown in Table 6 above. Population growth is expected to be highest along US 98, to the east of Old Lakeland Highway, along SR 52 through San Antonio and north of Wesley Chapel. Employment growth is expected to be focused around the northern end of Wesley Chapel to the west of the study area and in the area of Zephyrhills to the south with employment growth in the immediate project study area is expected to remain flat. Overall, growth in the subarea is reasonable, though somewhat higher than BEBR population forecasts. No changes are made to the distribution of this growth within the subarea.

### 3.2 Network Detail and TAZ Adjustments

The first step in validating the supply side of the model was to review the network in the sub-area for adequate detail. The number of lanes was reviewed against aerial imagery from Google Maps, which provides the ability to review historic imagery, to verify 2015 conditions. No errors in number of lanes were found. Roadway density was reviewed to ensure that no roadways are missing from the model that could affect distribution or circulation. No roadways were added based on this review.

Centroid connector locations were reviewed to ensure they were placed at logical locations based on aerial review of the TAZs. One area of concern, identified in the review of volume to count ratios in the base year, was Clinton Avenue, east of US 301. The volume to count ratio on this segment is 4.97 while surrounding volume to count ratios were low. This indicates an issue with centroid loadings from Zone 2408, north of Clinton Avenue and west of US 301. This is important for the current study as the intersection of US 301 and Clinton Avenue is the busiest intersection within the study area. Aerial review of this zone indicates that most of the development is centered along US 301, and primarily in the northwest quadrant. Moving the centroid to match the population and employment center more closely within the zone did not work and so the zone was split with zone 2408 now comprising the population and employment center in the northwest quadrant and includes a Walmart with outparcels, two residential communities, and other commercial uses along US 301. The new zone 2476 includes the Publix Supermarket on the corner of US 301 and Clinton Avenue, and more sparsely spread homes through the rest of the zone. Population and employment growth is low in this zone; however, it will be expected that all the growth will take place in zone 2476. Figure 5 below illustrates changes made to the centroid connectors. The changes in the ZDATA1 and ZDATA2 files are provided in **Table 3.3** and **Table 3.4**.

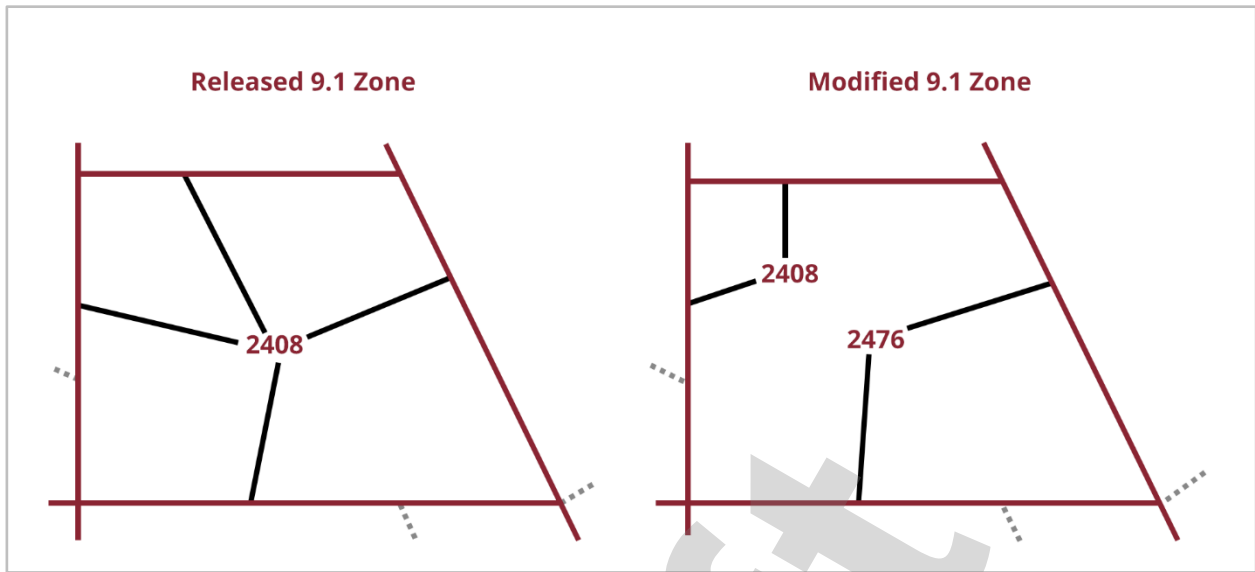


Figure 3.3: TAZ Zone Split – Zone 2408

Table 3.3: ZDATA1 Splits

ZONE	DU	POP	BHU	EHU	RHU	GQPOP
<i>Original Zone (Year 2015)</i>						
2408	420	502	0	0	0	0
<i>Shift to Zone 2476 (Year 2015)</i>						
	50	60				
<i>Zone Splits (Year 2015)</i>						
2408	370	442	0	0	0	0
2476	50	60	0	0	0	0
<i>Original Zone (Year 2045)</i>						
2408	616	772	0	0	0	0
<i>Zone Splits (Year 2045)</i>						
2408	370	442	0	0	0	0
2476	246	330	0	0	0	0

Table 3.4: ZDATA2 Splits

ZONE	IND_EMP	COMM_REMP	COMM_LEMP	SERV_REMP	SERV_LEMP	TOT_EMP
<i>Original Zone (Year 2015)</i>						
2408	73	670	0	389	0	1132
<i>Shift to Zone 2476 (Year 2015)</i>						
		100		40		140
<i>Zone Splits (Year 2015)</i>						
2408	73	570	0	349	0	992
2476	0	100	0	40	0	140
<i>Original Zone (Year 2045)</i>						
2408	73	670	0	389	0	1132
<i>Zone Splits (Year 2045)</i>						
2408	73	570	0	349	0	992
2476	0	100	0	40	0	140

In addition to the split of zone 2408, adjustments to the 2045 socio-economic data were made by incorporating changes from the SR 56 Alternatives Corridor Evaluation (ACE) study. These changes add a total of 26,993 jobs to the Wesley Chapel area, east of Bruce B. Downs Boulevard and south of CR 54. No changes were made to the base year (2015) socio-economic data.

### 3.3 Facility Type/Area Type

Area types and facility types have a direct relationship with speed and capacity of links and therefore were reviewed to ensure that each roadway was categorized appropriately. No changes to facility types, area types, or number of lanes were made. **Figure 3.4** and **Figure 3.5** present the released model area types and released model facility types respectively.

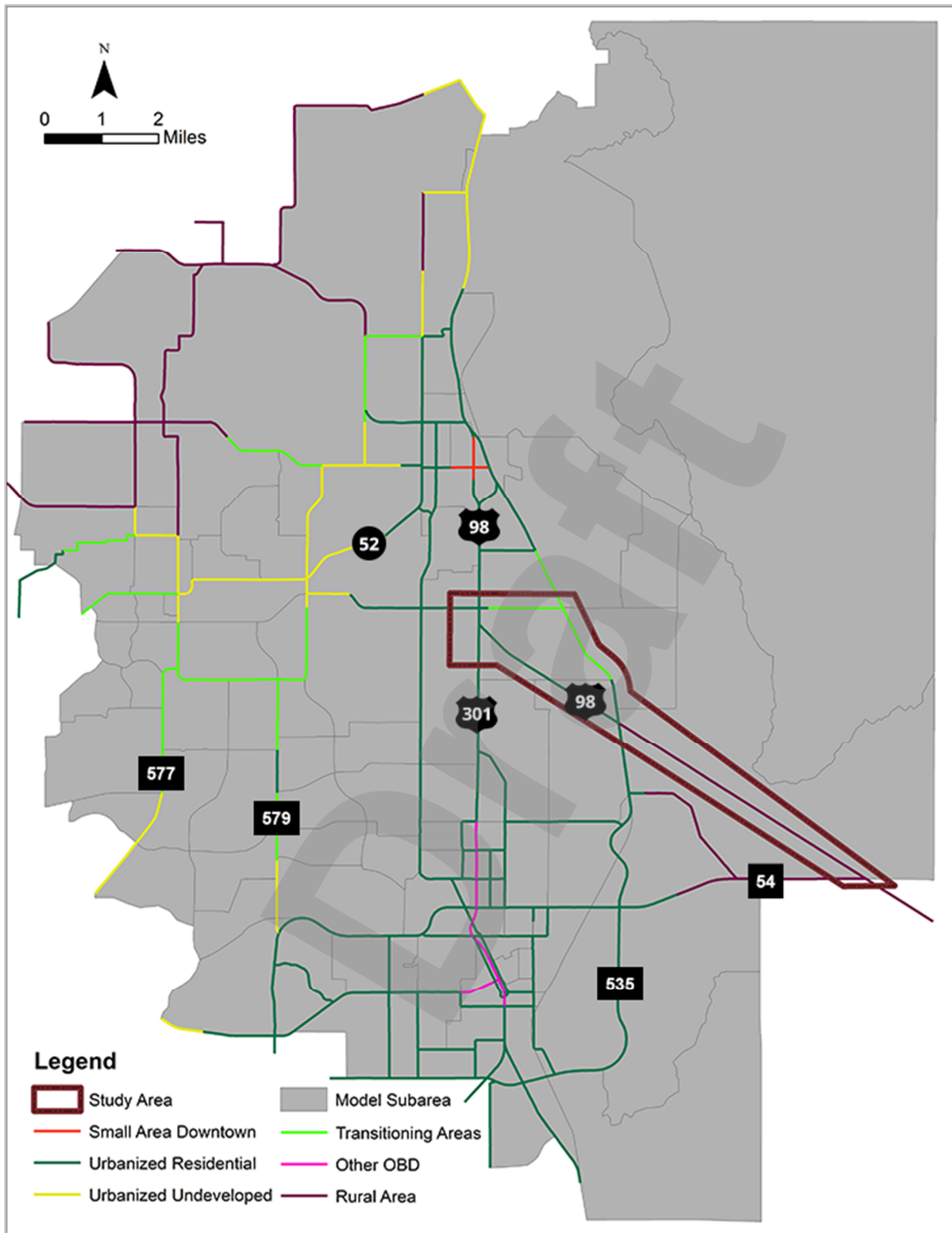


Figure 3.4: Sub-area Link Area Types for Sub-area Validated Model

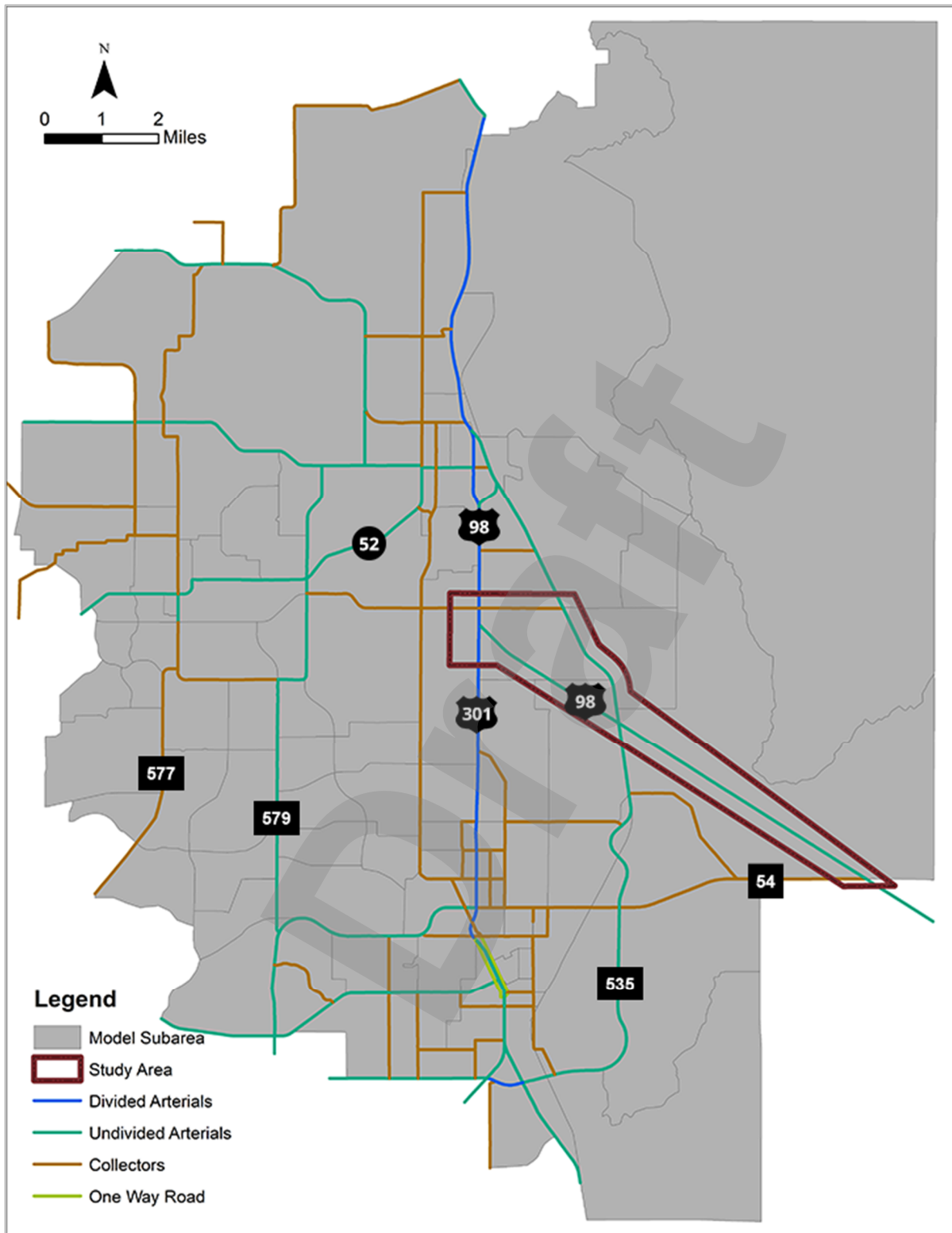


Figure 3.5: Sub-area Link Facility Types for Sub-area Validated Model



### 3.4 Review of Count Sites

A review of count sites within the subarea was conducted to ensure there were no errors. No changes were made to the count sites.

### 3.5 External Trips

The study area is at the edge of the model and therefore external to internal and external to external trips may cause issues within the subarea. A review of the external to external (E-E) trips in the study area did not reveal any issues. From the US 98 external location, most E-E trips are destined for areas north of the study area, with I-75 being the biggest attractor of these trips. A review of External to Internal and Internal to External (E-I) trips to and from the US 98 external location revealed that many trips (approximately 32 percent) were either originating from or destined to locations in Hillsborough, Pinellas, and Manatee Counties. These trips would instead be more likely to have originated at other external zones. To solve for this issue, all trips that were going to or from zones in Hillsborough, Pinellas, and Manatee County were re-assigned to locations in Pasco, Hernando, and Citrus County proportional to trips already originating from or destined to those locations.

# 4.0 Validated Model Performance

## 4.1 Regional Performance

After the above validation efforts were conducted, the 2015 base year model was updated and ran to generate updated validation measures. **Table 4.1** provides RMSE comparisons for the released TBRPM v9.1 (previously shown in **Table 2.1**) and the new sub-area validated TBRPM v9.1 for the TBRPM region. A comparison of RMSE statistics indicates that the regional validation was not significantly impacted. Cells highlighted in red exceed the FSUTMS standards and the sub-area validation efforts do not adversely impact any single volume group for any County (i.e., no cell changes from black to red). There are other changes to RMSE throughout **Table 4.1**, but generally close enough to not materially affect regional validation.

**Table 4.2** provides volume to count ratio comparisons for the released TBRPM v9.1 (previously shown in **Table 2.2**) and the new sub-area validated TBRPM v9.1 for the TBRPM region. The sub-area validation does not shift any individual facility type/area type combination that was previously within acceptable ranges to not be within acceptable ranges and so does not affect regional validation of the model.

