PROJECT TRAFFIC ANALYSIS REPORT

Florida Department of Transportation

District Seven

SR 56 Southbound C-D Road/Ramps to I-75/I-275

Project Development and Environment (PD&E) Study

Limits of Project: South of County Line Road to SR 56

Hillsborough and Pasco Counties, Florida

Financial Management Number: 430573-4-22-01

ETDM Number: 14330

Date: August 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.

SR 56 Southbound C-D Road/Ramps to I-75/I-275
Project Development & Environment (PD&E) Study

Project Traffic Analysis Report

Work Program Item Segment No. 430573-4
ETDM Project No. 14330
Hillsborough and Pasco Counties, Florida

Prepared for:

Florida Department of Transportation
District Seven

Prepared by:
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August 2021

PROFESSIONAL ENGINEER CERTIFICATE

I hereby certify that I am a registered engineer in the State of Florida practicing with American Consulting Engineers of Florida, LLC, authorized to operate as an engineering business, and that I have reviewed or approved the evaluation, findings, opinions, conclusions, or technical advice hereby reported for:

PROJECT: SR 56 Southbound C-D Road/Ramps to I-75/I-275 PD&E Study

FPID No. 430573-4

The attached *Project Traffic Analysis Report* contains depictions of existing field conditions, traffic volumes, collision data, operational observations, traffic modeling, safety analysis, and conclusions and recommendations for the above referenced project. I acknowledge that the procedures and references used to develop the conclusions contained in this document are standard to the professional practice of civil engineering as applied through professional judgement and experience.

SEAL/SIGNATURE: Linda S Hess 2021.08.31 14:05:55 -04'00'

NAME: Linda S. Hess
FL P.E. Number: 80444
DATE: _____

This item has been digitally signed and sealed by Linda S. Hess on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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Traffic forecast for the project was developed using:	
☑ Travel Demand Model	☑ Growth Rates
Type of Travel Demand Model Used: ☐ Metropolitan Planning Model ☐ Other Model _____	*Refer to appropriate section of Project Traffic Analysis Report that discusses growth rates*
Is the travel demand model based on the latest adopted Long Range Transportation Plan?	
☑ YES	☐ NO
_____ 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): https://www.fsutmsonline.net/index.php?/model_pages/modD71/index/	
Traffic Data and Factors	
Standard K = 9% D Factor = 55.7% T_{Daily} = 6.2%	Data Collection Year = 2019 Opening Year = 2025 Design Year = 2045
Discuss any changes in land use, economics, population and employment data since the model was built: There are no known major or additional changes to adjacent land use, economic, population and employment data since the model was built.	
Traffic Analysis Assumptions	
Discuss study area, data calibration/validation parameters, analysis tools, analysis periods and MOEs: - The area of influence for this study stretches between Hillsborough and Pasco County and includes I-75 southbound from approximately one mile south of the I-275 diverge to north of the SR 56 on ramp. The area of influence includes southbound I-275 and the southbound on-ramp for SR 56. - The forecasted volumes for this study were developed using growth rates calculated from output results of the Travel Demand Model, TBRPMv9.1. - The LRTP was adopted 12/11/2019, http://mobilitypasco.com/wp-content/uploads/2020/08/MOBILITY-2045-LRTP-Final-Report.pdf - The Existing Year (2019), Opening Year (2025) and Design Year (2045) were all evaluted using Highway Capacity Software (HSC) Version 7.8.5 utilizing Measures of Effectivness (MOEs) of average speed (miles per hour), density (passenger cars per mile per lane (pc/mi/ln)) and level of service (LOS).	

Figure ES-1 Project Traffic Assumption Summary

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT), District Seven, is conducting a Project Development and Environment (PD&E) study to evaluate location and design concepts for constructing a southbound collector-distributor (C-D) road system to carry the southbound on-ramps from State Road (SR) 56 to Interstate 75 (I-75) and I-275. The limits of the study are along I-75 from south of the I-75/I-275 Apex to SR 56 in Hillsborough and Pasco Counties. The project will improve the southbound operations between the I-75/I-275 and I-75/SR 56 interchanges and eliminate undesirable weaving movements. The design year for the improvements is 2045.

The PD&E study objectives include: determine proposed typical sections and develop preliminary conceptual design plans for proposed improvements, while minimizing impacts to the environment; consider agency and public comments; and ensure project compliance with all applicable federal and state laws. A Type 2 Categorical Exclusion is being prepared as part of this study. The proposed improvements will include construction of stormwater management and floodplain compensation facilities. 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 Traffic Analysis Report* (PTAR) is to provide the FDOT District Seven with the traffic data and operational analysis information necessary to assist in making decisions and conducting environmental evaluations related to the evaluation for the PD&E Study for SR 56 Southbound C-D Road/Ramps to I-75/I-275. This evaluation was prepared in accordance with the FDOT's *PD&E Manual Part 2, Chapter 2* (effective July 1, 2020). This report will determine existing and future traffic volumes, provide an evaluation of the existing and future traffic operations, and identify potential needs for improvements as required within the study limits.

Data from past and adjacent studies along with data provided from Florida Traffic Online (FTO) were utilized to determine existing and future traffic volumes. A growth rate of 2% was determined for the study area using The Tampa Bay Regional Planning Model (TBRPM) Version 9.1. Highway Capacity Software (HCS) Version 7.8.5 was utilized to determine level of service (LOS) for the basic freeway, ramp merge, ramp diverge and ramp weaving segments for all analysis years. Analysis years consisted of Existing Year (2019), Opening Year (2025) and Design Year (2045). Peak directional flow for the study area occurs during the AM peak period in the southbound direction.

The Existing Year (2019) LOS analysis found that all basic freeway segments operate at target LOS. The diverge area for I-75 southbound to I-275 also operates at target LOS for both the AM and PM peak periods. The merge analysis for I-75 southbound from SR 56 it a major merge segment and capacity checks were performed upstream and downstream of the merge and resulted in adequate capacity for the demand volumes. The Existing Year (2019) operational analysis did find the weaving segment of I-75 southbound between the southbound on-ramp from SR 56 and the off-ramp to I-275 to operate below target LOS for both the AM and PM peak periods. These findings are consistent with

field review findings where traffic congestion and delay were observed for the southbound weaving segment. Results from the Existing Year (2019) LOS analysis are shown in **Table ES-1**.

Table ES-1 Existing Year (2019) LOS Results

Analysis ID	Roadway Segment	DENSITY (pc/mi/ln) & LOS			
		AM		PM	
Basic Freeway Analysis					
1	I-75 southbound north of on-ramp from SR 56	22.1	C	16.4	B
2	I-275 southbound south of I-75	19.9	C	12.4	B
3	I-75 southbound south of off-ramp to I-275 southbound	21.8	C	16.6	B
Diverge Analysis					
1	I-75 southbound to I-275**	34.1	D	24.1	C
Merge Analysis***					
1	I-75 southbound from SR 56 - Upstream	Demand volume doesn't exceed capacity			
1	I-75 southbound from SR 56 - Downstream	Demand volume doesn't exceed capacity			
Weaving Analysis					
1	I-75 southbound between on-ramp from SR 56 and off-ramp to I-275 southbound	**>43.0***	**F**	**>43.0***	**F***

**Exact density value not calculated due to HCS limitations for LOS F*

*** HCM Equation 14.28 used to determine density and LOS*

****Major merge segment, therefore, capacity check was conducted upstream and downstream of the merge segment per HCM*

The No-Build Alternative traffic operational analysis was completed for the Opening Year (2025) and Design Year (2045) and was broken down into the segments shown in **Figure ES-1**.

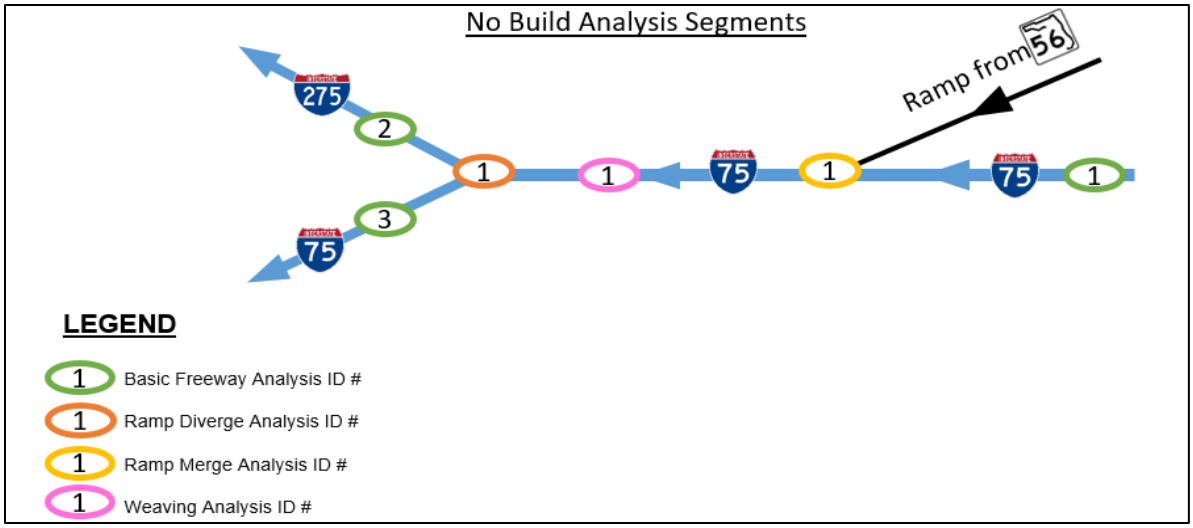


Figure ES-1 No Build Traffic Operational Analysis Area Identification

The No-Build traffic operational analysis found that in Opening Year (2025) the system interchange will have a failing weaving section on I-75 southbound between the on-ramp from SR 56 to the I-275 off-ramp in both the AM and PM peak periods. Furthermore, in the Opening Year (2025) the diverge from I-75 southbound to I-275 is expected to fail in the AM peak period. The Opening Year (2025) density and LOS results for the No-Build Alternative are shown in **Table ES-2**.

Table ES-2 No Build LOS Results – Opening Year (2025)

Analysis ID	Roadway Segment	DENSITY (pc/mi/ln) & LOS			
		AM		PM	
Basic Freeway Analysis					
1	I-75 southbound north of on-ramp from SR 56	25.1	C	18.5	C
2	I-275 southbound south of I-75	23.2	C	14.1	B
3	I-75 southbound south of off-ramp to I-275 southbound	24.5	C	18.7	C
Diverge Analysis					
1	I-75 southbound to I-275**	**38.0**	**E**	27.1	C
Merge Analysis***					
1	I-75 southbound from SR 56 - Upstream	Demand volume doesn't exceed capacity			
1	I-75 southbound from SR 56 - Downstream	Demand volume doesn't exceed capacity			
Weaving Analysis					
1	I-75 southbound between on-ramp from SR 56 and off-ramp to I-275 southbound	**>43.0***	**F**	**>43.0***	**F**

** Exact density value not calculated due to HCS limitations for LOS F*

*** HCM Equation 14.28 used to determine density and LOS*

****Major merge segment, therefore, capacity check was conducted upstream and downstream of the merge segment per HCM*

In the Design Year (2045) the No-Build Alternative LOS continues to deteriorate with the three basic freeway segments forecasted to operate at failing LOS during the AM peak period. The weaving and diverge segments are also forecasted to operate at failing LOS for both the AM and PM peak periods. The Design Year (2045) density and LOS results are shown in **Table ES-3**.

Table ES-3 No Build LOS Results – Design Year (2045)

Analysis ID	Roadway Segment	DENSITY (pc/mi/ln) & LOS			
		AM		PM	
Basic Freeway Analysis					
1	I-75 southbound north of on-ramp from SR 56	**>45.0***	**F**	29.9	D
2	I-275 southbound south of I-75	**38.1**	**E**	19.7	C
3	I-75 southbound south of off-ramp to I-275 southbound	**42.7**	**E**	29.9	D
Diverge Analysis					
1	I-75 southbound to I-275**	**52.6**	**E**	**37.9**	**E**
Merge Analysis***					
1	I-75 southbound from SR 56 - Upstream	Demand volume doesn't exceed capacity			
1	I-75 southbound from SR 56 - Downstream	Demand volume doesn't exceed capacity			
Weaving Analysis					
1	I-75 southbound between on-ramp from SR 56 and off-ramp to I-275 southbound	**>43.0***	**F**	**>43.0***	**F**

** Exact density value not calculated due to HCS limitations for LOS F*

*** HCM Equation 14.28 used to determine density and LOS*

****Major merge segment, therefore, capacity check was conducted upstream and downstream of the merge segment per HCM*

The Build Alternative traffic operational analysis was completed for the Opening Year (2025) and Design Year (2045) and was broken down into the analysis segments shown in **Figure ES-2**.