**Table 4.1: TBRPM v9.1 Regional Daily RMSE Released and Validation Comparison**

Group	Hillsborough	Pinellas	Pasco	Hernando	Citrus	Total Model	Standards	
							Acceptable	Preferable
<i>Released TBRPM v9.1</i>								
<= 5K VPD	72%	65%	57%	88%	103%	73%	100%	45%
5K - 10K VPD	45%	37%	37%	39%	54%	42%	45%	35%
10K - 15K VPD	36%	30%	32%	21%	22%	33%	35%	27%
15K - 20K VPD	25%	24%	29%	27%	41%	25%	35%	25%
20K - 30K VPD	20%	21%	17%	13%	5%	20%	27%	15%
30K - 50K VPD	17%	16%	15%	0%	0%	16%	25%	15%
50k - 60K VPD	13%	8%	0%	0%	0%	12%	20%	10%
60k + VPD	11%	14%	13%	0%	0%	12%	19%	10%
<b>Area-wide</b>	<b>32%</b>	<b>29%</b>	<b>32%</b>	<b>44%</b>	<b>57%</b>	<b>32%</b>	<b>45%</b>	<b>35%</b>
<i>Sub-Area Validated TBRPM v9.1</i>								
<= 5K VPD	72%	65%	57%	88%	103%	73%	72%	65%
5K - 10K VPD	45%	37%	37%	39%	54%	42%	45%	37%
10K - 15K VPD	36%	30%	32%	21%	22%	33%	36%	30%
15K - 20K VPD	25%	24%	28%	27%	41%	25%	25%	24%
20K - 30K VPD	20%	20%	17%	13%	5%	20%	20%	20%
30K - 50K VPD	17%	16%	15%	0%	0%	16%	17%	16%
50k - 60K VPD	13%	8%	0%	0%	0%	12%	13%	8%
60k + VPD	11%	14%	13%	0%	0%	12%	11%	14%
<b>Area-wide</b>	<b>32%</b>	<b>29%</b>	<b>31%</b>	<b>44%</b>	<b>57%</b>	<b>32%</b>	<b>32%</b>	<b>29%</b>

Table 4.2: TBRPM v9.1 Regional Daily Volume to Count Ratio Released and Validation Comparison

Facility Type	Central Business District (CBD)	CBD Fringe	Residential	Outlying Business District (OBD)	Rural	Overall
<i>Released TBRPM v9.1</i>						
Freeway	1.00	1.14	0.99	0.97	1.11	1.00
Divided Arterial	1.14	1.05	1.01	1.00	1.13	1.01
Undivided Arterial	0.57	0.55	1.01	1.00	1.07	1.00
Collector	1.27	0.75	0.81	0.76	1.05	0.83
One-way Facilities	1.13	0.82	1.18	1.17	0.00	1.08
Ramps	1.39	1.08	1.02	1.02	1.52	1.05
Toll Facilities	0.75	0.95	1.05	0.60	1.30	1.02
<b>Total</b>	<b>1.11</b>	<b>0.95</b>	<b>0.97</b>	<b>0.99</b>	<b>1.13</b>	<b>0.99</b>
<i>Sub-Area Validated TBRPM v9.1</i>						
Freeway	1.00	1.14	0.99	0.96	1.10	1.00
Divided Arterial	1.13	1.05	1.01	1.00	1.13	1.01
Undivided Arterial	0.57	0.56	1.01	1.00	1.08	1.00
Collector	1.27	0.75	0.81	0.75	1.03	0.82
One-way Facilities	1.12	0.83	1.18	1.17	0.00	1.08
Ramps	1.39	1.07	1.02	1.02	1.51	1.05
Toll Facilities	0.74	0.94	1.05	0.64	1.30	1.02
<b>Total</b>	<b>1.11</b>	<b>0.95</b>	<b>0.97</b>	<b>0.99</b>	<b>1.13</b>	<b>0.98</b>

## 4.2 Sub-Area Performance

Within the sub-area, the released model performed relatively well based on RMSE statistics, although the RMSE for roads with volumes between 15,000 and 20,000 VPD and areawide does exceed the FSUTMS standards. After the changes were made to the model, documented in **Section 3.0**, the RMSE for all volume ranges falls within acceptable standards and the area-wide drops to 43%, which is within the acceptable range for FSTUMS standards. The validation of the subarea did improve across the board.

Table 4.3: TBRPM v9.1 Sub-area Daily RMSE Released and Validation Comparison

Group	Number of Observations	Released Model	Sub-area Validated Model	Difference	Standards	
					Acceptable	Preferable
<= 5K VPD	53	72%	62%	-4%	100%	45%
5K - 10K VPD	20	32%	30%	-2%	45%	35%
10K - 15K VPD	9	31%	29%	-2%	35%	27%
15K - 20K VPD	2	34%	26%	-8%	35%	25%
20K - 30K VPD	0	NA	NA	NA	27%	15%
30K - 50K VPD	0	NA	NA	NA	25%	15%
50k - 60K VPD	0	NA	NA	NA	20%	10%
60k + VPD	0	NA	NA	NA	19%	10%
<b>Area-wide</b>	<b>84</b>	<b>47%</b>	<b>43%</b>	<b>-4%</b>	<b>45%</b>	<b>35%</b>

As shown in **Table 4.4**, the changes to the model, documented in **Section 3.0**, slightly improve the volume to count ratio for arterials. On collector roads, the volume to count ratio decreases further. With the acceptable RMSE validation, no further adjustments are made with the expectation that model post-processes, defined in the *2019 Florida Traffic Forecasting Handbook*, will be employed to smooth the forecasted volumes and bring them in line with the adjustments required for the base year (i.e., Difference and Ratio methods).

Table 4.4: TBRPM v9.1 Sub-area Daily Volume to Count Ratio Released and Validation Comparison

Facility Type	Released Model	Sub-area Validated Model	Difference	Standards	
				Acceptable	Preferable
Freeway	NA	NA	NA	+/- 7%	+/- 6%
Divided Arterial	-20%	-16%	4%	+/- 15%	+/- 10%
Undivided Arterial	-19%	-18%	1%	+/- 15%	+/- 10%
Collector	-6%	-21%	-15%	+/- 25%	+/- 20%

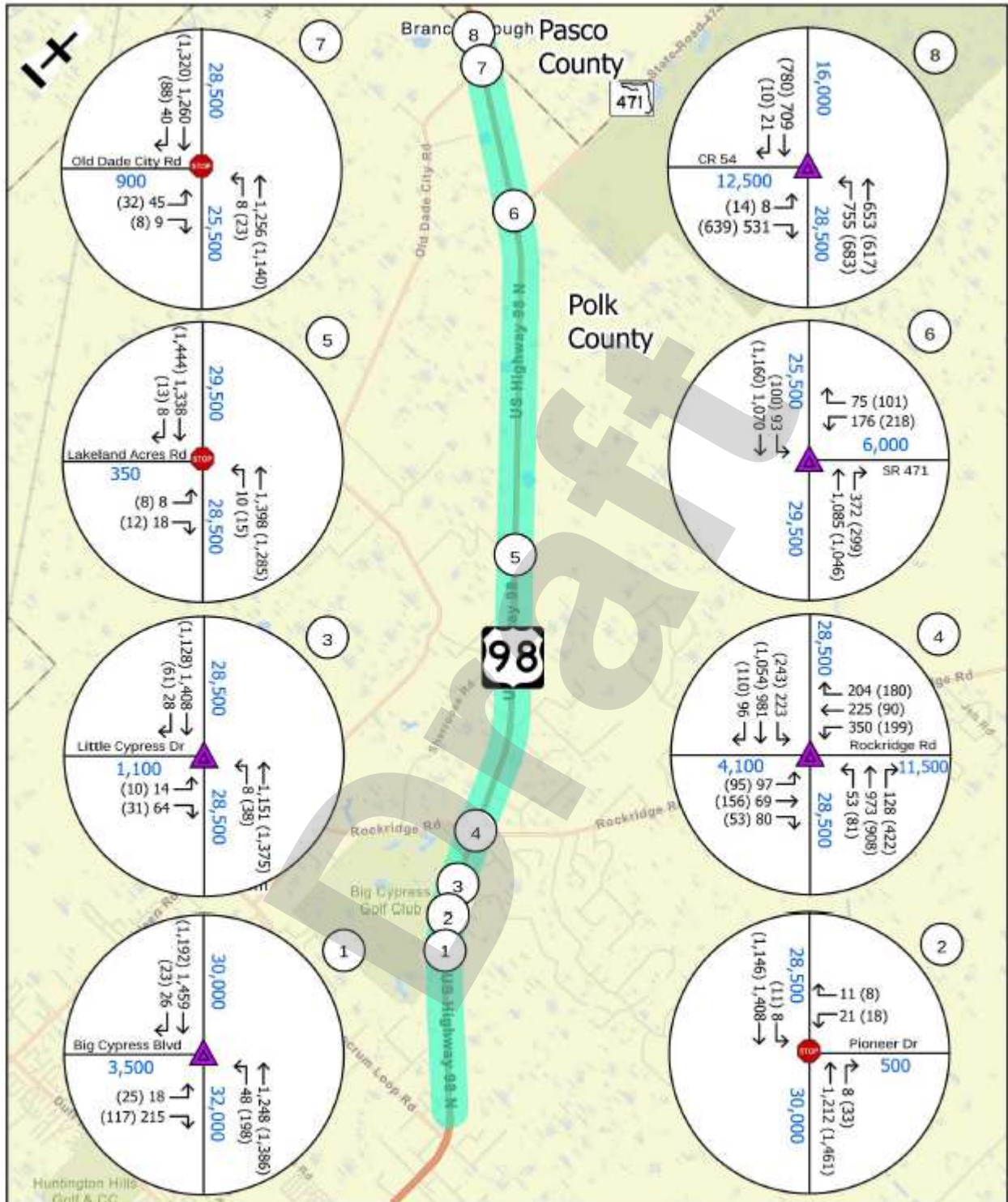
### 4.3 Forecast Consistency Check

The sub-area model validation results indicate that the changes made to the zone structure and to the external to internal trip table have been sufficient for validation of the TBRPM v9.1 model for the study sub-area. While the sub-area model does not meet acceptable targets for volume to count ratios, the changes made do improve the validation. The links on US 98, CR 54, US 301, and Clinton Avenue within the study area do meet the validation criteria. The links in the study area and the model subarea that do not meet criteria are almost all low. Therefore, we can expect that smoothing adjustments as a post-process can be confidently applied consistently. These processes are defined in the *2019 Project Forecasting Handbook* as Difference and Ratio Methods when the base year does not match targets but the growth in the model can be expected to be accurate.

# Appendix D

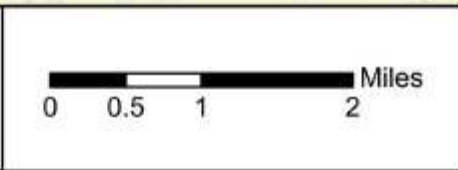
US 98 PD&E Volumes (WPI Segment No: 436673-1)

Draft



**Legend**

- Signalized
- Stop Control
- Study intersection
- Movements
- AM (PM) Peak Hour Volumes
- XX,XXX AADT Volumes
- ICE Intersection (Configuration is TBD)



**US 98 Build (2045) Traffic Volumes**

**US 98 from North of Socrum Loop Rd to CR 54 PD&E Study - Traffic Growth Rates and AADTs**

US 98 Location	Base Year TDM PSWADT (2010)	Future Year No-Build TDM PSWADT (2040)	No-Build TDM Annual Growth Rate	Future Year Build TDM PSWADT (2040)	Build TDM Annual Growth Rate	Historic Trends	R <sup>2</sup> Value <sup>1</sup>	BEBR Low	BEBR Medium	BEBR High	Selected Growth Rate (No-Build)	Existing Year (2021) AADT	Future Year (2045) No-Build AADT	Selected Growth Rate (Build)	Future Year (2045) Build AADT
North of W Socrum Loop Rd	16,370	25,296	1.82%	29,737	2.72%	1.36%	55.36%	0.44%	1.40%	2.47%	2.00%	18,500	27,500	3.00%	32,000
South of Big Cypress Blvd											2.00%	17,500	26,000	3.00%	30,000
Between Big Cypress Blvd and Pioneer Dr	18,768	28,152	1.67%	33,283	2.58%						2.00%	16,500	24,500	3.00%	28,500
Between Pioneer Dr and Little Cypress Dr											2.50%	14,500	23,000	4.00%	28,500
Between Little Cypress Dr and Rockridge Rd	13,013	20,080	1.81%	23,518	2.69%	2.81%	73.52%				2.50%	14,500	23,000	4.00%	28,500
North of Rockridge Rd	8,664	17,005	3.21%	21,682	5.01%						2.50%	14,500	23,000	4.00%	28,500
Between North of Rockridge Rd and Lakeland Acres Rd	9,910	19,188	3.12%	24,349	4.86%	2.70%	56.75%				3.00%	13,500	23,000	5.00%	29,500
Between Lakeland Acres Rd and SR 471											3.00%	11,500	20,000	5.00%	25,500
Between SR 471 and Old Dade City Rd	8,203	16,057	3.19%	21,575	5.43%	2.88%	79.11%				3.00%	13,000	22,500	5.00%	28,500
Between Old Dade City Rd and CR 54	8,203	16,057	3.19%	21,575	5.43%						3.00%	6,400 <sup>2</sup>	11,500 <sup>3</sup>	5.00%	16,000 <sup>4</sup>
North of CR 54															
Cross Street Location	Base Year TDM PSWADT (2010)	Future Year No-Build TDM PSWADT (2040)	No-Build TDM Annual Growth Rate	Future Year Build TDM PSWADT (2040)	Build TDM Annual Growth Rate	Historic Trends	R <sup>2</sup> Value <sup>1</sup>	BEBR Low	BEBR Medium	BEBR High	Selected Growth Rate (No-Build)	Existing Year (2021) AADT	Future Year (2045) No-Build AADT	Selected Growth Rate (Build)	Future Year (2045) Build AADT
CR 54 - West of US 98						2.62%	96.20%	0.44%	1.40%	2.47%	3.00%	6,500	11,000	3.00%	12,500 <sup>5</sup>
SR 471 - North of US 98	2,255	4,356	3.11%	4,355	3.10%	5.20%	88.89%				3.00%	3,500	6,000	3.00%	6,000
Rockridge Rd - North of US 98	3,342	4,940	1.59%	4,746	1.40%						2.00%	7,900	11,500	2.00%	11,500
Rockridge Rd - North of Creekwood Run	3,526	4,841	1.24%	4,958	1.35%						2.00%	2,800	4,100	2.00%	4,100
Rockridge Rd - South of US 98	4,691	4,740	0.03%	4,326	-0.26%										
Rockridge Rd - South of Curlew Dr/Sherrouse Rd	7,102	9,858	1.29%	9,511	1.13%										
Minor Cross Streets	Base Year TDM PSWADT (2010)	Future Year No-Build TDM PSWADT (2040)	No-Build TDM Annual Growth Rate	Future Year Build TDM PSWADT (2040)	Build TDM Annual Growth Rate	Historic Trends	R <sup>2</sup> Value <sup>1</sup>	BEBR Low	BEBR Medium	BEBR High	Selected Growth Rate (No-Build)	Existing Year (2021) AADT	Future Year (2045) No-Build AADT	Selected Growth Rate (Build)	Future Year (2045) Build AADT
All Other Minor Cross Streets								0.44%	1.40%	2.47%	1.50%	*Varies*	*Varies*	1.50%	*Varies*

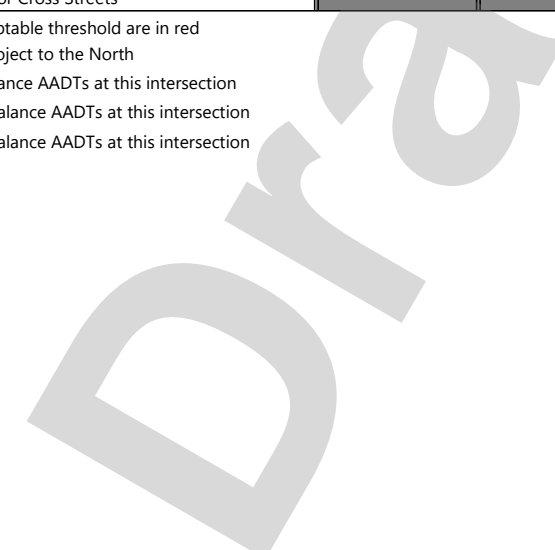
<sup>1</sup>R<sup>2</sup> values that fall below the 75% acceptable threshold are in red

<sup>2</sup>AADT value adopted from adjacent project to the North

<sup>3</sup>AADT increased by 500 in order to balance AADTs at this intersection

<sup>4</sup>AADT increased by 2,000 in order to balance AADTs at this intersection

<sup>5</sup>AADT increased by 1,500 in order to balance AADTs at this intersection





# Appendix M

Opening Year (2025) Operational Analysis

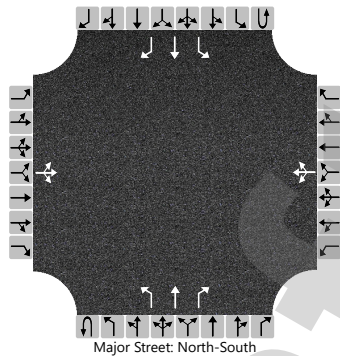
Draft



# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Nashid Sharmin	Intersection	CR 54 at US 98
Agency/Co.	H.W. Lochner Inc.	Jurisdiction	FDOT D7
Date Performed	5/17/2021	East/West Street	CR 54
Analysis Year	2025	North/South Street	US 98
Time Analyzed	7:30-8:30 AM	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	US 98 PD&E Studies		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	1	1	1	0	1	1	1	
Configuration			LTR				LTR			L	T	R		L	T	R	
Volume (veh/h)		15	0	280		0	0	0		310	280	0		0	320	25	
Percent Heavy Vehicles (%)		3	3	3		3	3	3		7				12			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized										No				Yes			
Median Type   Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1			
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.17				4.22			
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2			
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.26				2.31			