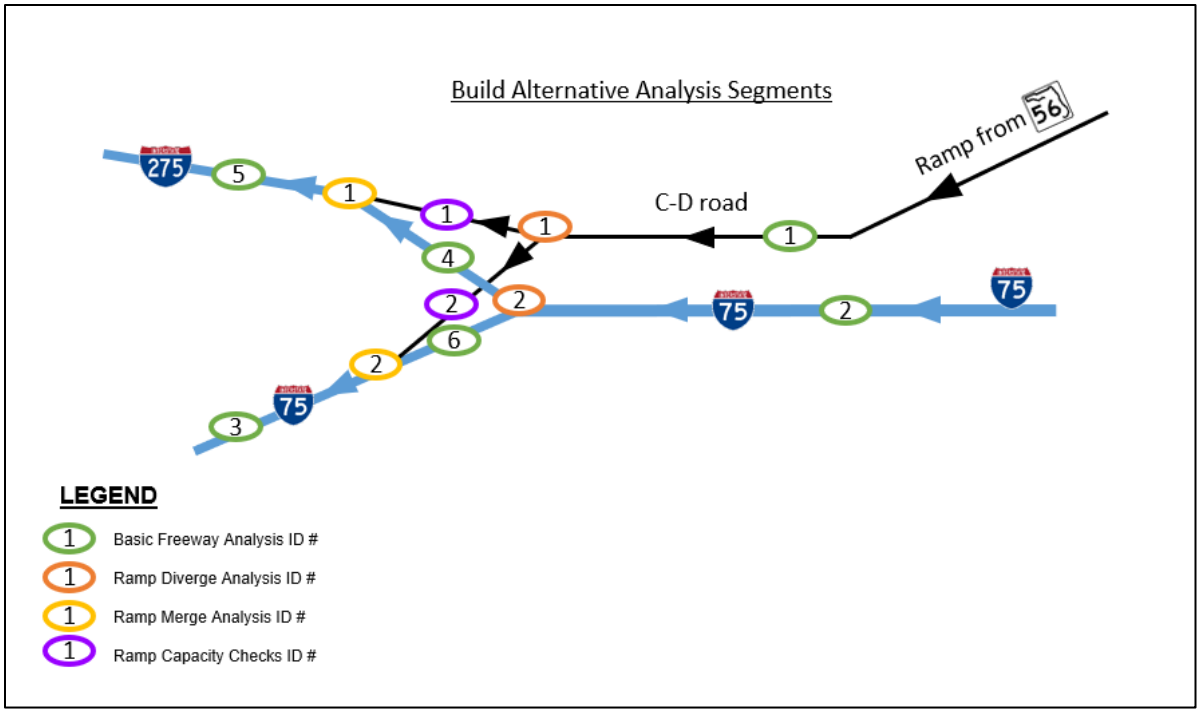


Figure ES-2 Build Traffic Operational Analysis Area Identification

The Build Alternative LOS analysis results found all basic freeway, ramp merge and diverge segments to operate at target LOS for both the AM and PM peak periods for Opening Year (2025). The Opening Year (2025) operational results for the Build Alternative are shown in **Table ES-4**.

Table ES-4 Build LOS Results – Opening Year (2025)

Analysis ID	Roadway Segment	DENSITY (pc/mi/ln) & LOS			
		AM		PM	
Basic Freeway Analysis					
1	I-75 southbound C-D	21.5	C	13.2	B
2	I-75 southbound north of diverge to I-275	13.5	B	10.6	A
3	I-75 southbound south of merge from C-D road	24.5	C	18.7	C
4	I-75 southbound between diverge to I-275 and merge at I-275	13.8	B	9.8	A
5	I-275 southbound south of merge from C-D and I-75	23.2	C	14.1	B
6	I-75 southbound between diverge to I-275 and C-D merge at I-75	12.8	B	11.2	B
Diverge Analysis					
1	I-75 southbound C-D to I-275**	21.1	C	12.9	B
2	I-75 southbound to I-275**	14.8	B	11.6	B
Merge Analysis					
1	I-75 southbound C-D to I-275	24.9	C	14.4	B
2	I-75 southbound C-D to I-75	28.0	C	21.9	C

*** HCM Equation 14.28 used to determine density and LOS*

The volume to capacity ratio of the proposed southboud C-D ramps to southbound I-75 and I-275 were also evaluated. The capacity of the ramps were determined from *HCM Exhibit 14-12* for a single-lane ramp with a free flow speed greater then 50 mph. The results for the Opening Year (2025) peak hour volumes are shown in **Table ES-5**. Both ramps have a volume to capacity ratio less than one.

Table ES-1 Southbound C-D Ramp Volume to Capacity Evaluation (2025)

ID	Segment	Peak DDHV	No. of lanes	Volume to Capacity Ratio
1	Southbound C-D to I-275 Ramp	AM - 1658	1	AM - 0.75
		PM - 837		PM - 0.38
2	Southbound C-D to I-75 Ramp	AM- 1958	1	AM - 0.89
		PM - 1379		PM – 0.63

*Single-lane ramp capacity for FFS > 50 mph = 2200 based on *HCM Exhibit 14-12*

The Design Year (2045) operational results for the Build Alternative are shown in **Table ES-6**. Two basic freeway segments are forecasted to operate at LOS of E in the AM peak period. The two segments are southbound I-275 and southbound I-75, south of the system interchange apex. Adding capacity to these two segments would require proposed improvements extending to adjacent south interchanges and out of the limits of this project scope; therefore, no improvements for these segments are proposed in this study.

All ramp diverge segments are forecasted to operate at an acceptable LOS for both the AM and PM peak period. The ramp merge segment from the proposed I-75 southbound C-D roadway to I-75 (Merge Analysis ID 2) is forecasted to operate within target LOS for the AM and PM peak periods with an acceleration length of 1500 feet. Due to bridge structure 100412 over Cypress Creek, the proposed C-D roadway to I-75 acceleration length is constrained to 900 feet in length in order to not impact the bridge. The merge analysis for this constrained segment is forecasted to operate at LOS E for the AM peak period in Design Year (2045). Interpolating the input design year hourly volumes, the constrained merge segment was found to reach LOS E in year 2039. It should be noted that this segment is merging onto Basic Freeway Segment Analysis ID 3 (I-75 southbound south of merge from C-D road) which is expected to operate at LOS E downstream of the merge in the AM peak period. Extending the acceleration length of this merge segment to 1500' and over bridge 100412 will be further evaluated in the Study's *PER* and environmental document.

Table ES-6 Build LOS Results – Design Year (2045)

Analysis ID	Roadway Segment	DENSITY (pc/mi/ln) & LOS			
		AM		PM	
Basic Freeway Analysis					
1	I-75 southbound C-D	26.7	D	16.3	B
2	I-75 southbound north of diverge to I-275	20.4	C	15.8	B
3	I-75 southbound south of merge from C-D road	**42.7**	**E**	28.9	D
4	I-75 southbound between diverge to I-275 and merge at I-275	20.4	C	14.1	B
5	I-275 southbound south of merge from C-D and I-75	**38.1**	**E**	19.7	C
6	I-75 southbound between diverge to I-275 and C-D merge at I-75	19.7	C	17.1	B
Diverge Analysis					
1	I-75 southbound C-D to I-275**	26.1	C	16.0	B
2	I-75 southbound to I-275**	22.0	C	17.3	B
Merge Analysis					
1	I-75 southbound C-D to I-275	34.7	D	20.3	C
2	I-75 southbound C-D to I-75 (acceleration length = 900')	**38.2**	**E**	30.2	D
2	I-75 southbound C-D to I-75 (acceleration length = 1500')	35.0	D	26.9	C

*** HCM Equation 14.28 used to determine density and LOS*

A volume to capacity ratio evaluation was completed for the proposed southbound C-D ramps to I-275 and I-75 and results are shown in **Table ES-7**. The AM peak demand hour volume for the southbound C-D ramp to I-75 is 2409 vehicles which requires a two lane ramp. Due to geometric constrainats the proposed ramp is constrained to one lane under the I-275 bridge structure no. 100411.

Table ES-7 Southbound C-D Ramp Volume to Capacity Evaluation (2045)

ID	Segment	DDHV	NO. OF LANES	CAPACITY	VOLUME TO CAPACITY RATIO
1	Southbound C-D to I-275 Ramp	AM - 2066	1	2200	AM - 0.94
		PM - 1038			PM – 0.47
2	Southbound C-D to I-75 Ramp	AM - 2409	1	2200	**AM - 1.10**
		PM - 1705			PM – 0.78

*Single-lane ramp capacity for FFS > 50 mph = 2200 based on *HCM Exhibit 14-12*

An upstream and downstream capcity check was completed for the southboud C-D ramp to I-75. According to *HCM Exhibit 14-11,* the capacity of an upstream or downstream highway or C-D segment (with a free flow speed equal or greater to 60 mph) is 2,200 passenger vehicles per lane. The upstream segment on the proposed C-D roadway is 3 lanes and so are both downstream segments on I-275 and I-75. None of the demand volumes for these segments exceed 6,600 passenger vehicles.

Given the following reasons it is recommended to keep the southbound C-D to I-75 ramp one lane:

- The ramp diverges from the proposed C-D roadway as two lanes and then merges down to one lane before it reaches geometric constraints under the I-275 bridges.
- The 20-year forecasted demand volume for the ramp exceeds capacity by 10%
- The upstream and downstream demand flows do not exceed capacity.

The proposed build improvements will eliminate the current weave segment of southbound SR 56 on-ramp traffic with southbound I-75 mainline traffic shifting to southbound I-275. The Build Alternative should be further evaluated for engineering and environmental impacts.

Table of Contents

SECTION 1 INTRODUCTION 1-1
1.1 PD&E Study Purpose 1-1
1.2 Project Purpose And Need 1-1
1.3 Project Description 1-1
1.4 Existing Facility and Proposed Improvements 1-3
1.5 Report Purpose 1-4

SECTION 2 METHODOLOGY 2-1
2.1 Area of Influence 2-1
2.2 Analysis Years 2-1
2.3 Data Collection 2-1
2.4 Travel Demand Forecasting 2-2
2.5 Traffic Factors 2-3
2.6 Development of Design Traffic 2-4
2.7 Level of Service Criteria 2-4
2.8 Operational Analysis Procedures 2-4

SECTION 3 EXISTING CONDITIONS 3-1
3.1 Existing Transportation Network 3-1
3.2 Crash Analysis 3-3
3.2.1 I-75 Hillsborough County Crash Analysis 3-3
3.2.2 I-75 Pasco County Crash Analysis 3-4
3.2.3 I-275 Crash Analysis 3-6
3.2.4 SR 56 Southbound On-Ramp to I-75 Crash Analysis 3-8
3.3 Safety Analysis 3-11
3.4 Existing Traffic Volumes 3-11
3.5 Existing Traffic Operations 3-14

SECTION 4 STUDY ALTERNATIVES 4-1
4.1 No-Build Alternative 4-1
4.2 Build Alternative 4-1
4.3 Future Traffic Volumes 4-1

SECTION 5 ALTERNATIVES ANALYSIS 5-1
5.1 No-Build Alternative Analysis 5-1
5.1.1 Opening Year (2025) No-Build Analysis 5-1
5.1.2 Design Year (2045) No-Build Analysis 5-3
5.2 Build Alternative Analysis 5-4
5.2.1 Opening Year (2025) Build Analysis 5-5
5.2.2 Design Year (2045) Build Analysis 5-7

SECTION 6 SUMMARY OF ANALYSIS RESULTS 6-1

Appendices

Appendix A Traffic Methodology Statement
Appendix B Traffic Count, Growth Rate and Volume Forecasting Data
Appendix C Statewide Crash Data
Appendix D Existing Year (2019) HCS LOS Results
Appendix E Year 2025 and 2045 No Build Alternative HCS LOS Results
Appendix F Year 2025 and 2045 Build Alternative (2025 & 2045) HCS LOS Results
Appendix G Build Alternative Concept Plans

List of Figures and Tables

Figures

Figure 1-1 Project Location Map 1-2
Figure 1-2 Existing and Proposed Traffic Routes for I-75, I-275 & SR 56 Ramp 1-3
Figure 2-1 Select Link Analysis Percentage Distribution 2-3
Figure 2-2 Existing and No Build HCS Analysis Areas 2-5
Figure 2-3 Build HCS Analysis Areas 2-6
Figure 3-1 Southbound Diverge at I-75 and I-275 System Interchange 3-1
Figure 3-2 Existing Lane Geometry 3-2
Figure 3-3 Crash Frequency by Location for Southbound I-75 (Hillsborough County) 3-4
Figure 3-4 Crash Frequency by Location for Southbound I-75 (Pasco County) 3-6
Figure 3-5 Crash Frequency by Location for Southbound I-275 3-8
Figure 3-6 Crash Frequency by Location for SR 56 Southbound On-Ramp 3-10
Figure 3-7 Existing Year (2019) AADT Volumes 3-12
Figure 3-8 Existing Year (2019) DDHVs 3-13
Figure 3-9 Existing Year (2019) LOS Analysis Areas 3-14
Figure 4-1 No-Build Opening Year (2025) and Design Year (2045) AADT Volumes 4-2
Figure 4-2 Build Opening Year (2025) and Design Year (2045) AADT Volumes 4-3
Figure 4-3 No-Build Opening Year (2025) DDHVs 4-4
Figure 4-4 No-Build Design Year (2045) DDHVs 4-5
Figure 4-5 Build Opening Year (2015) DDHVs 4-6
Figure 4-6 Build Design Year (2045) DDHVs 4-7
Figure 5-1 No Build Traffic Operational Analysis Area Identification 5-1
Figure 5-2 Build Traffic Operational Analysis Area Identification 5-5

Tables

Table 2-1 FTO Traffic Collection Sites 2-1
Table 2-2 Calculated Growth Rates 2-2
Table 2-3 Traffic Factors 2-4
Table 3-1 Crash Type Summary for Southbound I-75 in Hillsborough County 3-3
Table 3-2 Crash Summary for Southbound I-75 in Hillsborough County 3-4
Table 3-3 Crash Type Summary for Southbound I-75 in Pasco County 3-5
Table 3-4 Crash Summary for Southbound I-75 in Pasco County 3-5

Table 3-5 Crash Type Summary for Southbound I-275 3-7
Table 3-6 Crash Summary for Southbound I-275 3-7
Table 3-7 Crash Type Summary SR 56 On-Ramp to Southbound I-75 3-9
Table 3-8 Crash Summary for SR 56 On-Ramp to Southbound I-75 3-9
Table 3-9 Crash Type Summary for the Entire Project Area Southbound 3-10
Table 3-10 Crash Summary for the Entire Project Area Southbound 3-11
Table 3-11 Basic Freeway Analysis – Existing Year (2019) 3-14
Table 3-12 Diverge Analysis – Existing Year (2019) 3-15
Table 3-13 Merge Analysis – Existing Year (2019) 3-15
Table 3-14 Weaving Analysis – Existing Year (2019) 3-15
Table 3-15 SR 56 Southbound On-Ramp Capacity Check – Existing Year (2019) 3-15
Table 5-1 Basic Freeway Analysis – No-Build Alternative (2025) 5-1
Table 5-2 Diverge Analysis – No-Build Alternative (2025) 5-2
Table 5-3 Merge Analysis – No-Build Alternative (2025) 5-2
Table 5-4 Weaving Analysis – No-Build Alternative (2025) 5-2
Table 5-5 SR 56 Southbound On-Ramp Capacity Check (2025) 5-3
Table 5-6 Basic Freeway Analysis – No-Build Alternative (2045) 5-3
Table 5-7 Diverge Analysis – No-Build Alternative (2045) 5-3
Table 5-8 Merge Analysis – No-Build Alternative (2045) 5-4
Table 5-9 Weaving Analysis – No-Build Alternative (2045) 5-4
Table 5-10 SR 56 Southbound On-Ramp Capacity Check (2045) 5-4
Table 5-11 Basic Freeway Analysis – Build Alternative (2025) 5-5
Table 5-12 Diverge Analysis – Build Alternative (2025) 5-6
Table 5-13 Merge Analysis – Build Alternative (2025) 5-6
Table 5-14 Southbound C-D Ramp Volume to Capacity Evaluation (2025) 5-6
Table 5-15 Basic Freeway Analysis – Build Alternative (2045) 5-7
Table 5-16 Diverge Analysis – Build Alternative (2045) 5-7
Table 5-17 Merge Analysis – Build Alternative (2045) 5-8
Table 5-18 Southbound C-D Ramp Volume to Capacity Evaluation (2045) 5-8
Table 5-19 Southbound C-D Ramp Upstream and Downstream Capacity Check (2045) 5-9
Table 6-1 Summary of No-Build Alternative LOS Analysis – Design Year (2045) 6-1
Table 6-2 Summary of Build Alternative LOS Analysis – Design Year (2045) 6-3