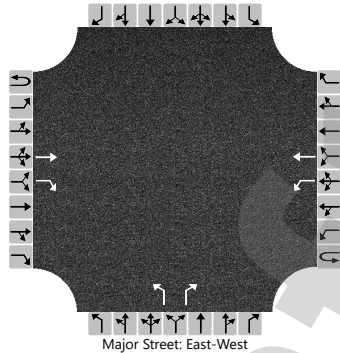
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			311				0			326				0			
Capacity, c (veh/h)			553							1195				1212			
v/c Ratio			0.56							0.27				0.00			
95% Queue Length, Q <sub>95</sub> (veh)			3.7							1.1				0.0			
Control Delay (s/veh)			19.7							9.1				8.0			
Level of Service (LOS)			C							A				A			
Approach Delay (s/veh)		19.7								4.8				0.0			
Approach LOS		C															

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Nashid Sharmin			Intersection	US 98 at Access Road		
Agency/Co.	H.W. Lochner Inc.			Jurisdiction	FDOT D7		
Date Performed	5/18/2021			East/West Street	US 98		
Analysis Year	2025			North/South Street	Access Road		
Time Analyzed	7:30-8:30 AM			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	US 98 PD&E Studies						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	1	0	1	1	0	1	0	1		0	0	0	
Configuration			T	R		L	T		L		R					
Volume (veh/h)			315	45		115	255			65		105				
Percent Heavy Vehicles (%)						12				11		11				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			Yes							No						
Median Type   Storage						Undivided										

## Critical and Follow-up Headways



































Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.22				6.51		6.31				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.31				3.60		3.40				

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						121				68		111				
Capacity, c (veh/h)						1174				289		690				
v/c Ratio						0.10				0.24		0.16				
95% Queue Length, Q <sub>95</sub> (veh)						0.3				0.9		0.6				
Control Delay (s/veh)						8.4				21.3		11.2				
Level of Service (LOS)						A				C		B				
Approach Delay (s/veh)						2.6				15.1						
Approach LOS										C						

HCM 6th Signalized Intersection Summary  
 1: US 301 & Clinton Ave

Opening Year (2025) - No Build  
 AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 	 	 	 		 	 	 	 	 	 
Traffic Volume (veh/h)	360	145	505	105	135	40	330	1010	80	45	920	200
Future Volume (veh/h)	360	145	505	105	135	40	330	1010	80	45	920	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	379	153	532	111	142	42	347	1063	84	47	968	211
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	3	3	3	3	3	3	3	3	3
Cap, veh/h	366	484	216	291	330	94	445	2041	910	402	1819	811
Arrive On Green	0.11	0.14	0.14	0.09	0.12	0.10	0.18	0.77	0.77	0.07	0.52	0.52
Sat Flow, veh/h	3401	3497	1560	1767	2705	774	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	379	153	532	111	91	93	347	1063	84	47	968	211
Grp Sat Flow(s),veh/h/ln	1700	1749	1560	1767	1763	1716	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	14.0	5.1	18.0	6.9	6.2	6.6	11.1	15.1	1.7	1.5	23.8	9.8
Cycle Q Clear(g_c), s	14.0	5.1	18.0	6.9	6.2	6.6	11.1	15.1	1.7	1.5	23.8	9.8
Prop In Lane	1.00		1.00	1.00		0.45	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	366	484	216	291	215	209	445	2041	910	402	1819	811
V/C Ratio(X)	1.03	0.32	2.46	0.38	0.42	0.45	0.78	0.52	0.09	0.12	0.53	0.26
Avail Cap(c_a), veh/h	366	484	216	320	244	238	620	2041	910	471	1819	811
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.61	0.61	0.61	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	50.5	56.0	43.0	52.9	53.7	16.4	8.0	6.5	11.7	21.0	17.6
Incr Delay (d2), s/veh	56.3	0.4	672.1	0.8	1.3	1.5	2.6	0.6	0.1	0.1	1.1	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.8	4.0	74.2	5.4	5.0	5.2	6.6	6.7	1.0	1.0	14.5	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	114.3	50.8	728.1	43.8	54.2	55.2	19.1	8.6	6.6	11.9	22.1	18.4
LnGrp LOS	F	D	F	D	D	E	B	A	A	B	C	B
Approach Vol, veh/h		1064			295			1494			1226	
Approach Delay, s/veh		412.1			50.6			10.9			21.1	
Approach LOS		F			D			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	79.2	15.8	22.0	21.1	71.1	18.0	19.8				
Change Period (Y+Rc), s	7.2	7.2	7.1	7.1	7.2	7.2	7.1	7.1				
Max Green Setting (Gmax), s	10.8	64.8	10.9	14.9	26.8	48.8	10.9	14.9				
Max Q Clear Time (g_c+I1), s	3.5	17.1	8.9	20.0	13.1	25.8	16.0	8.6				
Green Ext Time (p_c), s	0.0	19.1	0.0	0.0	0.8	13.0	0.0	0.4				















Intersection Summary												
HCM 6th Ctrl Delay	121.5											
HCM 6th LOS	F											

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary  
 3: US 301 & US 98

Opening Year (2025) - No Build  
 AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	60	300	1025	60	330	1210
Future Volume (veh/h)	60	300	1025	60	330	1210
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1781	1781	1841	1841	1856	1856
Adj Flow Rate, veh/h	63	316	1079	63	347	1274
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	8	8	4	4	3	3
Cap, veh/h	347	602	1760	785	546	2588
Arrive On Green	0.20	0.20	0.50	0.50	0.40	1.00
Sat Flow, veh/h	1697	1510	3589	1560	1767	3618
Grp Volume(v), veh/h	63	316	1079	63	347	1274
Grp Sat Flow(s),veh/h/ln	1697	1510	1749	1560	1767	1763
Q Serve(g_s), s	4.0	20.7	28.8	2.7	8.9	0.0
Cycle Q Clear(g_c), s	4.0	20.7	28.8	2.7	8.9	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	347	602	1760	785	546	2588
V/C Ratio(X)	0.18	0.52	0.61	0.08	0.64	0.49
Avail Cap(c_a), veh/h	561	793	1760	785	546	2588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.62	0.62
Uniform Delay (d), s/veh	42.7	29.7	23.2	16.7	10.7	0.0
Incr Delay (d2), s/veh	0.2	0.7	1.6	0.2	3.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.0	11.6	17.0	1.7	5.5	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	43.0	30.4	24.8	16.9	14.1	0.4
LnGrp LOS	D	C	C	B	B	A
Approach Vol, veh/h	379		1142			1621
Approach Delay, s/veh	32.5		24.4			3.4
Approach LOS	C		C			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	30.0	69.4			99.4	30.6
Change Period (Y+Rc), s	7.5	7.5			7.5	6.8
Max Green Setting (Gmax), s	22.5	45.5			75.5	40.2
Max Q Clear Time (g_c+I1), s	10.9	30.8			2.0	22.7
Green Ext Time (p_c), s	0.8	9.6			27.6	1.1
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			14.5			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary  
4: Old Lakeland Hwy & US 98 Access Road

Opening Year (2025) - No Build  
AM Peak Hour

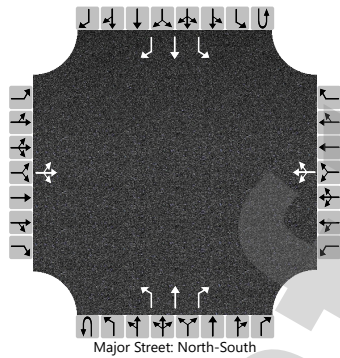


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	115	50	60	290	310	110
Future Volume (veh/h)	115	50	60	290	310	110
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1737	1737	1737	1737	1752	1752
Adj Flow Rate, veh/h	121	0	63	305	326	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	11	11	11	11	10	10
Cap, veh/h	189		228	1079	1433	
Arrive On Green	0.11	0.00	0.79	0.82	0.82	0.00
Sat Flow, veh/h	1654	1472	235	1320	1752	0
Grp Volume(v), veh/h	121	0	368	0	326	0
Grp Sat Flow(s),veh/h/ln	1654	1472	1555	0	1752	0
Q Serve(g_s), s	8.2	0.0	0.0	0.0	4.9	0.0
Cycle Q Clear(g_c), s	8.2	0.0	5.9	0.0	4.9	0.0
Prop In Lane	1.00	1.00	0.17			0.00
Lane Grp Cap(c), veh/h	189		1266	0	1433	
V/C Ratio(X)	0.64		0.29	0.00	0.23	
Avail Cap(c_a), veh/h	507		1266	0	1433	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	49.7	0.0	2.5	0.0	2.4	0.0
Incr Delay (d2), s/veh	3.6	0.0	0.6	0.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.2	0.0	2.8	0.0	1.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	53.3	0.0	3.1	0.0	2.8	0.0
LnGrp LOS	D		A	A	A	
Approach Vol, veh/h	121	A		368	326	A
Approach Delay, s/veh	53.3			3.1	2.8	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		100.0		17.4		100.0
Change Period (Y+Rc), s		7.1		7.1		7.1
Max Green Setting (Gmax), s		92.9		32.9		92.9
Max Q Clear Time (g_c+I1), s		7.9		10.2		6.9
Green Ext Time (p_c), s		2.2		0.3		1.8
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			10.4			
HCM 6th LOS			B			
<b>Notes</b>						
Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.						

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Nashid Sharmin			Intersection	CR 54 at US 98		
Agency/Co.	H.W. Lochner Inc.			Jurisdiction	FDOT D7		
Date Performed	5/17/2021			East/West Street	CR 54		
Analysis Year	2025			North/South Street	US 98		
Time Analyzed	4:45-5:45 PM			Peak Hour Factor	0.95		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	US 98 PD&E Studies						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0	0	1	1	1	0	1	1	1	
Configuration			LTR				LTR			L	T	R		L	T	R	
Volume (veh/h)		25	0	310		0	0	0		280	320	0		0	280	15	
Percent Heavy Vehicles (%)		3	3	3		3	3	3		7				12			
Proportion Time Blocked																	
Percent Grade (%)		0				0											
Right Turn Channelized										No			Yes				
Median Type   Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.17				4.22		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.26				2.31		

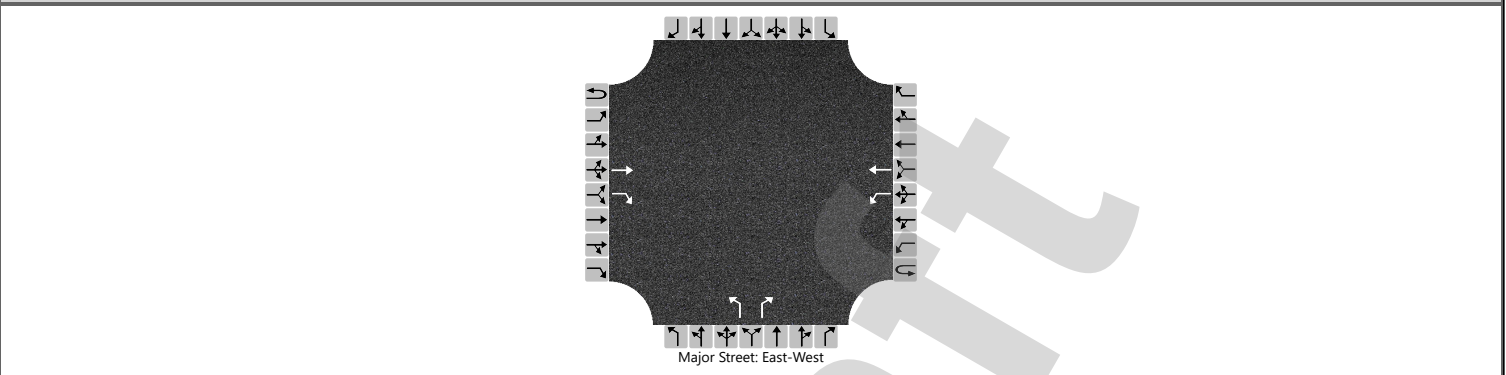
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			353				0			295				0			
Capacity, c (veh/h)			546							1239				1169			
v/c Ratio			0.65							0.24				0.00			
95% Queue Length, Q <sub>95</sub> (veh)			5.2							0.9				0.0			
Control Delay (s/veh)			23.4							8.8				8.1			
Level of Service (LOS)			C							A				A			
Approach Delay (s/veh)		23.4									4.1			0.0			
Approach LOS		C									A			A			

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Nashid Sharmin			Intersection	US 98 at Access Road		
Agency/Co.	H.W. Lochner Inc.			Jurisdiction	FDOT D7		
Date Performed	5/18/2021			East/West Street	US 98		
Analysis Year	2025			North/South Street	Access Road		
Time Analyzed	4:45-5:45 PM			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	US 98 PD&E Studies						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	1	0	1	1	0	1	0	1		0	0	0	
Configuration			T	R		L	T		L		R					
Volume (veh/h)			255	65		105	315		45		115					
Percent Heavy Vehicles (%)						12			11		11					
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized			Yes						No							
Median Type   Storage						Undivided										

## Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2			
Critical Headway (sec)						4.22				6.51		6.31			
Base Follow-Up Headway (sec)						2.2				3.5		3.3			
Follow-Up Headway (sec)						2.31				3.60		3.40			





























## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						111				47		121			
Capacity, c (veh/h)						1240				303		749			
v/c Ratio						0.09				0.16		0.16			
95% Queue Length, Q <sub>95</sub> (veh)						0.3				0.6		0.6			
Control Delay (s/veh)						8.2				19.1		10.7			
Level of Service (LOS)						A				C		B			
Approach Delay (s/veh)						2.0				13.1					
Approach LOS										B					



HCM 6th Signalized Intersection Summary  
1: US 301 & Clinton Ave

Opening Year (2025) - No Build  
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 			 	
Traffic Volume (veh/h)	200	135	330	80	145	45	505	920	105	40	1010	360
Future Volume (veh/h)	200	135	330	80	145	45	505	920	105	40	1010	360
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	211	142	347	84	153	47	532	968	111	42	1063	379
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	3	3	3	3	3	3	3	3	3
Cap, veh/h	332	475	212	274	304	90	560	2156	962	382	1491	665
Arrive On Green	0.10	0.14	0.14	0.08	0.11	0.09	0.50	1.00	1.00	0.06	0.42	0.42
Sat Flow, veh/h	3401	3497	1560	1767	2679	796	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	211	142	347	84	99	101	532	968	111	42	1063	379
Grp Sat Flow(s),veh/h/ln	1700	1749	1560	1767	1763	1712	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	8.4	5.1	19.0	5.7	7.4	7.8	29.6	0.0	0.0	1.8	34.9	25.7
Cycle Q Clear(g_c), s	8.4	5.1	19.0	5.7	7.4	7.8	29.6	0.0	0.0	1.8	34.9	25.7
Prop In Lane	1.00		1.00	1.00		0.47	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	475	212	274	200	194	560	2156	962	382	1491	665
V/C Ratio(X)	0.64	0.30	1.64	0.31	0.50	0.52	0.95	0.45	0.12	0.11	0.71	0.57
Avail Cap(c_a), veh/h	413	475	212	343	227	220	582	2156	962	447	1491	665
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.55	0.55	0.55	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.8	54.5	60.5	48.4	58.3	59.2	19.2	0.0	0.0	18.9	33.4	30.7
Incr Delay (d2), s/veh	2.2	0.3	307.9	0.6	1.9	2.2	16.6	0.4	0.1	0.1	2.9	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	4.0	40.2	4.5	6.0	6.3	16.9	0.2	0.1	1.3	21.1	15.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.9	54.9	368.4	49.0	60.2	61.3	35.8	0.4	0.1	19.1	36.3	34.2
LnGrp LOS	E	D	F	D	E	E	D	A	A	B	D	C
Approach Vol, veh/h		700			284			1611			1484	
Approach Delay, s/veh		212.7			57.3			12.1			35.3	
Approach LOS		F			E			B			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.8	89.6	14.5	23.0	39.3	63.2	17.7	19.9				
Change Period (Y+Rc), s	7.2	7.2	7.1	7.1	7.2	7.2	7.1	7.1				
Max Green Setting (Gmax), s	10.8	71.8	12.9	15.9	33.8	48.8	13.9	14.9				
Max Q Clear Time (g_c+l1), s	3.8	2.0	7.7	21.0	31.6	36.9	10.4	9.8				
Green Ext Time (p_c), s	0.0	18.9	0.1	0.0	0.4	9.1	0.2	0.4				

Intersection Summary

HCM 6th Ctrl Delay	58.1
HCM 6th LOS	E















Notes

User approved pedestrian interval to be less than phase max green.



HCM 6th Signalized Intersection Summary  
 3: US 301 & US 98

Opening Year (2025) - No Build  
 PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	60	330	1210	60	300	1025
Future Volume (veh/h)	60	330	1210	60	300	1025
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1781	1781	1841	1841	1856	1856
Adj Flow Rate, veh/h	63	347	1274	63	316	1079
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	8	8	4	4	3	3
Cap, veh/h	380	589	1815	809	453	2534
Arrive On Green	0.22	0.22	0.52	0.52	0.34	1.00
Sat Flow, veh/h	1697	1510	3589	1560	1767	3618
Grp Volume(v), veh/h	63	347	1274	63	316	1079
Grp Sat Flow(s),veh/h/ln	1697	1510	1749	1560	1767	1763
Q Serve(g_s), s	4.2	25.5	38.6	2.8	9.1	0.0
Cycle Q Clear(g_c), s	4.2	25.5	38.6	2.8	9.1	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	380	589	1815	809	453	2534
V/C Ratio(X)	0.17	0.59	0.70	0.08	0.70	0.43
Avail Cap(c_a), veh/h	521	715	1815	809	453	2534
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.56	0.56
Uniform Delay (d), s/veh	43.8	33.8	25.5	16.9	16.4	0.0
Incr Delay (d2), s/veh	0.2	0.9	2.3	0.2	4.9	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	14.0	22.0	1.8	7.6	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	44.0	34.7	27.8	17.1	21.3	0.3
LnGrp LOS	D	C	C	B	C	A
Approach Vol, veh/h	410		1337			1395
Approach Delay, s/veh	36.1		27.3			5.1
Approach LOS	D		C			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	28.0	76.6			104.6	35.4
Change Period (Y+Rc), s	7.5	7.5			7.5	6.8
Max Green Setting (Gmax), s	20.5	57.5			85.5	40.2
Max Q Clear Time (g_c+I1), s	11.1	40.6			2.0	27.5
Green Ext Time (p_c), s	0.6	12.2			21.1	1.1
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			18.6			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary  
 4: Old Lakeland Hwy & US 98 Access Road

Opening Year (2025) - No Build  
 PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	110	60	50	310	290	115
Future Volume (veh/h)	110	60	50	310	290	115
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1737	1737	1737	1737	1752	1752
Adj Flow Rate, veh/h	116	0	53	326	305	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	11	11	11	11	10	10
Cap, veh/h	186		191	1148	1429	
Arrive On Green	0.11	0.00	0.79	0.82	0.82	0.00
Sat Flow, veh/h	1654	1472	189	1407	1752	0
Grp Volume(v), veh/h	116	0	379	0	305	0
Grp Sat Flow(s),veh/h/ln	1654	1472	1597	0	1752	0
Q Serve(g_s), s	7.5	0.0	0.0	0.0	4.3	0.0
Cycle Q Clear(g_c), s	7.5	0.0	5.9	0.0	4.3	0.0
Prop In Lane	1.00	1.00	0.14			0.00
Lane Grp Cap(c), veh/h	186		1295	0	1429	
V/C Ratio(X)	0.62		0.29	0.00	0.21	
Avail Cap(c_a), veh/h	608		1295	0	1429	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	47.2	0.0	2.5	0.0	2.3	0.0
Incr Delay (d2), s/veh	3.4	0.0	0.6	0.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	0.0	2.7	0.0	1.4	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	50.6	0.0	3.1	0.0	2.6	0.0
LnGrp LOS	D		A	A	A	
Approach Vol, veh/h	116	A		379	305	A
Approach Delay, s/veh	50.6			3.1	2.6	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		95.0		16.6		95.0
Change Period (Y+Rc), s		7.1		7.1		7.1
Max Green Setting (Gmax), s		87.9		37.9		87.9
Max Q Clear Time (g_c+I1), s		7.9		9.5		6.3
Green Ext Time (p_c), s		2.2		0.3		1.6

Intersection Summary

HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
1: US 301 & Clinton Ave

Opening Year (2025) - Alternative 2

AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	360	395	225	105	320	150	145	900	80	115	850	200
Future Volume (veh/h)	360	395	225	105	320	150	145	900	80	115	850	200
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1781	1781	1781	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	379	416	237	111	337	158	153	947	84	121	895	211
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	8	8	8	3	3	3	3	3	3
Cap, veh/h	366	539	240	241	469	209	294	1950	870	267	1922	857
Arrive On Green	0.11	0.15	0.15	0.09	0.14	0.14	0.09	0.55	0.55	0.08	0.55	0.55
Sat Flow, veh/h	3401	3497	1560	1697	3385	1510	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	379	416	237	111	337	158	153	947	84	121	895	211
Grp Sat Flow(s),veh/h/ln	1700	1749	1560	1697	1692	1510	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	14.0	14.8	19.7	7.0	12.4	13.1	5.6	21.3	3.3	4.4	20.1	9.2
Cycle Q Clear(g_c), s	14.0	14.8	19.7	7.0	12.4	13.1	5.6	21.3	3.3	4.4	20.1	9.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	366	539	240	241	469	209	294	1950	870	267	1922	857
V/C Ratio(X)	1.03	0.77	0.99	0.46	0.72	0.76	0.52	0.49	0.10	0.45	0.47	0.25
Avail Cap(c_a), veh/h	366	539	240	268	469	209	791	1950	870	369	1922	857
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.44	0.44	0.44	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	52.8	54.9	41.9	53.6	53.9	56.9	17.8	13.7	57.3	18.0	15.5
Incr Delay (d2), s/veh	56.3	6.8	54.1	1.4	5.3	14.5	0.6	0.4	0.1	1.2	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.8	11.2	16.6	5.3	9.3	9.6	4.0	11.2	2.0	3.4	12.4	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	114.3	59.6	108.9	43.3	58.9	68.4	57.5	18.1	13.8	58.5	18.8	16.2
LnGrp LOS	F	E	F	D	E	E	E	B	B	E	B	B
Approach Vol, veh/h		1032			606			1184			1227	
Approach Delay, s/veh		91.0			58.5			22.9			22.3	
Approach LOS		F			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.1	75.9	16.0	24.0	15.1	74.9	18.0	22.0				
Change Period (Y+Rc), s	7.2	7.2	7.1	7.1	7.2	7.2	7.1	7.1				
Max Green Setting (Gmax), s	10.8	64.8	10.9	14.9	26.8	48.8	10.9	14.9				
Max Q Clear Time (g_c+I1), s	6.4	23.3	9.0	21.7	7.6	22.1	16.0	15.1				
Green Ext Time (p_c), s	0.1	15.6	0.0	0.0	0.4	13.2	0.0	0.0				

Intersection Summary















HCM 6th Ctrl Delay	45.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary  
3: US 301 & Old US 98

Opening Year (2025) - Alternative 2  
AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	60	5	1025	60	5	1210
Future Volume (veh/h)	60	5	1025	60	5	1210
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1781	1781	1841	1841	1856	1856
Adj Flow Rate, veh/h	63	5	1079	63	5	1274
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	8	8	4	4	3	3
Cap, veh/h	156	432	2154	961	626	2985
Arrive On Green	0.09	0.09	0.62	0.62	0.40	1.00
Sat Flow, veh/h	1697	1510	3589	1560	1767	3618
Grp Volume(v), veh/h	63	5	1079	63	5	1274
Grp Sat Flow(s),veh/h/ln	1697	1510	1749	1560	1767	1763
Q Serve(g_s), s	4.6	0.3	22.3	2.1	0.0	0.0
Cycle Q Clear(g_c), s	4.6	0.3	22.3	2.1	0.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	156	432	2154	961	626	2985
V/C Ratio(X)	0.40	0.01	0.50	0.07	0.01	0.43
Avail Cap(c_a), veh/h	561	793	2154	961	626	2985
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.84	0.84
Uniform Delay (d), s/veh	55.7	33.2	13.9	10.0	3.1	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.8	0.1	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	0.2	12.8	1.3	0.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.4	33.2	14.7	10.1	3.1	0.4
LnGrp LOS	E	C	B	B	A	A
Approach Vol, veh/h	68		1142			1279
Approach Delay, s/veh	55.6		14.5			0.4
Approach LOS	E		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	30.0	84.1			114.1	15.9
Change Period (Y+Rc), s	7.5	7.5			7.5	6.8
Max Green Setting (Gmax), s	22.5	45.5			75.5	40.2
Max Q Clear Time (g_c+I1), s	2.0	24.3			2.0	6.6
Green Ext Time (p_c), s	0.0	12.5			27.6	0.2
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			8.4			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
4: Old Lakeland Hwy & US 98 Access Road

Opening Year (2025) - Alternative 2  
AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↶	↷	↶	↴	↵	↷
Traffic Volume (veh/h)	115	50	60	290	310	110
Future Volume (veh/h)	115	50	60	290	310	110
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1737	1737	1737	1737	1752	1752
Adj Flow Rate, veh/h	121	0	63	305	326	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	11	11	11	11	10	10
Cap, veh/h	182		826	1447	1291	
Arrive On Green	0.04	0.00	0.07	0.83	0.74	0.00
Sat Flow, veh/h	1654	1472	1654	1737	1752	0
Grp Volume(v), veh/h	121	0	63	305	326	0
Grp Sat Flow(s),veh/h/ln	1654	1472	1654	1737	1752	0
Q Serve(g_s), s	10.1	0.0	1.0	5.0	8.4	0.0
Cycle Q Clear(g_c), s	10.1	0.0	1.0	5.0	8.4	0.0
Prop In Lane	1.00	1.00	1.00			0.00
Lane Grp Cap(c), veh/h	182		826	1447	1291	
V/C Ratio(X)	0.67		0.08	0.21	0.25	
Avail Cap(c_a), veh/h	425		962	1447	1291	
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	64.9	0.0	2.8	2.4	6.0	0.0
Incr Delay (d2), s/veh	4.2	0.0	0.0	0.3	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.1	0.0	0.4	1.9	4.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	69.1	0.0	2.8	2.7	6.4	0.0
LnGrp LOS	E		A	A	A	
Approach Vol, veh/h	121	A		368	326	A
Approach Delay, s/veh	69.1			2.7	6.4	
Approach LOS	E			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		120.6		19.4	13.5	107.1
Change Period (Y+Rc), s		7.1		7.1	7.1	7.1
Max Green Setting (Gmax), s		92.9		32.9	17.9	67.9
Max Q Clear Time (g_c+I1), s		7.0		12.1	3.0	10.4
Green Ext Time (p_c), s		1.6		0.3	0.1	1.7

Intersection Summary






















HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
5: US 98 & CR 54

Opening Year (2025) - Alternative 2  
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	0	280	0	0	0	310	280	0	0	320	25
Future Volume (veh/h)	15	0	280	0	0	0	310	280	0	0	320	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1796	1796	1796	1722	1722	1722
Adj Flow Rate, veh/h	16	0	9	0	0	0	326	295	0	0	337	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	2	2	2	7	7	7	12	12	12
Cap, veh/h	134	0	311	0	95	0	487	3001	1339	63	2283	
Arrive On Green	0.05	0.00	0.05	0.00	0.00	0.00	0.15	0.88	0.00	0.00	0.70	0.00
Sat Flow, veh/h	1406	0	1572	0	1870	0	3319	3413	1522	998	3272	1459
Grp Volume(v), veh/h	16	0	9	0	0	0	326	295	0	0	337	0
Grp Sat Flow(s),veh/h/ln	1406	0	1572	0	1870	0	1659	1706	1522	998	1636	1459
Q Serve(g_s), s	1.3	0.0	0.5	0.0	0.0	0.0	10.7	1.3	0.0	0.0	4.0	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.5	0.0	0.0	0.0	10.7	1.3	0.0	0.0	4.0	0.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	134	0	311	0	95	0	487	3001	1339	63	2283	
V/C Ratio(X)	0.12	0.00	0.03	0.00	0.00	0.00	0.67	0.10	0.00	0.00	0.15	
Avail Cap(c_a), veh/h	442	0	655	0	505	0	1329	3001	1339	63	2283	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	52.3	0.0	37.2	0.0	0.0	0.0	46.4	0.9	0.0	0.0	5.8	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.0	1.6	0.1	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	0.4	0.0	0.0	0.0	7.7	0.0	0.0	0.0	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	0.0	37.2	0.0	0.0	0.0	48.0	1.0	0.0	0.0	6.0	0.0
LnGrp LOS	D	A	D	A	A	A	D	A	A	A	A	A
Approach Vol, veh/h		25			0			621			337	A
Approach Delay, s/veh		47.1			0.0			25.6			6.0	
Approach LOS		D						C			A	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		105.0		9.8	20.9	84.1		9.8				
Change Period (Y+Rc), s		7.1		7.1	7.1	7.1		7.1				
Max Green Setting (Gmax), s		97.9		27.9	42.9	47.9		27.9				
Max Q Clear Time (g_c+I1), s		3.3		3.3	12.7	6.0		0.0				
Green Ext Time (p_c), s		1.7		0.0	1.1	2.0		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				19.4								
HCM 6th LOS				B								
<b>Notes</b>												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary  
6: US 98 Access Road & US 98

Opening Year (2025) - Alternative 2  
AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Traffic Volume (veh/h)	315	45	115	255	65	105
Future Volume (veh/h)	315	45	115	255	65	105
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1781	1781	1722	1722	1737	1737
Adj Flow Rate, veh/h	332	0	121	268	68	111
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	8	8	12	12	11	11
Cap, veh/h	2485		850	2730	179	265
Arrive On Green	0.73	0.00	0.07	0.83	0.04	0.04
Sat Flow, veh/h	3474	1510	1640	3358	1654	1472
Grp Volume(v), veh/h	332	0	121	268	68	111
Grp Sat Flow(s),veh/h/ln	1692	1510	1640	1636	1654	1472
Q Serve(g_s), s	4.0	0.0	2.0	2.1	5.6	9.6
Cycle Q Clear(g_c), s	4.0	0.0	2.0	2.1	5.6	9.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2485		850	2730	179	265
V/C Ratio(X)	0.13		0.14	0.10	0.38	0.42
Avail Cap(c_a), veh/h	2485		1154	2730	484	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.5	0.0	2.6	2.1	62.9	55.1
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.1	1.3	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.2	0.0	0.7	0.7	4.4	12.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.6	0.0	2.7	2.2	64.2	56.2
LnGrp LOS	A		A	A	E	E
Approach Vol, veh/h	332	A		389	179	
Approach Delay, s/veh	5.6			2.3	59.2	
Approach LOS	A			A	E	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.0	106.8		19.2		120.8
Change Period (Y+Rc), s	7.1	7.1		7.1		7.1
Max Green Setting (Gmax), s	32.9	47.9		37.9		87.9
Max Q Clear Time (g_c+I1), s	4.0	6.0		11.6		4.1
Green Ext Time (p_c), s	0.3	1.9		0.5		1.6

Intersection Summary

HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Notes

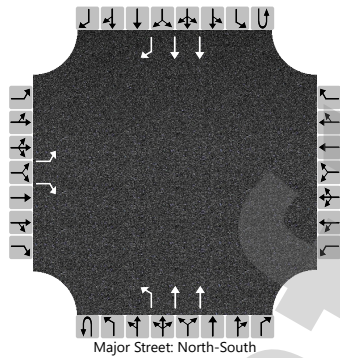
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Nashid Sharmin	Intersection	US 98 at Old US 98
Agency/Co.	H.W. Lochner Inc.	Jurisdiction	FDOT D7
Date Performed	5/24/2021	East/West Street	Old US 98
Analysis Year	2025	North/South Street	US 98
Time Analyzed	7:30 - 8:30 AM	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	US 98 PD&E Studies		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	1	
Configuration		L		R						L	T				T	R	
Volume (veh/h)		5		60					0	60	300				330	5	
Percent Heavy Vehicles (%)		8		8					8	8							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized		No												Yes			
Median Type   Storage		Left Only											1				

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.96		7.06						4.26						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.58		3.38						2.28						

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5		63						63						
Capacity, c (veh/h)		481		821						1166						
v/c Ratio		0.01		0.08						0.05						
95% Queue Length, Q <sub>95</sub> (veh)		0.0		0.2						0.2						
Control Delay (s/veh)		12.6		9.7						8.3						
Level of Service (LOS)		B		A						A						
Approach Delay (s/veh)		10.0								1.4						
Approach LOS		A														



# MOVEMENT SUMMARY

Site: 8 [US 98 at Clinton Avenue\_2025-AM (Site Folder: General)]

Opening Year (2025) - Alternative 3  
 AM Peak Hour  
 Site Category: (None)  
 Roundabout

























Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] ft				
South: US 98														
8	T1	300	8.0	316	8.0	0.161	5.1	LOS A	0.6	16.6	0.41	0.30	0.41	38.7
18	R2	5	8.0	5	8.0	0.161	5.1	LOS A	0.6	16.6	0.41	0.30	0.41	37.3
Approach		305	8.0	321	8.0	0.161	5.1	LOS A	0.6	16.6	0.41	0.30	0.41	38.7
East: Clinton Avenue														
1	L2	5	3.0	5	3.0	0.286	6.3	LOS A	1.2	31.4	0.46	0.38	0.46	38.4
16	R2	275	3.0	289	3.0	0.286	6.3	LOS A	1.2	31.4	0.46	0.38	0.46	35.6
Approach		280	3.0	295	3.0	0.286	6.3	LOS A	1.2	31.4	0.46	0.38	0.46	35.7
North: Clinton Avenue														
7	L2	265	8.0	279	8.0	0.237	4.8	LOS A	1.1	28.8	0.05	0.01	0.05	34.0
4	T1	325	8.0	342	8.0	0.237	4.8	LOS A	1.1	28.8	0.05	0.01	0.05	38.6
Approach		590	8.0	621	8.0	0.237	4.8	LOS A	1.1	28.8	0.05	0.01	0.05	36.4
All Vehicles		1175	6.8	1237	6.8	0.286	5.2	LOS A	1.2	31.4	0.24	0.17	0.24	36.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Roundabout LOS Method: Same as Sign Control.  
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.  
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).  
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).  
 Roundabout Capacity Model: US HCM 6.  
 Delay Model: HCM Delay Formula (Geometric Delay is not included).  
 Queue Model: HCM Queue Formula.  
 Gap-Acceptance Capacity: Traditional M1.  
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

HCM 6th Signalized Intersection Summary  
1: US 301 & Clinton Ave

Opening Year (2025) - Alternative 2

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	200	320	145	80	395	115	255	850	105	150	900	360
Future Volume (veh/h)	200	320	145	80	395	115	255	850	105	150	900	360
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1781	1781	1781	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	211	337	153	84	416	121	268	895	111	158	947	379
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	8	8	8	3	3	3	3	3	3
Cap, veh/h	332	525	234	232	435	194	400	2036	908	282	1914	854
Arrive On Green	0.10	0.15	0.15	0.08	0.13	0.13	0.16	0.77	0.77	0.08	0.54	0.54
Sat Flow, veh/h	3401	3497	1560	1697	3385	1510	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	211	337	153	84	416	121	268	895	111	158	947	379
Grp Sat Flow(s),veh/h/ln	1700	1749	1560	1697	1692	1510	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	8.4	12.7	12.9	5.8	17.1	10.6	10.3	12.5	2.5	6.2	23.5	20.3
Cycle Q Clear(g_c), s	8.4	12.7	12.9	5.8	17.1	10.6	10.3	12.5	2.5	6.2	23.5	20.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	525	234	232	435	194	400	2036	908	282	1914	854
V/C Ratio(X)	0.64	0.64	0.65	0.36	0.96	0.62	0.67	0.44	0.12	0.56	0.49	0.44
Avail Cap(c_a), veh/h	413	525	234	297	435	194	906	2036	908	343	1914	854
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.41	0.41	0.41	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.8	56.0	56.1	46.9	60.6	57.8	56.6	8.3	7.2	61.8	20.0	19.3
Incr Delay (d2), s/veh	2.2	2.7	6.4	0.9	32.0	6.1	0.8	0.3	0.1	1.8	0.9	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	9.6	9.2	4.5	14.1	7.7	6.4	5.7	1.5	4.9	14.3	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.9	58.6	62.4	47.9	92.6	63.9	57.4	8.6	7.3	63.6	20.9	21.0
LnGrp LOS	E	E	E	D	F	E	E	A	A	E	C	C
Approach Vol, veh/h		701			621			1274			1484	
Approach Delay, s/veh		60.8			80.9			18.7			25.5	
Approach LOS		E			F			B			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	84.8	14.7	25.0	20.3	80.0	17.7	22.0				
Change Period (Y+Rc), s	7.2	7.2	7.1	7.1	7.2	7.2	7.1	7.1				
Max Green Setting (Gmax), s	10.8	71.8	12.9	15.9	33.8	48.8	13.9	14.9				
Max Q Clear Time (g_c+I1), s	8.2	14.5	7.8	14.9	12.3	25.5	10.4	19.1				
Green Ext Time (p_c), s	0.1	16.3	0.1	0.3	0.8	14.2	0.2	0.0				

Intersection Summary















HCM 6th Ctrl Delay	37.9
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary  
 3: US 301 & Old US 98

Opening Year (2025) - Alternative 2  
 PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	60	5	1210	60	5	1025
Future Volume (veh/h)	60	5	1210	60	5	1025
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1781	1781	1841	1841	1856	1856
Adj Flow Rate, veh/h	63	5	1274	63	5	1079
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	8	8	4	4	3	3
Cap, veh/h	147	382	2296	1024	541	3020
Arrive On Green	0.09	0.09	0.66	0.66	0.34	1.00
Sat Flow, veh/h	1697	1510	3589	1560	1767	3618
Grp Volume(v), veh/h	63	5	1274	63	5	1079
Grp Sat Flow(s),veh/h/ln	1697	1510	1749	1560	1767	1763
Q Serve(g_s), s	4.9	0.3	27.6	2.0	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.3	27.6	2.0	0.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	147	382	2296	1024	541	3020
V/C Ratio(X)	0.43	0.01	0.55	0.06	0.01	0.36
Avail Cap(c_a), veh/h	521	715	2296	1024	541	3020
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.85	0.85
Uniform Delay (d), s/veh	60.7	39.2	13.0	8.6	3.9	0.0
Incr Delay (d2), s/veh	2.0	0.0	1.0	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.9	0.2	15.1	1.2	0.0	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	62.7	39.2	14.0	8.7	3.9	0.3
LnGrp LOS	E	D	B	A	A	A
Approach Vol, veh/h	68		1337			1084
Approach Delay, s/veh	60.9		13.7			0.3
Approach LOS	E		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	28.0	95.9			123.9	16.1
Change Period (Y+Rc), s	7.5	7.5			7.5	6.8
Max Green Setting (Gmax), s	20.5	57.5			85.5	40.2
Max Q Clear Time (g_c+I1), s	2.0	29.6			2.0	6.9
Green Ext Time (p_c), s	0.0	17.7			21.1	0.2
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			9.2			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
4: Old Lakeland Hwy & US 98 Access Road

Opening Year (2025) - Alternative 2  
PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	110	60	50	310	290	115
Future Volume (veh/h)	110	60	50	310	290	115
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1737	1737	1737	1737	1752	1752
Adj Flow Rate, veh/h	116	0	53	326	305	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	11	11	11	11	10	10
Cap, veh/h	176		846	1452	1300	
Arrive On Green	0.04	0.00	0.07	0.84	0.74	0.00
Sat Flow, veh/h	1654	1472	1654	1737	1752	0
Grp Volume(v), veh/h	116	0	53	326	305	0
Grp Sat Flow(s),veh/h/ln	1654	1472	1654	1737	1752	0
Q Serve(g_s), s	9.7	0.0	0.8	5.3	7.6	0.0
Cycle Q Clear(g_c), s	9.7	0.0	0.8	5.3	7.6	0.0
Prop In Lane	1.00	1.00	1.00			0.00
Lane Grp Cap(c), veh/h	176		846	1452	1300	
V/C Ratio(X)	0.66		0.06	0.22	0.23	
Avail Cap(c_a), veh/h	484		985	1452	1300	
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	65.0	0.0	2.6	2.3	5.6	0.0
Incr Delay (d2), s/veh	4.1	0.0	0.0	0.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.8	0.0	0.3	2.0	4.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	69.1	0.0	2.7	2.7	6.1	0.0
LnGrp LOS	E		A	A	A	
Approach Vol, veh/h	116	A		379	305	A
Approach Delay, s/veh	69.1			2.7	6.1	
Approach LOS	E			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		121.1		18.9	13.2	107.9
Change Period (Y+Rc), s		7.1		7.1	7.1	7.1
Max Green Setting (Gmax), s		87.9		37.9	17.9	62.9
Max Q Clear Time (g_c+I1), s		7.3		11.7	2.8	9.6
Green Ext Time (p_c), s		1.8		0.3	0.1	1.6

Intersection Summary

HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
5: US 98 & CR 54

Opening Year (2025) - Alternative 2  
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	0	310	0	0	0	280	320	0	0	280	15
Future Volume (veh/h)	25	0	310	0	0	0	280	320	0	0	280	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1796	1796	1796	1722	1722	1722
Adj Flow Rate, veh/h	26	0	-6	0	0	0	295	337	0	0	295	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	2	2	2	7	7	7	12	12	12
Cap, veh/h	130	0	205	0	89	0	455	3012	1343	63	2324	
Arrive On Green	0.02	0.00	0.00	0.00	0.00	0.00	0.14	0.88	0.00	0.00	0.71	0.00
Sat Flow, veh/h	1406	0	1572	0	1870	0	3319	3413	1522	961	3272	1459
Grp Volume(v), veh/h	26	0	-6	0	0	0	295	337	0	0	295	0
Grp Sat Flow(s),veh/h/ln	1406	0	1572	0	1870	0	1659	1706	1522	961	1636	1459
Q Serve(g_s), s	2.1	0.0	0.0	0.0	0.0	0.0	9.6	1.5	0.0	0.0	3.3	0.0
Cycle Q Clear(g_c), s	2.1	0.0	0.0	0.0	0.0	0.0	9.6	1.5	0.0	0.0	3.3	0.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	92	0	205	0	89	0	455	3012	1343	63	2324	
V/C Ratio(X)	0.28	0.00	-0.03	0.00	0.00	0.00	0.65	0.11	0.00	0.00	0.13	
Avail Cap(c_a), veh/h	406	0	556	0	507	0	1334	3012	1343	63	2324	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	54.4	0.0	0.0	0.0	0.0	0.0	46.8	0.9	0.0	0.0	5.3	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.0	0.0	0.0	1.6	0.1	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.0	0.0	0.0	0.0	0.0	7.0	0.1	0.0	0.0	1.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.1	0.0	0.0	0.0	0.0	0.0	48.3	1.0	0.0	0.0	5.4	0.0
LnGrp LOS	E	A	A	A	A	A	D	A	A	A	A	A
Approach Vol, veh/h		20			0			632			295	A
Approach Delay, s/veh		72.9			0.0			23.1			5.4	
Approach LOS		E						C			A	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		105.0		9.5	19.7	85.3		9.5				
Change Period (Y+Rc), s		7.1		7.1	7.1	7.1		7.1				
Max Green Setting (Gmax), s		97.9		27.9	42.9	47.9		27.9				
Max Q Clear Time (g_c+I1), s		3.5		4.1	11.6	5.3		0.0				
Green Ext Time (p_c), s		2.0		0.1	1.0	1.7		0.0				

Intersection Summary

HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
6: US 98 Access Road & US 98

Opening Year (2025) - Alternative 2  
PM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↖	↑↑	↖	↗
Traffic Volume (veh/h)	255	65	105	315	45	115
Future Volume (veh/h)	255	65	105	315	45	115
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1781	1781	1722	1722	1737	1737
Adj Flow Rate, veh/h	268	0	111	332	47	121
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	8	8	12	12	11	11
Cap, veh/h	2457		887	2703	193	212
Arrive On Green	0.73	0.00	0.07	0.83	0.04	0.03
Sat Flow, veh/h	3474	1510	1640	3358	1654	1472
Grp Volume(v), veh/h	268	0	111	332	47	121
Grp Sat Flow(s),veh/h/ln	1692	1510	1640	1636	1654	1472
Q Serve(g_s), s	3.3	0.0	1.9	2.8	3.9	10.8
Cycle Q Clear(g_c), s	3.3	0.0	1.9	2.8	3.9	10.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2457		887	2703	193	212
V/C Ratio(X)	0.11		0.13	0.12	0.24	0.57
Avail Cap(c_a), veh/h	2457		1192	2703	484	471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	5.7	0.0	2.8	2.4	61.3	59.8
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.1	0.6	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	0.0	0.7	1.0	2.9	14.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.8	0.0	2.8	2.5	61.9	62.2
LnGrp LOS	A		A	A	E	E
Approach Vol, veh/h	268	A		443	168	
Approach Delay, s/veh	5.8			2.6	62.2	
Approach LOS	A			A	E	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.0	105.6		20.4		119.6
Change Period (Y+Rc), s	7.1	7.1		7.1		7.1
Max Green Setting (Gmax), s	32.9	47.9		37.9		87.9
Max Q Clear Time (g_c+I1), s	3.9	5.3		12.8		4.8
Green Ext Time (p_c), s	0.3	1.5		0.5		2.0

Intersection Summary

HCM 6th Ctrl Delay	14.9
HCM 6th LOS	B

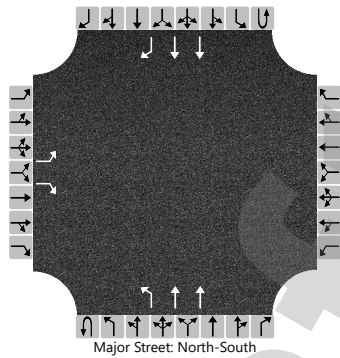
Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Nashid Sharmin	Intersection	US 98 at Old US 98
Agency/Co.	H.W. Lochner Inc.	Jurisdiction	FDOT D7
Date Performed	5/24/2021	East/West Street	Old US 98
Analysis Year	2025	North/South Street	US 98
Time Analyzed	4:45 - 5:45 PM	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	US 98 PD&E Studies		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	1	
Configuration		L		R						L	T				T	R	
Volume (veh/h)		5		60					0	60	330				300	5	
Percent Heavy Vehicles (%)		8		8					8	8							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized		No												Yes			
Median Type   Storage		Left Only											1				

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.96		7.06						4.26						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.58		3.38						2.28						

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5		63						63							
Capacity, c (veh/h)		488		841						1199							
v/c Ratio		0.01		0.08						0.05							
95% Queue Length, Q <sub>95</sub> (veh)		0.0		0.2						0.2							
Control Delay (s/veh)		12.5		9.6						8.2							
Level of Service (LOS)		B		A						A							
Approach Delay (s/veh)		9.8								1.3							
Approach LOS		A															



# MOVEMENT SUMMARY

Site: 8 [US 98 at Clinton Avenue\_2025-PM (Site Folder: General)]

Opening Year (2025) - Alternative 3  
 PM Peak Hour  
 Site Category: (None)  
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist ft ]				
South: US 98														
8	T1	325	8.0	342	8.0	0.176	5.3	LOS A	0.7	18.3	0.42	0.32	0.42	38.6
18	R2	5	8.0	5	8.0	0.176	5.3	LOS A	0.7	18.3	0.42	0.32	0.42	37.2
Approach		330	8.0	347	8.0	0.176	5.3	LOS A	0.7	18.3	0.42	0.32	0.42	38.6
East: Clinton Avenue														
1	L2	5	3.0	5	3.0	0.282	6.4	LOS A	1.2	30.6	0.47	0.40	0.47	38.3
16	R2	265	3.0	279	3.0	0.282	6.4	LOS A	1.2	30.6	0.47	0.40	0.47	35.6
Approach		270	3.0	284	3.0	0.282	6.4	LOS A	1.2	30.6	0.47	0.40	0.47	35.6
North: Clinton Avenue														
7	L2	275	8.0	289	8.0	0.231	4.7	LOS A	1.0	27.9	0.05	0.01	0.05	33.9
4	T1	300	8.0	316	8.0	0.231	4.7	LOS A	1.0	27.9	0.05	0.01	0.05	38.8
Approach		575	8.0	605	8.0	0.231	4.7	LOS A	1.0	27.9	0.05	0.01	0.05	36.2
All Vehicles		1175	6.9	1237	6.9	0.282	5.3	LOS A	1.2	30.6	0.25	0.18	0.25	36.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Roundabout LOS Method: Same as Sign Control.  
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.  
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).  
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).  
 Roundabout Capacity Model: US HCM 6.  
 Delay Model: HCM Delay Formula (Geometric Delay is not included).  
 Queue Model: HCM Queue Formula.  
 Gap-Acceptance Capacity: Traditional M1.  
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.