SECTION 1 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 necessary improvements for the southbound on-ramps from State Road (SR) 56 to Interstate 75 (I-75) and I-275 to safely and efficiently accommodate future travel demand. This study documents the need for the improvements as well as the procedures utilized to develop and evaluate various improvements, including elements such as proposed typical sections, preliminary horizontal alignments, and interchange enhancement alternatives.

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. 14330. An ETDM Programming Screen Summary Report was published on February 21, 2018, 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.

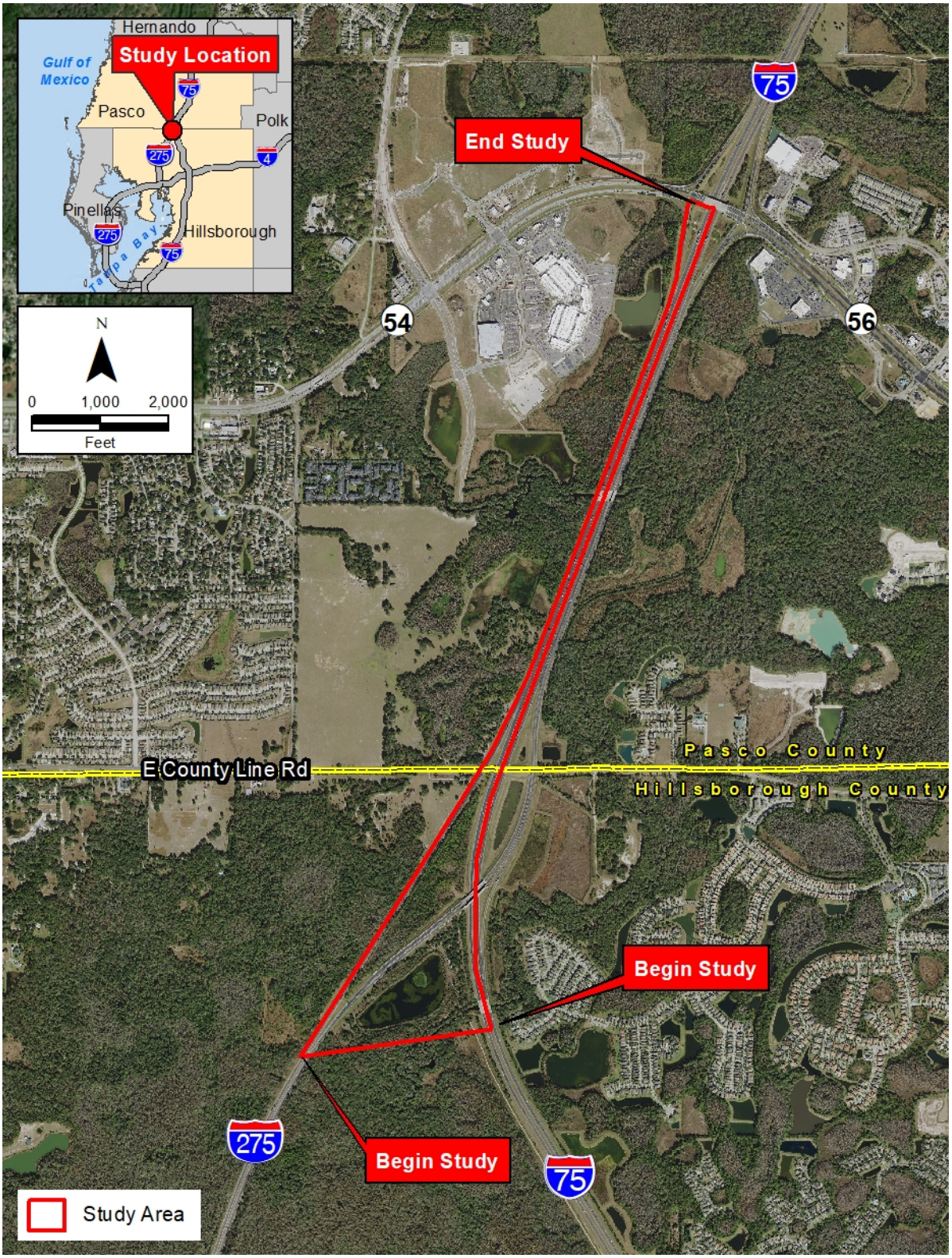
1.2 PROJECT PURPOSE AND NEED

The purpose of the project is to improve operations on southbound I-75 between SR 56 and the southbound off-ramp to I-275 (I-75/I-275 interchange). This project is needed to address the effect on safety and operations by eliminating the need for southbound vehicles to weave in the project area. The proposed improvements are expected to enhance the overall safety and improve the operating conditions within the project limits, as well as improve level of service (LOS) for the southbound I-75 ramp junction with I-275.

1.3 PROJECT DESCRIPTION

This project consists of operational improvements on I-75/I-275 from south of County Line Road to SR 56 in Hillsborough and Pasco Counties, a distance of approximately 2.2 miles. See **Figure 1-1** for project location. This project consists of the construction of a southbound collector-distributor (C-D) road and the addition of new ramps to improve the southbound operations between the I-75/I-275 and I-75/SR 56 interchanges and eliminate undesirable weaving movements. This portion of I-75/I-275 is functionally classified by the FDOT as an urban principal arterial/interstate and is part of FDOT's Strategic Intermodal System (SIS).

Figure 1-1 Project Location Map

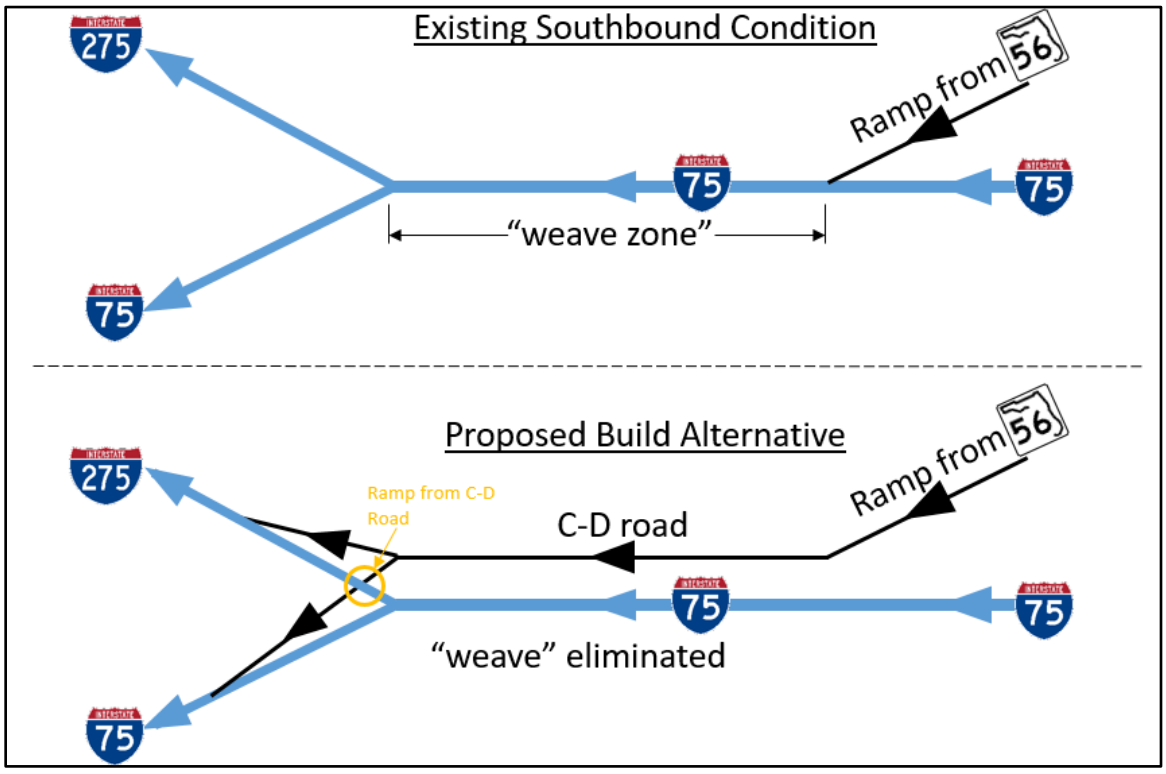


1.4 EXISTING FACILITY AND PROPOSED IMPROVEMENTS

Southbound I-75 from north of SR 56 to SR 54 consists of four through lanes. At the connection of the SR 56 southbound on-ramps to I-75, two additional southbound on-ramp lanes result in six I-75 southbound lanes of traffic. The six lanes of traffic separate to four lanes that continue southbound on I-75 and three lanes that exit to southbound I-275. For vehicles entering I-75 from SR 56 to proceed on southbound I-75, they must weave with southbound I-75 vehicles that are exiting onto southbound I-275. The crash types in this area are indicative of an inadequate weave segment. Sideswipe crashes are the third most reported crash type of the study area as shown in **Table 3-9** in **Section 3.2** of this report.

The Build Alternative proposes separating vehicles from the SR 56 southbound on-ramp and I-75 to eliminate the weave condition. Traffic from SR 56 would enter a southbound C-D road, separated from I-75 traffic. Lanes on the southbound C-D road would split traffic to I-75 and I-275 and enter the interstates downstream from the existing apex of the I-75/I-275 lane split. Southbound I-75 traffic would exit to southbound I-275 without the influence of southbound traffic from SR 56. A new bridge would be constructed to carry the I-75 ramp to I-275 over the C-D road ramp to I-75. The proposed improvements would eliminate the traffic weave along I-75 between the entrance ramp from SR 56 and the exit to I-275. **Figure 1-2** shows a simplified schematic of the differences between the existing and proposed traffic routes for southbound I-75 and SR 56 on-ramp to I-275 and I-75 and the elimination of the existing weave zone. Additional details are found in the Preliminary Engineering Report (PER) and concept plans developed for this PD&E study.

Figure 1-2 Existing and Proposed Traffic Routes for I-75, I-275 & SR 56 Ramp



1.5 REPORT PURPOSE

This *Project Traffic Analysis Report* (PTAR) is to provide the FDOT District Seven with the traffic data and operational analysis information necessary to assist in making decisions and conducting environmental evaluations related to the evaluation for the PD&E Study for Southbound I-75/I-275 from South of County Line Road to SR 56. This evaluation was prepared in accordance with the FDOT's *PD&E Manual Part 2, Chapter 2* (effective July 1, 2020). This report will determine existing and future traffic volumes, provide an evaluation of the existing and future traffic operations, and identify potential needs for improvements as required within the study limits.

SECTION 2 METHODOLOGY

A *Traffic Methodology Statement* dated 3/5/2021 was prepared for this study and submitted to FDOT District 7 for review, comment and approval. The *Traffic Methodology Statement* is provided in **Appendix A**.

2.1 AREA OF INFLUENCE

The area of influence for this study stretches between Hillsborough and Pasco Counties and includes I-75 southbound from approximately one mile south of the I-275 diverge to north of the SR 56 on ramp. The area of influence includes southbound I-275 and the southbound on-ramp for SR 56.

2.2 ANALYSIS YEARS

The following analysis years have been identified for this study:

- Existing Year (2019)
- Opening Year (2025)
- Design Year (2045)

2.3 DATA COLLECTION

Data collection for this study did not include new traffic counts. Traffic data for the SR 56 ramps to I-75, the I-75 mainline and I-275 came from adjacent studies and Florida Traffic Online (FTO) website. FTO data for all historic years including Existing Year (2019) that was available on the website was utilized for this study. The existing count information used in this study to develop traffic factors was the 72-hour count information provided in the *I-75 and SR 56 Interchange Operational Study* in 2016.

The FDOT Florida Traffic Online (FTO) website was also utilized to collect traffic information for this study. Data from the sites shown in **Table 2-1** were used in this study (sites are portable traffic monitoring sites unless otherwise noted in the table). Data from the FTO sites are provided in **Appendix B**.

Table 2-1 FTO Traffic Collection Sites

FTO Site ID	Site Location
100154	I-75 south of I-275 junction
140156	I-75 between I-275 and SR 56
140190	I-75 1.0 mile north of SR 56 (Telemetered)
142713	I-75 southbound on-ramp from SR 56
109955	I-275/SR 93 Hillsborough County (Telemetered)

2.4 TRAVEL DEMAND FORECASTING

The Tampa Bay Regional Planning Model (TBRPM) Version 9.1 was utilized in this study to develop a study area growth rate consistent with historic trends and adjacent studies. The travel demand model has a base year of 2015 and a horizion year of 2045.