# Appendix N

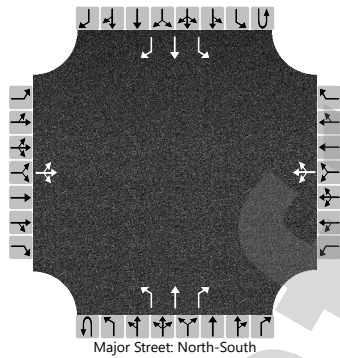
Design Year (2045) Operational Analysis

Draft

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Nashid Sharmin			Intersection	CR 54 at US 98		
Agency/Co.	H.W. Lochner Inc.			Jurisdiction	FDOT D7		
Date Performed	5/17/2021			East/West Street	CR 54		
Analysis Year	2045			North/South Street	US 98		
Time Analyzed	7:30-8:30 AM			Peak Hour Factor	0.95		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	US 98 PD&E Studies						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0		0	1	1		0	1	1	
Configuration			LTR				LTR			L	T	R		L	T	R	
Volume (veh/h)		15	0	545		0	0	0		545	625	0		0	860	25	
Percent Heavy Vehicles (%)		3	3	3		3	3	3		7				12			
Proportion Time Blocked																	
Percent Grade (%)		0					0										
Right Turn Channelized												No					
Median Type   Storage		Undivided															

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.17				4.22		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.26				2.31		

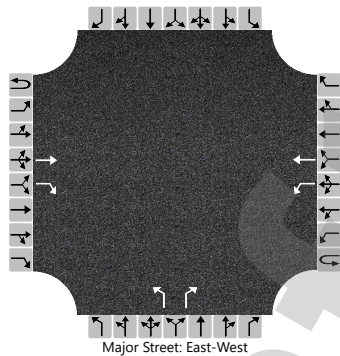
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			589				0				574				0					
Capacity, c (veh/h)			117								731				884					
v/c Ratio			5.03								0.78				0.00					
95% Queue Length, Q <sub>95</sub> (veh)			239.8								9.7				0.0					
Control Delay (s/veh)			7323.2								27.1				9.1					
Level of Service (LOS)			F								D				A					
Approach Delay (s/veh)		7323.2										12.6					0.0			
Approach LOS		F																		

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Nashid Sharmin			Intersection	US 98 at Access Road		
Agency/Co.	H.W. Lochner Inc.			Jurisdiction	FDOT D7		
Date Performed	5/18/2021			East/West Street	US 98		
Analysis Year	2045			North/South Street	Access Road		
Time Analyzed	7:30-8:30 AM			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	1.00		
Project Description	US 98 PD&E Studies						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6	7	8	9		10	11	12	
Priority																
Number of Lanes	0	0	1	1	0	1	1	0	1	0	1		0	0	0	
Configuration			T	R		L	T		L		R					
Volume (veh/h)			655	50		215	480			70		235				
Percent Heavy Vehicles (%)						12				11		11				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized			Yes							No						
Median Type   Storage						Undivided										

## Critical and Follow-up Headways





























Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.22				6.51		6.31				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.31				3.60		3.40				

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						226				74		247				
Capacity, c (veh/h)						860				76		430				
v/c Ratio						0.26				0.96		0.57				
95% Queue Length, Q <sub>95</sub> (veh)						1.1				9.8		3.9				
Control Delay (s/veh)						10.7				307.3		24.5				
Level of Service (LOS)						B				F		C				
Approach Delay (s/veh)						3.3				89.4						
Approach LOS										F						















HCM 6th Signalized Intersection Summary  
1: US 301 & Clinton Ave

Design Year (2045) - No Build  
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 			 	
Traffic Volume (veh/h)	550	175	880	115	200	45	545	1055	85	45	1055	305
Future Volume (veh/h)	550	175	880	115	200	45	545	1055	85	45	1055	305
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	579	184	926	121	211	47	574	1111	89	47	1111	321
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	3	3	3	3	3	3	3	3	3
Cap, veh/h	366	484	216	270	364	79	516	2024	903	367	1452	648
Arrive On Green	0.11	0.14	0.14	0.10	0.13	0.10	0.31	0.76	0.76	0.07	0.41	0.41
Sat Flow, veh/h	3401	3497	1560	1767	2877	628	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	579	184	926	121	128	130	574	1111	89	47	1111	321
Grp Sat Flow(s),veh/h/ln	1700	1749	1560	1767	1763	1743	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	14.0	6.2	18.0	7.4	8.9	9.2	30.0	16.7	1.9	1.8	35.2	19.6
Cycle Q Clear(g_c), s	14.0	6.2	18.0	7.4	8.9	9.2	30.0	16.7	1.9	1.8	35.2	19.6
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	366	484	216	270	223	220	516	2024	903	367	1452	648
V/C Ratio(X)	1.58	0.38	4.29	0.45	0.57	0.59	1.11	0.55	0.10	0.13	0.76	0.50
Avail Cap(c_a), veh/h	366	484	216	291	244	241	516	2024	903	436	1452	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.50	0.50	0.50	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	50.9	56.0	42.3	53.5	54.1	31.7	8.5	6.8	18.0	32.8	28.2
Incr Delay (d2), s/veh	274.1	0.5	1490.0	1.2	2.7	3.2	64.5	0.5	0.1	0.2	3.9	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	31.5	4.9	146.2	5.9	7.2	7.5	31.2	6.9	1.1	1.3	21.3	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	332.1	51.4	1546.0	43.5	56.1	57.4	96.2	9.1	6.9	18.2	36.7	30.9
LnGrp LOS	F	D	F	D	E	E	F	A	A	B	D	C
Approach Vol, veh/h		1689			379			1774			1479	
Approach Delay, s/veh		967.1			52.5			37.2			34.9	
Approach LOS		F			D			D			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.9	78.6	16.4	22.0	34.0	57.6	18.0	20.4				
Change Period (Y+Rc), s	7.2	7.2	7.1	7.1	7.2	7.2	7.1	7.1				
Max Green Setting (Gmax), s	10.8	64.8	10.9	14.9	26.8	48.8	10.9	14.9				
Max Q Clear Time (g_c+I1), s	3.8	18.7	9.4	20.0	32.0	37.2	16.0	11.2				
Green Ext Time (p_c), s	0.0	20.1	0.0	0.0	0.0	9.0	0.0	0.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay	332.8											
HCM 6th LOS	F											
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary  
 3: US 301 & US 98

Design Year (2045) - No Build  
 AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	95	510	1090	75	625	1440
Future Volume (veh/h)	95	510	1090	75	625	1440
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1781	1781	1841	1841	1856	1856
Adj Flow Rate, veh/h	100	537	1147	79	658	1516
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	8	8	4	4	3	3
Cap, veh/h	533	768	1377	614	453	2202
Arrive On Green	0.31	0.31	0.39	0.39	0.40	1.00
Sat Flow, veh/h	1697	1510	3589	1560	1767	3618
Grp Volume(v), veh/h	100	537	1147	79	658	1516
Grp Sat Flow(s),veh/h/ln	1697	1510	1749	1560	1767	1763
Q Serve(g_s), s	5.6	35.3	38.5	4.2	26.0	0.0
Cycle Q Clear(g_c), s	5.6	35.3	38.5	4.2	26.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	533	768	1377	614	453	2202
V/C Ratio(X)	0.19	0.70	0.83	0.13	1.45	0.69
Avail Cap(c_a), veh/h	561	793	1377	614	453	2202
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.09	0.09
Uniform Delay (d), s/veh	32.5	24.4	35.6	25.2	24.4	0.0
Incr Delay (d2), s/veh	0.2	2.6	6.0	0.4	204.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	17.7	23.3	2.8	46.8	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.7	27.0	41.6	25.6	229.2	0.2
LnGrp LOS	C	C	D	C	F	A
Approach Vol, veh/h	637		1226			2174
Approach Delay, s/veh	27.9		40.6			69.5
Approach LOS	C		D			E
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	30.0	55.2			85.2	44.8
Change Period (Y+Rc), s	7.5	7.5			7.5	6.8
Max Green Setting (Gmax), s	22.5	45.5			75.5	40.2
Max Q Clear Time (g_c+I1), s	28.0	40.5			2.0	37.3
Green Ext Time (p_c), s	0.0	4.0			37.4	0.7
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			54.1			
HCM 6th LOS			D			

HCM 6th Signalized Intersection Summary  
4: Old Lakeland Hwy & US 98 Access Road

Design Year (2045) - No Build  
AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	205	55	65	340	350	235
Future Volume (veh/h)	205	55	65	340	350	235
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1737	1737	1737	1737	1752	1752
Adj Flow Rate, veh/h	216	0	68	358	368	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	11	11	11	11	10	10
Cap, veh/h	280		199	1026	1343	
Arrive On Green	0.17	0.00	0.74	0.77	0.77	0.00
Sat Flow, veh/h	1654	1472	217	1337	1752	0
Grp Volume(v), veh/h	216	0	426	0	368	0
Grp Sat Flow(s),veh/h/ln	1654	1472	1554	0	1752	0
Q Serve(g_s), s	15.6	0.0	0.0	0.0	7.8	0.0
Cycle Q Clear(g_c), s	15.6	0.0	9.7	0.0	7.8	0.0
Prop In Lane	1.00	1.00	0.16			0.00
Lane Grp Cap(c), veh/h	280		1187	0	1343	
V/C Ratio(X)	0.77		0.36	0.00	0.27	
Avail Cap(c_a), veh/h	476		1187	0	1343	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	49.7	0.0	4.6	0.0	4.3	0.0
Incr Delay (d2), s/veh	4.5	0.0	0.8	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.7	0.0	5.6	0.0	3.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	54.2	0.0	5.5	0.0	4.8	0.0
LnGrp LOS	D		A	A	A	
Approach Vol, veh/h	216	A		426	368	A
Approach Delay, s/veh	54.2			5.5	4.8	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		100.0		25.2		100.0
Change Period (Y+Rc), s		7.1		7.1		7.1
Max Green Setting (Gmax), s		92.9		32.9		92.9
Max Q Clear Time (g_c+I1), s		11.7		17.6		9.8
Green Ext Time (p_c), s		2.6		0.5		2.0

Intersection Summary

HCM 6th Ctrl Delay			15.6			
HCM 6th LOS			B			

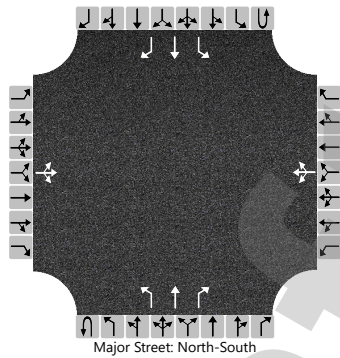
Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Nashid Sharmin			Intersection	CR 54 at US 98		
Agency/Co.	H.W. Lochner Inc.			Jurisdiction	FDOT D7		
Date Performed	5/17/2021			East/West Street	CR 54		
Analysis Year	2045			North/South Street	US 98		
Time Analyzed	4:45-5:45 PM			Peak Hour Factor	0.95		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	US 98 PD&E Studies						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	1	0		0	1	1		0	1	1	
Configuration			LTR				LTR			L	T	R		L	T	R	
Volume (veh/h)		25	0	545		0	0	0		545	860	0		0	625	15	
Percent Heavy Vehicles (%)		3	3	3		3	3	3		7				12			
Proportion Time Blocked																	
Percent Grade (%)		0					0										
Right Turn Channelized												No			Yes		
Median Type   Storage		Undivided															

## Critical and Follow-up Headways
























Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.53	6.23		7.13	6.53	6.23		4.17				4.22		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.03	3.33		3.53	4.03	3.33		2.26				2.31		

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			600				0			574				0		
Capacity, c (veh/h)			116							907				711		
v/c Ratio			5.17							0.63				0.00		
95% Queue Length, Q <sub>95</sub> (veh)			245.6							5.0				0.0		
Control Delay (s/veh)			7574.0							15.7				10.1		
Level of Service (LOS)			F							C				B		
Approach Delay (s/veh)		7574.0										6.1			0.0	
Approach LOS		F														

HCM 6th Signalized Intersection Summary  
1: US 301 & Clinton Ave

Design Year (2045) - No Build  
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	200	545	85	175	45	880	1055	115	45	1055	550
Future Volume (veh/h)	305	200	545	85	175	45	880	1055	115	45	1055	550
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	321	211	574	89	184	47	926	1111	121	47	1111	579
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	3	3	3	3	3	3	3	3	3
Cap, veh/h	413	515	230	253	291	73	553	2099	936	344	1396	623
Arrive On Green	0.12	0.15	0.15	0.08	0.10	0.08	0.35	0.79	0.79	0.06	0.40	0.40
Sat Flow, veh/h	3401	3497	1560	1767	2796	697	1767	3526	1572	1767	3526	1572
Grp Volume(v), veh/h	321	211	574	89	114	117	926	1111	121	47	1111	579
Grp Sat Flow(s),veh/h/ln	1700	1749	1560	1767	1763	1730	1767	1763	1572	1767	1763	1572
Q Serve(g_s), s	12.8	7.7	20.6	6.1	8.7	9.1	37.0	15.8	2.5	2.1	38.9	49.3
Cycle Q Clear(g_c), s	12.8	7.7	20.6	6.1	8.7	9.1	37.0	15.8	2.5	2.1	38.9	49.3
Prop In Lane	1.00		1.00	1.00		0.40	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	515	230	253	184	180	553	2099	936	344	1396	623
V/C Ratio(X)	0.78	0.41	2.50	0.35	0.62	0.65	1.68	0.53	0.13	0.14	0.80	0.93
Avail Cap(c_a), veh/h	413	515	230	317	227	222	553	2099	936	406	1396	623
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.18	0.18	0.18	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.7	54.2	59.7	49.3	60.1	60.9	35.0	7.5	6.2	20.9	37.3	40.4
Incr Delay (d2), s/veh	9.1	0.5	688.3	0.8	3.5	4.6	305.6	0.2	0.1	0.2	4.8	22.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.9	6.1	81.3	4.9	7.2	7.5	89.7	5.5	1.4	1.5	23.6	29.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.7	54.7	748.0	50.1	63.6	65.4	340.6	7.7	6.2	21.1	42.1	62.9
LnGrp LOS	E	D	F	D	E	E	F	A	A	C	D	E
Approach Vol, veh/h		1106			320			2158			1737	
Approach Delay, s/veh		418.6			60.5			150.5			48.4	
Approach LOS		F			E			F			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.1	87.3	15.0	24.6	41.0	59.4	21.0	18.6				
Change Period (Y+Rc), s	7.2	7.2	7.1	7.1	7.2	7.2	7.1	7.1				
Max Green Setting (Gmax), s	10.8	71.8	12.9	15.9	33.8	48.8	13.9	14.9				
Max Q Clear Time (g_c+I1), s	4.1	17.8	8.1	22.6	39.0	51.3	14.8	11.1				
Green Ext Time (p_c), s	0.0	21.9	0.1	0.0	0.0	0.0	0.0	0.4				

Intersection Summary

HCM 6th Ctrl Delay	167.5
HCM 6th LOS	F















Notes

User approved pedestrian interval to be less than phase max green.