The growth rate calculated for this study was determined by averaging historic and predicted growth for the study area from the TBRPM Version 9.1 and FDOT FTO historic Annual Average Daily Traffic (AADT) data. Peak seasonal weekday average daily (PSWADT) volumes from the TBRPM base year (2015) and horizon year (2045) were multiplied by the model output conversion factor (MOCF) of 0.97 obtaied from FTO website. The growth rate calculated from the PSWADT volumes for the roadway links in the study area averaged to 1.94%. The TBRPM was also utilized to calculate the growth in socio-economic information for the study area's traffic analysis zones (TAZs) in the model for the base year compared to the model year. This growth rate averaged to approximately 2.02% for the TAZs in the study area. Using FDOT historic linear regression Trends worksheets a historic growth rate of 2.34% was calculated for the roadways links in the study area. These calculated growth rates were compared to the growth rate used in the September 2014 *Interchange Operational Analysis Report (IOAR) for the I-75 (SR 93) / SR 56 Interchange,* which was 1.2%. Averaging the growth rates in **Table 2-2**, the recommended growth rate used in the study to forecast future volumes is 2.0%, which seems to be reasonable given existing and future land use. This growth rate was used on all the roadway segments within the study area. If the recommended growth rate resulted in an AADT much higher than TBRPM Version 9.1 horizon year output results the AADT value was manually adjusted to represent reasonable growth. This manual adjustment is needed since no roadway capacity constraints are applied when forecasting traffic volumes using growth rate formulas. The historic linear regression spreadsheets and other growth rate calculations are provided in **Appendix B**.

Table 2-2 Calculated Growth Rates

	Model-to-Model Growth Rate	Historic Linear Regression Growth Rate	I-75/SR 56 Interchange IOAR	TBRPM Socio-economic Data
Growth Rate	1.94%	2.34%	1.20%	2.02%

In the Build condition, the split of traffic traveling to I-75 and I-275 from the proposed southbound C-D roadway were developed based on trip distribution percentages from a Select Link Analysis using the TBRPM Version 9.1. The trip distribution percentages from the Select Link Analysis are shown in **Figure 2-1**. This Select Link Analysis found that 48% of the traffic on the southbound on-ramp from SR 56 travel to I-275 southbound and 52% continue south on I-75 mainline. Another Select Link Analysis was completed for the I-75 southbound mainline link north of the I-275 system interchange and found the 53% of the southbound traffic diverges onto I-275 and 47% of the southbound traffic continues south on I-75. Both Select Link Analyses percent distributions were used to develop the Build traffic volumes. Results from the Select Link Analyses are provided in **Appendix B**.

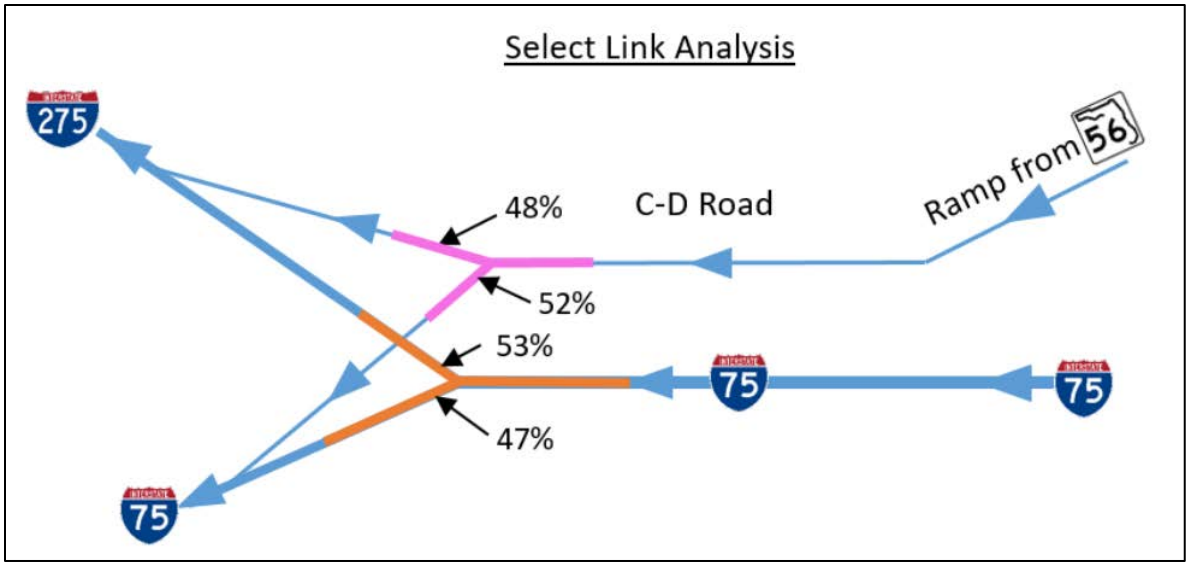


Figure 2-1 Select Link Analysis Percentage Distribution

2.5 TRAFFIC FACTORS

Traffic factors for this study were determined by averaging the historic five year data from the FTO traffic monitoring sites listed in **Section 2.3**. Historic five year data from the FTO website is included in **Appendix B**.

The Directional Design factor (D-factor) for I-75 and I-275 were calculated by averaging the most recent 5-year historic data provided from FTO at sites 100154 (I-75 south of I-275), 140156 (I-75 between I-275 and SR 56), 140190 (I-75 one mile north of SR 56 telemetered site), and site 109955 (I-275/SR 93 Hillsborough County telemetered site). In order to have the same D-factor for I-75 and I-275, the averages from the site's 5-year average were then also averaged, respectively.

The T-factor for I-75 should decrease north of the I-275 northbound merge based on existing traffic patterns. FTO site 100154 (I-75 south of I-275) does not show this for years 2014, 2018 and 2019 and actually has T-factors less than site 140156 which is north of the I-275 merge. In order to calculate accurate T-factors for this study that represent existing traffic factors, T-factors were averaged for all years that data is provided in the FTO with outliers removed. The Design Hour Truck (DHT) factor was calculated by dividing the T-factor in half. The T-factors for the SR 56 ramps were calculated based on the traffic counts taken for the 2016 I-75 and SR 56 Interchange Operational Study.

A standard K-factor of 9.0 was used for all roadway segments within the study area except for SR 56 to I-75 on ramp which was calculated from existing counts. Due to the SR 56 southbound traffic onto I-75 being one-way directional peak-to-daily ratio factor for the AM and PM peak hour was calculated using 72-hour count data provided in the September 2014 *Interchange Operational Analysis Report (IOAR) for the I-75 (SR 93) / SR 56 Interchange.* Traffic factors used in this study are shown in **Table 2-3**.

Table 2-3 Traffic Factors

Roadway	K (%)	D (%)	T24	DHT
I-275	9.0	62.5	5.3	2.6
I-75 (south of I-275)	9.0	56.7	14.5	7.2
I-75 (between I-275 and SR 56)	9.0	56.7	12.7	6.4
I-75 (north of SR 56)	9.0	56.7	12.3	6.2
SR 56 southbound on-ramp to I-75	9.0	N/A	4.0	2.0

2.6 DEVELOPMENT OF DESIGN TRAFFIC

The development of design traffic for this study follows the methodology presented in the *Traffic Methodology Statement* dated 10/1/2020 and provided in **Appendix A**.

From the travel demand model provided by the Department, the 2045 design year AADTs were calculated by applying the calculated growth rate from the TBRPM to 2019 balanced AADT volumes. The 2019 AADT volumes were determined from the FTO website and balanced for the study area network. Opening Year (2025) volumes were calculated using interpolation between the Existing Year (2019) and Design Year (2045) volumes. AADT volumes for analysis years were balanced based on existing traffic flows of the study area prior to the application of design traffic factors.

The forecasted AADT volumes were converted to directional design hour volumes (DDHVs) using the traffic factors provided in **Section 2.5**. Peak traffic flow directions for the AM and PM peak were taken to be the same as seen in the field for the existing conditions.