HCM 6th Signalized Intersection Summary  
 3: US 301 & US 98

Design Year (2045) - No Build  
 PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	75	625	1440	95	510	1090
Future Volume (veh/h)	75	625	1440	95	510	1090
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1781	1781	1841	1841	1856	1856
Adj Flow Rate, veh/h	79	658	1516	100	537	1147
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	8	8	4	4	3	3
Cap, veh/h	521	715	1524	680	356	2241
Arrive On Green	0.31	0.31	0.44	0.44	0.34	1.00
Sat Flow, veh/h	1697	1510	3589	1560	1767	3618
Grp Volume(v), veh/h	79	658	1516	100	537	1147
Grp Sat Flow(s),veh/h/ln	1697	1510	1749	1560	1767	1763
Q Serve(g_s), s	4.7	43.0	60.4	5.4	24.0	0.0
Cycle Q Clear(g_c), s	4.7	43.0	60.4	5.4	24.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	521	715	1524	680	356	2241
V/C Ratio(X)	0.15	0.92	0.99	0.15	1.51	0.51
Avail Cap(c_a), veh/h	521	715	1524	680	356	2241
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.39	0.39
Uniform Delay (d), s/veh	35.2	34.4	39.3	23.8	36.4	0.0
Incr Delay (d2), s/veh	0.1	17.2	21.9	0.5	235.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.5	30.4	37.7	3.6	40.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.4	51.6	61.2	24.3	271.6	0.3
LnGrp LOS	D	D	E	C	F	A
Approach Vol, veh/h	737		1616			1684
Approach Delay, s/veh	49.9		58.9			86.8
Approach LOS	D		E			F
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	28.0	65.0			93.0	47.0
Change Period (Y+Rc), s	7.5	7.5			7.5	6.8
Max Green Setting (Gmax), s	20.5	57.5			85.5	40.2
Max Q Clear Time (g_c+I1), s	26.0	62.4			2.0	45.0
Green Ext Time (p_c), s	0.0	0.0			23.6	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			68.9			
HCM 6th LOS			E			

HCM 6th Signalized Intersection Summary  
4: Old Lakeland Hwy & US 98 Access Road

Design Year (2045) - No Build  
PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	235	65	55	350	340	205
Future Volume (veh/h)	235	65	55	350	340	205
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1737	1737	1737	1737	1752	1752
Adj Flow Rate, veh/h	247	0	58	368	358	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	11	11	11	11	10	10
Cap, veh/h	313		169	1047	1306	
Arrive On Green	0.19	0.00	0.72	0.75	0.75	0.00
Sat Flow, veh/h	1654	1472	182	1405	1752	0
Grp Volume(v), veh/h	247	0	426	0	358	0
Grp Sat Flow(s),veh/h/ln	1654	1472	1586	0	1752	0
Q Serve(g_s), s	17.4	0.0	0.0	0.0	8.0	0.0
Cycle Q Clear(g_c), s	17.4	0.0	10.3	0.0	8.0	0.0
Prop In Lane	1.00	1.00	0.14			0.00
Lane Grp Cap(c), veh/h	313		1176	0	1306	
V/C Ratio(X)	0.79		0.36	0.00	0.27	
Avail Cap(c_a), veh/h	556		1176	0	1306	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	47.2	0.0	5.3	0.0	5.0	0.0
Incr Delay (d2), s/veh	4.5	0.0	0.9	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.6	0.0	6.2	0.0	4.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.6	0.0	6.2	0.0	5.5	0.0
LnGrp LOS	D		A	A	A	
Approach Vol, veh/h	247	A		426	358	A
Approach Delay, s/veh	51.6			6.2	5.5	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		95.0		27.1		95.0
Change Period (Y+Rc), s		7.1		7.1		7.1
Max Green Setting (Gmax), s		87.9		37.9		87.9
Max Q Clear Time (g_c+I1), s		12.3		19.4		10.0
Green Ext Time (p_c), s		2.6		0.6		2.0

Intersection Summary

HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
4: Old Lakeland Hwy & US 98 Access Road

Design Year (2045) - No Build  
PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	235	65	55	350	340	205
Future Volume (veh/h)	235	65	55	350	340	205
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1737	1737	1737	1737	1752	1752
Adj Flow Rate, veh/h	247	0	58	368	358	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	11	11	11	11	10	10
Cap, veh/h	313		169	1047	1306	
Arrive On Green	0.19	0.00	0.72	0.75	0.75	0.00
Sat Flow, veh/h	1654	1472	182	1405	1752	0
Grp Volume(v), veh/h	247	0	426	0	358	0
Grp Sat Flow(s),veh/h/ln	1654	1472	1586	0	1752	0
Q Serve(g_s), s	17.4	0.0	0.0	0.0	8.0	0.0
Cycle Q Clear(g_c), s	17.4	0.0	10.3	0.0	8.0	0.0
Prop In Lane	1.00	1.00	0.14			0.00
Lane Grp Cap(c), veh/h	313		1176	0	1306	
V/C Ratio(X)	0.79		0.36	0.00	0.27	
Avail Cap(c_a), veh/h	556		1176	0	1306	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	47.2	0.0	5.3	0.0	5.0	0.0
Incr Delay (d2), s/veh	4.5	0.0	0.9	0.0	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.6	0.0	6.2	0.0	4.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	51.6	0.0	6.2	0.0	5.5	0.0
LnGrp LOS	D		A	A	A	
Approach Vol, veh/h	247	A		426	358	A
Approach Delay, s/veh	51.6			6.2	5.5	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		95.0		27.1		95.0
Change Period (Y+Rc), s		7.1		7.1		7.1
Max Green Setting (Gmax), s		87.9		37.9		87.9
Max Q Clear Time (g_c+I1), s		12.3		19.4		10.0
Green Ext Time (p_c), s		2.6		0.6		2.0

Intersection Summary

HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
1: US 301 & Clinton Ave

Design Year (2045) - Alternative 2

AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	550	645	410	115	515	220	230	880	85	180	920	305
Future Volume (veh/h)	550	645	410	115	515	220	230	880	85	180	920	305
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1781	1781	1781	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	579	679	432	121	542	232	242	926	89	189	968	321
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	8	8	8	3	3	3	3	3	3
Cap, veh/h	366	521	232	220	469	209	386	1894	845	321	1827	815
Arrive On Green	0.11	0.15	0.15	0.10	0.14	0.14	0.11	0.54	0.54	0.09	0.52	0.52
Sat Flow, veh/h	3401	3497	1560	1697	3385	1510	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	579	679	432	121	542	232	242	926	89	189	968	321
Grp Sat Flow(s),veh/h/ln	1700	1749	1560	1697	1692	1510	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	14.0	19.4	19.4	7.6	18.0	18.0	8.8	21.4	3.6	6.9	23.7	16.1
Cycle Q Clear(g_c), s	14.0	19.4	19.4	7.6	18.0	18.0	8.8	21.4	3.6	6.9	23.7	16.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	366	521	232	220	469	209	386	1894	845	321	1827	815
V/C Ratio(X)	1.58	1.30	1.86	0.55	1.16	1.11	0.63	0.49	0.11	0.59	0.53	0.39
Avail Cap(c_a), veh/h	366	521	232	238	469	209	791	1894	845	369	1827	815
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	0.37	0.37	0.37	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	55.3	55.3	42.1	56.0	56.0	55.1	18.9	14.8	56.5	20.8	19.0
Incr Delay (d2), s/veh	274.1	150.1	402.9	2.3	92.1	94.8	0.6	0.3	0.1	1.9	1.1	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	31.5	29.5	52.8	5.9	20.8	18.8	5.6	11.1	2.3	5.4	14.4	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	332.1	205.5	458.2	44.4	148.1	150.8	55.7	19.2	14.9	58.4	21.9	20.4
LnGrp LOS	F	F	F	D	F	F	E	B	B	E	C	C
Approach Vol, veh/h		1690			895			1257			1478	
Approach Delay, s/veh		313.5			134.8			25.9			26.2	
Approach LOS		F			F			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.2	73.8	16.6	23.4	18.6	71.4	18.0	22.0				
Change Period (Y+Rc), s	7.2	7.2	7.1	7.1	7.2	7.2	7.1	7.1				
Max Green Setting (Gmax), s	10.8	64.8	10.9	14.9	26.8	48.8	10.9	14.9				
Max Q Clear Time (g_c+I1), s	8.9	23.4	9.6	21.4	10.8	25.7	16.0	20.0				
Green Ext Time (p_c), s	0.1	15.2	0.0	0.0	0.7	13.9	0.0	0.0				

Intersection Summary















HCM 6th Ctrl Delay	135.7
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary  
 3: US 301 & Old US 98

Design Year (2045) - Alternative 2  
 AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	95	5	1090	75	5	1440
Future Volume (veh/h)	95	5	1090	75	5	1440
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1781	1781	1841	1841	1856	1856
Adj Flow Rate, veh/h	100	5	1147	79	5	1516
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	8	8	4	4	3	3
Cap, veh/h	164	440	2137	953	599	2968
Arrive On Green	0.10	0.10	0.61	0.61	0.40	1.00
Sat Flow, veh/h	1697	1510	3589	1560	1767	3618
Grp Volume(v), veh/h	100	5	1147	79	5	1516
Grp Sat Flow(s),veh/h/ln	1697	1510	1749	1560	1767	1763
Q Serve(g_s), s	7.4	0.3	24.7	2.7	0.0	0.0
Cycle Q Clear(g_c), s	7.4	0.3	24.7	2.7	0.0	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	164	440	2137	953	599	2968
V/C Ratio(X)	0.61	0.01	0.54	0.08	0.01	0.51
Avail Cap(c_a), veh/h	561	793	2137	953	599	2968
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.72	0.72
Uniform Delay (d), s/veh	56.4	32.8	14.6	10.4	3.5	0.0
Incr Delay (d2), s/veh	3.6	0.0	1.0	0.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.8	0.2	14.0	1.6	0.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	60.0	32.8	15.6	10.5	3.6	0.5
LnGrp LOS	E	C	B	B	A	A
Approach Vol, veh/h	105		1226			1521
Approach Delay, s/veh	58.7		15.3			0.5
Approach LOS	E		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	30.0	83.4			113.4	16.6
Change Period (Y+Rc), s	7.5	7.5			7.5	6.8
Max Green Setting (Gmax), s	22.5	45.5			75.5	40.2
Max Q Clear Time (g_c+I1), s	2.0	26.7			2.0	9.4
Green Ext Time (p_c), s	0.0	12.3			37.4	0.3
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			9.0			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
4: Old Lakeland Hwy & US 98 Access Road

Design Year (2045) - Alternative 2  
AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	205	55	60	340	350	235
Future Volume (veh/h)	205	55	60	340	350	235
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1737	1737	1737	1737	1752	1752
Adj Flow Rate, veh/h	216	0	63	358	368	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	11	11	11	11	10	10
Cap, veh/h	279		722	1345	1188	
Arrive On Green	0.06	0.00	0.07	0.77	0.68	0.00
Sat Flow, veh/h	1654	1472	1654	1737	1752	0
Grp Volume(v), veh/h	216	0	63	358	368	0
Grp Sat Flow(s),veh/h/ln	1654	1472	1654	1737	1752	0
Q Serve(g_s), s	18.0	0.0	1.3	8.2	12.0	0.0
Cycle Q Clear(g_c), s	18.0	0.0	1.3	8.2	12.0	0.0
Prop In Lane	1.00	1.00	1.00			0.00
Lane Grp Cap(c), veh/h	279		722	1345	1188	
V/C Ratio(X)	0.78		0.09	0.27	0.31	
Avail Cap(c_a), veh/h	425		857	1345	1188	
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.96	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	63.5	0.0	4.9	4.5	9.2	0.0
Incr Delay (d2), s/veh	4.7	0.0	0.1	0.5	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.0	0.0	0.6	4.2	7.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	68.2	0.0	5.0	5.0	9.9	0.0
LnGrp LOS	E		A	A	A	
Approach Vol, veh/h	216	A		421	368	A
Approach Delay, s/veh	68.2			5.0	9.9	
Approach LOS	E			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		112.4		27.6	13.5	98.9
Change Period (Y+Rc), s		7.1		7.1	7.1	7.1
Max Green Setting (Gmax), s		92.9		32.9	17.9	67.9
Max Q Clear Time (g_c+I1), s		10.2		20.0	3.3	14.0
Green Ext Time (p_c), s		2.0		0.4	0.1	2.0

Intersection Summary






















HCM 6th Ctrl Delay	20.3
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
5: US 98 & CR 54

Design Year (2045) - Alternative 2  
AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	0	545	0	0	0	545	625	0	0	860	25
Future Volume (veh/h)	15	0	545	0	0	0	545	625	0	0	860	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1796	1796	1796	1722	1722	1722
Adj Flow Rate, veh/h	16	0	502	0	0	0	574	658	0	0	905	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	2	2	2	7	7	7	12	12	12
Cap, veh/h	363	0	685	0	414	0	711	2462	1098	51	1566	
Arrive On Green	0.20	0.00	0.22	0.00	0.00	0.00	0.21	0.72	0.00	0.00	0.48	0.00
Sat Flow, veh/h	1406	0	1572	0	1870	0	3319	3413	1522	714	3272	1459
Grp Volume(v), veh/h	16	0	502	0	0	0	574	658	0	0	905	0
Grp Sat Flow(s),veh/h/ln	1406	0	1572	0	1870	0	1659	1706	1522	714	1636	1459
Q Serve(g_s), s	1.3	0.0	31.0	0.0	0.0	0.0	23.0	9.3	0.0	0.0	27.9	0.0
Cycle Q Clear(g_c), s	1.3	0.0	31.0	0.0	0.0	0.0	23.0	9.3	0.0	0.0	27.9	0.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	0	685	0	414	0	711	2462	1098	51	1566	
V/C Ratio(X)	0.05	0.00	0.73	0.00	0.00	0.00	0.81	0.27	0.00	0.00	0.58	
Avail Cap(c_a), veh/h	332	0	685	0	414	0	1090	2462	1098	51	1566	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	44.2	0.0	32.8	0.0	0.0	0.0	52.3	6.7	0.0	0.0	26.3	0.0
Incr Delay (d2), s/veh	0.1	0.0	4.1	0.0	0.0	0.0	2.7	0.3	0.0	0.0	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	21.1	0.0	0.0	0.0	14.5	5.2	0.0	0.0	15.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.2	0.0	36.8	0.0	0.0	0.0	54.9	7.0	0.0	0.0	27.9	0.0
LnGrp LOS	D	A	D	A	A	A	D	A	A	A	C	
Approach Vol, veh/h		518			0			1232			905	A
Approach Delay, s/veh		37.0			0.0			29.3			27.9	
Approach LOS		D						C			C	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		105.0		35.0	34.0	71.0		35.0				
Change Period (Y+Rc), s		7.1		7.1	7.1	7.1		7.1				
Max Green Setting (Gmax), s		97.9		27.9	42.9	47.9		27.9				
Max Q Clear Time (g_c+I1), s		11.3		33.0	25.0	29.9		0.0				
Green Ext Time (p_c), s		4.3		0.0	1.9	5.3		0.0				

Intersection Summary

HCM 6th Ctrl Delay	30.3
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.



HCM 6th Signalized Intersection Summary  
6: US 98 Access Road & US 98

Design Year (2045) - Alternative 2  
AM Peak Hour



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Volume (veh/h)	655	50	215	480	70	235
Future Volume (veh/h)	655	50	215	480	70	235
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1781	1781	1722	1722	1737	1737
Adj Flow Rate, veh/h	689	0	226	505	74	247
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	8	8	12	12	11	11
Cap, veh/h	2144		563	2440	326	348
Arrive On Green	0.63	0.00	0.08	0.75	0.07	0.06
Sat Flow, veh/h	3474	1510	1640	3358	1654	1472
Grp Volume(v), veh/h	689	0	226	505	74	247
Grp Sat Flow(s),veh/h/ln	1692	1510	1640	1636	1654	1472
Q Serve(g_s), s	13.1	0.0	6.0	6.5	5.9	21.7
Cycle Q Clear(g_c), s	13.1	0.0	6.0	6.5	5.9	21.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2144		563	2440	326	348
V/C Ratio(X)	0.32		0.40	0.21	0.23	0.71
Avail Cap(c_a), veh/h	2144		848	2440	484	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(l)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.8	0.0	7.1	5.4	55.3	56.1
Incr Delay (d2), s/veh	0.4	0.0	0.5	0.2	0.3	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.0	0.0	3.2	3.3	4.5	25.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.2	0.0	7.5	5.5	55.7	58.8
LnGrp LOS	B		A	A	E	E
Approach Vol, veh/h	689	A		731	321	
Approach Delay, s/veh	12.2			6.2	58.1	
Approach LOS	B			A	E	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	15.7	92.7		31.6		108.4
Change Period (Y+Rc), s	7.1	7.1		7.1		7.1
Max Green Setting (Gmax), s	32.9	47.9		37.9		87.9
Max Q Clear Time (g_c+I1), s	8.0	15.1		23.7		8.5
Green Ext Time (p_c), s	0.6	4.4		0.8		3.2

Intersection Summary

HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Notes

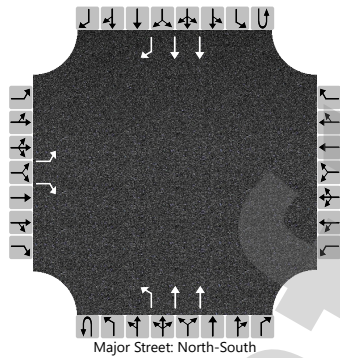
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



# HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Nashid Sharmin			Intersection	US 98 at Old US 98		
Agency/Co.	H.W. Lochner Inc.			Jurisdiction	FDOT D7		
Date Performed	5/24/2021			East/West Street	Old US 98		
Analysis Year	2045			North/South Street	US 98		
Time Analyzed	7:30 - 8:30 AM			Peak Hour Factor	0.95		
Intersection Orientation	North-South			Analysis Time Period (hrs)	1.00		
Project Description	US 98 PD&E Studies						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	1	
Configuration		L		R						L	T				T	R	
Volume (veh/h)		5		75					0	95	500				615	5	
Percent Heavy Vehicles (%)		8		8					8	8							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized		No												Yes			
Median Type   Storage		Left Only											1				

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.96		7.06						4.26						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.58		3.38						2.28						

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5		79						100						
Capacity, c (veh/h)		302		655						895						
v/c Ratio		0.02		0.12						0.11						
95% Queue Length, Q <sub>95</sub> (veh)		0.1		0.4						0.4						
Control Delay (s/veh)		17.1		11.3						9.5						
Level of Service (LOS)		C		B						A						
Approach Delay (s/veh)		11.6								1.5						
Approach LOS		B														

# MOVEMENT SUMMARY

Site: 8 [US 98 at Clinton Avenue\_2045-AM (Site Folder: General)]

























Design Year (2045) - Alternative 3  
 AM Peak Hour  
 Site Category: (None)  
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] ft				
South: US 98														
8	T1	495	8.0	521	8.0	0.273	6.5	LOS A	1.2	30.6	0.47	0.39	0.47	37.8
18	R2	5	8.0	5	8.0	0.273	6.5	LOS A	1.2	30.6	0.47	0.39	0.47	36.5
Approach		500	8.0	526	8.0	0.273	6.5	LOS A	1.2	30.6	0.47	0.39	0.47	37.8
East: Clinton Avenue														
1	L2	5	3.0	5	3.0	0.443	9.7	LOS A	2.5	63.4	0.63	0.69	0.81	36.2
16	R2	355	3.0	374	3.0	0.443	9.7	LOS A	2.5	63.4	0.63	0.69	0.81	33.8
Approach		360	3.0	379	3.0	0.443	9.7	LOS A	2.5	63.4	0.63	0.69	0.81	33.8
North: Clinton Avenue														
7	L2	300	8.0	316	8.0	0.366	6.2	LOS A	2.0	52.4	0.05	0.01	0.05	34.0
4	T1	610	8.0	642	8.0	0.366	6.2	LOS A	2.0	52.4	0.05	0.01	0.05	37.4
Approach		910	8.0	958	8.0	0.366	6.2	LOS A	2.0	52.4	0.05	0.01	0.05	36.2
All Vehicles		1770	7.0	1863	7.0	0.443	7.0	LOS A	2.5	63.4	0.29	0.25	0.33	36.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Roundabout LOS Method: Same as Sign Control.  
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.  
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).  
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).  
 Roundabout Capacity Model: US HCM 6.  
 Delay Model: HCM Delay Formula (Geometric Delay is not included).  
 Queue Model: HCM Queue Formula.  
 Gap-Acceptance Capacity: Traditional M1.  
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.















HCM 6th Signalized Intersection Summary  
1: US 301 & Clinton Ave

Design Year (2045) - Alternative 2  
PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	515	230	85	645	180	410	920	115	220	880	550
Future Volume (veh/h)	305	515	230	85	645	180	410	920	115	220	880	550
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1781	1781	1781	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	321	542	242	89	679	189	432	968	121	232	926	579
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	8	8	8	3	3	3	3	3	3
Cap, veh/h	413	598	267	198	435	194	571	1889	842	343	1654	738
Arrive On Green	0.12	0.17	0.17	0.08	0.13	0.13	0.17	0.54	0.54	0.10	0.47	0.47
Sat Flow, veh/h	3401	3497	1560	1697	3385	1510	3428	3526	1572	3428	3526	1572
Grp Volume(v), veh/h	321	542	242	89	679	189	432	968	121	232	926	579
Grp Sat Flow(s),veh/h/ln	1700	1749	1560	1697	1692	1510	1714	1763	1572	1714	1763	1572
Q Serve(g_s), s	12.8	21.3	21.3	6.1	18.0	17.5	16.8	24.6	5.4	9.1	26.5	43.3
Cycle Q Clear(g_c), s	12.8	21.3	21.3	6.1	18.0	17.5	16.8	24.6	5.4	9.1	26.5	43.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	598	267	198	435	194	571	1889	842	343	1654	738
V/C Ratio(X)	0.78	0.91	0.91	0.45	1.56	0.97	0.76	0.51	0.14	0.68	0.56	0.78
Avail Cap(c_a), veh/h	413	598	267	258	435	194	906	1889	842	343	1654	738
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.7	56.9	56.9	47.4	61.0	60.8	55.6	20.8	16.3	60.8	26.8	31.2
Incr Delay (d2), s/veh	9.1	17.5	31.9	1.6	263.2	56.8	0.2	0.1	0.0	5.2	1.4	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.9	16.0	15.9	4.8	36.9	14.7	8.4	11.1	2.6	7.4	16.3	24.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.7	74.4	88.8	49.0	324.2	117.5	55.8	20.9	16.4	66.0	28.1	39.4
LnGrp LOS	E	E	F	D	F	F	E	C	B	E	C	D
Approach Vol, veh/h		1105			957			1521			1737	
Approach Delay, s/veh		75.9			257.8			30.5			37.0	
Approach LOS		E			F			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	79.0	15.0	28.0	27.3	69.7	21.0	22.0				
Change Period (Y+Rc), s	7.2	7.2	7.1	7.1	7.2	7.2	7.1	7.1				
Max Green Setting (Gmax), s	10.8	71.8	12.9	15.9	33.8	48.8	13.9	14.9				
Max Q Clear Time (g_c+I1), s	11.1	26.6	8.1	23.3	18.8	45.3	14.8	20.0				
Green Ext Time (p_c), s	0.0	17.0	0.1	0.0	1.3	3.0	0.0	0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				82.9								
HCM 6th LOS				F								
<b>Notes</b>												
User approved pedestrian interval to be less than phase max green.												

HCM 6th Signalized Intersection Summary  
 3: US 301 & Old US 98

Design Year (2045) - Alternative 2  
 PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (veh/h)	75	5	1440	95	5	1090
Future Volume (veh/h)	75	5	1440	95	5	1090
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1781	1781	1841	1841	1856	1856
Adj Flow Rate, veh/h	79	5	1516	100	5	1147
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	8	8	4	4	3	3
Cap, veh/h	150	385	2288	1020	475	3011
Arrive On Green	0.09	0.09	0.65	0.65	0.34	1.00
Sat Flow, veh/h	1697	1510	3589	1560	1767	3618
Grp Volume(v), veh/h	79	5	1516	100	5	1147
Grp Sat Flow(s),veh/h/ln	1697	1510	1749	1560	1767	1763
Q Serve(g_s), s	6.2	0.3	37.0	3.3	0.1	0.0
Cycle Q Clear(g_c), s	6.2	0.3	37.0	3.3	0.1	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	150	385	2288	1020	475	3011
V/C Ratio(X)	0.52	0.01	0.66	0.10	0.01	0.38
Avail Cap(c_a), veh/h	521	715	2288	1020	475	3011
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	0.79	0.79
Uniform Delay (d), s/veh	61.0	39.0	14.8	8.9	5.8	0.0
Incr Delay (d2), s/veh	2.8	0.0	1.5	0.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.9	0.2	19.4	2.0	0.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	63.8	39.0	16.3	9.1	5.8	0.3
LnGrp LOS	E	D	B	A	A	A
Approach Vol, veh/h	84		1616			1152
Approach Delay, s/veh	62.3		15.9			0.3
Approach LOS	E		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	28.0	95.6			123.6	16.4
Change Period (Y+Rc), s	7.5	7.5			7.5	6.8
Max Green Setting (Gmax), s	20.5	57.5			85.5	40.2
Max Q Clear Time (g_c+I1), s	2.1	39.0			2.0	8.2
Green Ext Time (p_c), s	0.0	15.0			23.6	0.2
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			11.0			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary  
4: Old Lakeland Hwy & US 98 Access Road

Design Year (2045) - Alternative 2  
PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	235	60	55	350	340	205
Future Volume (veh/h)	235	60	55	350	340	205
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1737	1737	1737	1737	1752	1752
Adj Flow Rate, veh/h	247	0	58	368	358	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	11	11	11	11	10	10
Cap, veh/h	311		706	1312	1155	
Arrive On Green	0.06	0.00	0.07	0.76	0.66	0.00
Sat Flow, veh/h	1654	1472	1654	1737	1752	0
Grp Volume(v), veh/h	247	0	58	368	358	0
Grp Sat Flow(s),veh/h/ln	1654	1472	1654	1737	1752	0
Q Serve(g_s), s	20.6	0.0	1.3	9.2	12.2	0.0
Cycle Q Clear(g_c), s	20.6	0.0	1.3	9.2	12.2	0.0
Prop In Lane	1.00	1.00	1.00			0.00
Lane Grp Cap(c), veh/h	311		706	1312	1155	
V/C Ratio(X)	0.80		0.08	0.28	0.31	
Avail Cap(c_a), veh/h	484		843	1312	1155	
HCM Platoon Ratio	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.97	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	63.0	0.0	5.6	5.3	10.2	0.0
Incr Delay (d2), s/veh	4.8	0.0	0.0	0.5	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.5	0.0	0.7	5.0	7.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.8	0.0	5.7	5.9	10.9	0.0
LnGrp LOS	E		A	A	B	
Approach Vol, veh/h	247	A		426	358	A
Approach Delay, s/veh	67.8			5.8	10.9	
Approach LOS	E			A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		109.7		30.3	13.4	96.3
Change Period (Y+Rc), s		7.1		7.1	7.1	7.1
Max Green Setting (Gmax), s		87.9		37.9	17.9	62.9
Max Q Clear Time (g_c+I1), s		11.2		22.6	3.3	14.2
Green Ext Time (p_c), s		2.0		0.6	0.1	1.9

Intersection Summary

HCM 6th Ctrl Delay	22.4
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.







HCM 6th Signalized Intersection Summary  
5: US 98 & CR 54

Design Year (2045) - Alternative 2  
PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	0	545	0	0	0	545	860	0	0	625	15
Future Volume (veh/h)	25	0	545	0	0	0	545	860	0	0	625	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1870	1870	1870	1796	1796	1796	1722	1722	1722
Adj Flow Rate, veh/h	26	0	242	0	0	0	574	905	0	0	658	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	2	2	2	7	7	7	12	12	12
Cap, veh/h	278	0	591	0	295	0	723	2663	1188	56	1739	
Arrive On Green	0.13	0.00	0.16	0.00	0.00	0.00	0.22	0.78	0.00	0.00	0.53	0.00
Sat Flow, veh/h	1406	0	1572	0	1870	0	3319	3413	1522	567	3272	1459
Grp Volume(v), veh/h	26	0	242	0	0	0	574	905	0	0	658	0
Grp Sat Flow(s),veh/h/ln	1406	0	1572	0	1870	0	1659	1706	1522	567	1636	1459
Q Serve(g_s), s	2.1	0.0	14.7	0.0	0.0	0.0	21.2	10.3	0.0	0.0	15.3	0.0
Cycle Q Clear(g_c), s	2.1	0.0	14.7	0.0	0.0	0.0	21.2	10.3	0.0	0.0	15.3	0.0
Prop In Lane	1.00		1.00	0.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	244	0	591	0	295	0	723	2663	1188	56	1739	
V/C Ratio(X)	0.11	0.00	0.41	0.00	0.00	0.00	0.79	0.34	0.00	0.00	0.38	
Avail Cap(c_a), veh/h	359	0	719	0	448	0	1179	2663	1188	56	1739	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh	48.1	0.0	29.8	0.0	0.0	0.0	47.9	4.3	0.0	0.0	17.8	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.0	0.0	0.0	2.0	0.3	0.0	0.0	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.4	0.0	9.6	0.0	0.0	0.0	13.4	4.5	0.0	0.0	9.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.3	0.0	30.3	0.0	0.0	0.0	49.9	4.6	0.0	0.0	18.4	0.0
LnGrp LOS	D	A	C	A	A	A	D	A	A	A	B	
Approach Vol, veh/h		268			0			1479			658	A
Approach Delay, s/veh		32.0			0.0			22.2			18.4	
Approach LOS		C						C			B	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		105.0		24.4	32.2	72.8		24.4				
Change Period (Y+Rc), s		7.1		7.1	7.1	7.1		7.1				
Max Green Setting (Gmax), s		97.9		27.9	42.9	47.9		27.9				
Max Q Clear Time (g_c+I1), s		12.3		16.7	23.2	17.3		0.0				
Green Ext Time (p_c), s		6.6		0.6	1.9	4.1		0.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											22.2	
HCM 6th LOS											C	
<b>Notes</b>												
Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary  
6: US 98 Access Road & US 98

Design Year (2045) - Alternative 2  
PM Peak Hour

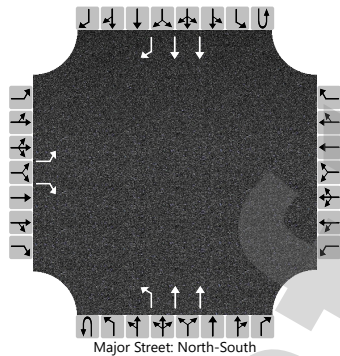
						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Volume (veh/h)	480	70	235	655	50	215
Future Volume (veh/h)	480	70	235	655	50	215
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1781	1781	1722	1722	1737	1737
Adj Flow Rate, veh/h	505	0	247	689	53	226
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	8	8	12	12	11	11
Cap, veh/h	2183		672	2486	303	331
Arrive On Green	0.64	0.00	0.09	0.76	0.06	0.05
Sat Flow, veh/h	3474	1510	1640	3358	1654	1472
Grp Volume(v), veh/h	505	0	247	689	53	226
Grp Sat Flow(s),veh/h/ln	1692	1510	1640	1636	1654	1472
Q Serve(g_s), s	8.7	0.0	6.3	9.0	4.3	19.8
Cycle Q Clear(g_c), s	8.7	0.0	6.3	9.0	4.3	19.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2183		672	2486	303	331
V/C Ratio(X)	0.23		0.37	0.28	0.17	0.68
Avail Cap(c_a), veh/h	2183		953	2486	484	493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.33	0.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	0.0	5.9	5.1	55.7	56.1
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.3	0.3	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.4	0.0	3.2	4.4	3.2	23.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.6	0.0	6.3	5.4	56.0	58.6
LnGrp LOS	B		A	A	E	E
Approach Vol, veh/h	505	A		936	279	
Approach Delay, s/veh	10.6			5.6	58.1	
Approach LOS	B			A	E	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	16.1	94.3		29.6		110.4
Change Period (Y+Rc), s	7.1	7.1		7.1		7.1
Max Green Setting (Gmax), s	32.9	47.9		37.9		87.9
Max Q Clear Time (g_c+I1), s	8.3	10.7		21.8		11.0
Green Ext Time (p_c), s	0.7	3.1		0.7		4.6
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			15.6			
HCM 6th LOS			B			
<b>Notes</b>						
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.						



# HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	Nashid Sharmin	Intersection	US 98 at Old US 98
Agency/Co.	H.W. Lochner Inc.	Jurisdiction	FDOT D7
Date Performed	5/24/2021	East/West Street	Old US 98
Analysis Year	2045	North/South Street	US 98
Time Analyzed	4:45 - 5:45 PM	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	1.00
Project Description	US 98 PD&E Studies		

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		1	0	1		0	0	0	0	1	2	0	0	0	2	1	
Configuration		L		R						L	T				T	R	
Volume (veh/h)		5		95					0	75	615				500	5	
Percent Heavy Vehicles (%)		8		8					8	8							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized		No												Yes			
Median Type   Storage		Left Only											1				

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5		6.9						4.1						
Critical Headway (sec)		6.96		7.06						4.26						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.58		3.38						2.28						

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5		100						79						
Capacity, c (veh/h)		338		717						996						
v/c Ratio		0.02		0.14						0.08						
95% Queue Length, Q <sub>95</sub> (veh)		0.0		0.5						0.3						
Control Delay (s/veh)		15.8		10.8						8.9						
Level of Service (LOS)		C		B						A						
Approach Delay (s/veh)		11.1								1.0						
Approach LOS		B														



# MOVEMENT SUMMARY

Site: 8 [US 98 at Clinton Avenue\_2045-PM (Site Folder: General)]

Design Year (2045) - Alternative 3  
 PM Peak Hour  
 Site Category: (None)  
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist ft ]				
South: US 98														
8	T1	610	8.0	642	8.0	0.355	7.9	LOS A	1.6	41.8	0.54	0.48	0.54	37.0
18	R2	5	8.0	5	8.0	0.355	7.9	LOS A	1.6	41.8	0.54	0.48	0.54	35.7
Approach		615	8.0	647	8.0	0.355	7.9	LOS A	1.6	41.8	0.54	0.48	0.54	36.9
East: Clinton Avenue														
1	L2	5	3.0	5	3.0	0.420	10.2	LOS B	2.1	55.0	0.65	0.71	0.85	36.0
16	R2	300	3.0	316	3.0	0.420	10.2	LOS B	2.1	55.0	0.65	0.71	0.85	33.6
Approach		305	3.0	321	3.0	0.420	10.2	LOS B	2.1	55.0	0.65	0.71	0.85	33.6
North: Clinton Avenue														
7	L2	355	8.0	374	8.0	0.342	5.9	LOS A	1.8	47.4	0.05	0.01	0.05	33.6
4	T1	495	8.0	521	8.0	0.342	5.9	LOS A	1.8	47.4	0.05	0.01	0.05	37.8
Approach		850	8.0	895	8.0	0.342	5.9	LOS A	1.8	47.4	0.05	0.01	0.05	35.9
All Vehicles		1770	7.1	1863	7.1	0.420	7.3	LOS A	2.1	55.0	0.33	0.29	0.36	35.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Roundabout LOS Method: Same as Sign Control.  
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.  
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).  
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).  
 Roundabout Capacity Model: US HCM 6.  
 Delay Model: HCM Delay Formula (Geometric Delay is not included).  
 Queue Model: HCM Queue Formula.  
 Gap-Acceptance Capacity: Traditional M1.  
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.