2.7 LEVEL OF SERVICE CRITERIA

The study area is located within the Federal Highway Administration (FHWA) Urbanized Boundary; therefore, the target LOS was considered to be "D" along the study corridor. The "D" level of service criteria for urban roadways and interstates is based on the FDOT LOS Policy (Topic No.: 000-525-006).

2.8 OPERATIONAL ANALYSIS PROCEDURES

Highway Capacity Software (HCS) Version 7.8.5 was used for the Existing Year (2019), Opening Year (2025) and Design Year (2045) traffic operational analysis for the basic freeway analysis, merge, diverge and weaving analysis. Measures of Effectivness (MOEs) utilized to determine traffic operations of existing and future analysis years are average speed (miles per hour), density (passenger cars per mile per lane (pc/mi/ln)) and level of service (LOS).

Existing year and No Build LOS analysis segments are shown in **Figure 2-2** and described below:

- Basic Freeway Analysis for I-75 southbound north of on-ramp from SR 56
- Weaving Analysis along I-75 southbound between on-ramp from SR 56 and off ramp to I-275 southbound
- Basic Freeway Analysis for I-75 southbound south of off ramp to I-275 southbound

- Basic Freeway Analysis for I-275 southbound south of I-75
- Merge Analysis for I-75 southbound from SR 56
- Diverge Analysis for I-75 southbound to I-275
- Ramp Capacity Analysis Check/Volume-to-Capacity (v/c) Ratio for SR 56 on ramp to I-75 southbound

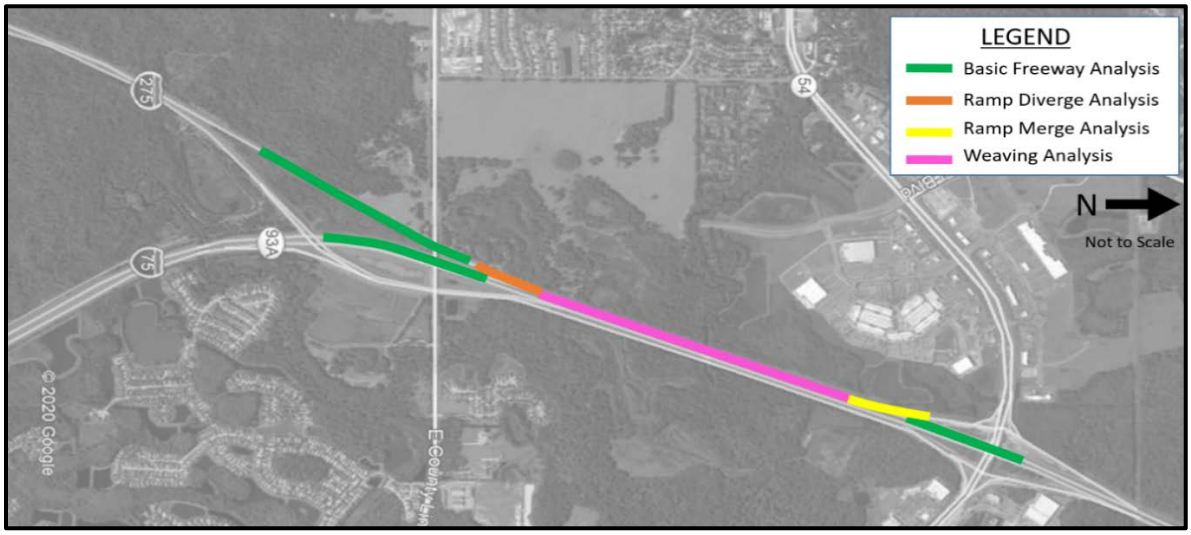


Figure 2-2 Existing and No Build HCS Analysis Areas

The Build LOS analysis segments are shown in **Figure 2-3** and described below:

- Basic Freeway Analysis for I-75 southbound C-D south of SR 56
- Basic Freeway Analysis for I-75 southbound north of off ramp to I-275
- Basic Freeway Analysis for I-75 southbound south of on ramp from C-D road
- Ramp Diverge Analysis from I-75 southbound C-D to I-275
- Ramp Merge Analysis for I-75 southbound C-D to I-275
- Ramp Diverge Analysis from I-75 southbound to I-275
- Ramp Merge Analysis for I-75 southbound from I-75 southbound C-D
- Basic Freeway Analysis for I-275 southbound south of I-75
- Basic Freeway Analysis for I-275 southbound south of I-75 southbound C-D merge to I-275
- Basic Freeway Analysis for I-75 southbound between diverge to I-75 and merge at I-75
- Basic Freeway Analysis for I-75 southbound C-D between diverge to I-75 and merge at I-275
- Basic Freeway Analysis for I-75 southbound C-D ramp between diverge to I-75 and merge at I-75

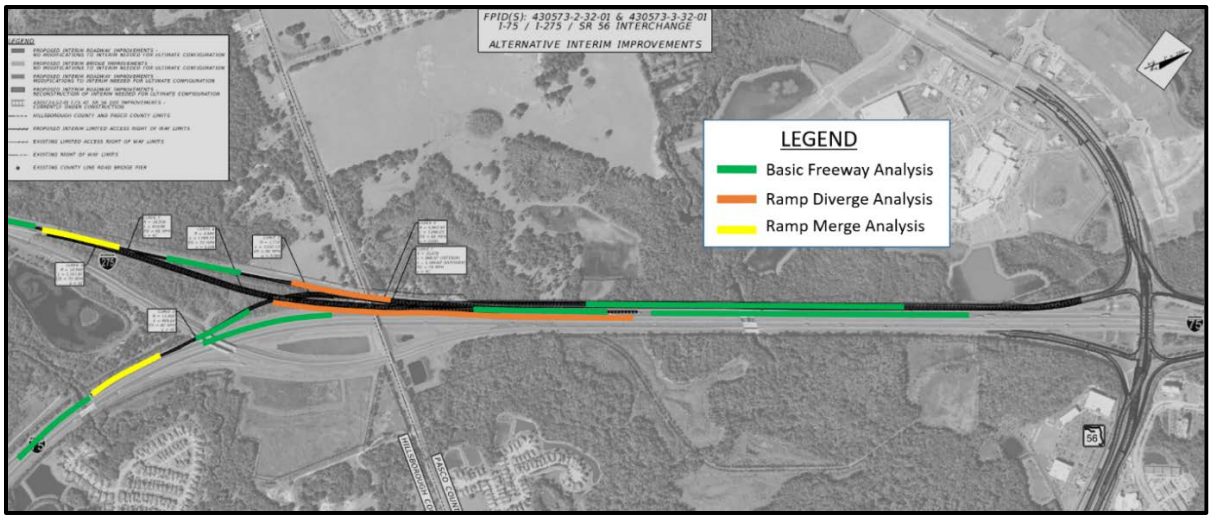


Figure 2-3 Build HCS Analysis Areas

The *Highway Capacity Manual (HCM)* defines a major merge area to be, "one in which two primary roadways, each having multiple lanes, merge to form a single freeway segment." *HCM* instructs that if major merge sections was found to be a major merge, the upstream and downstream demand volume was evaluated against the capacity of the roadway.

A major diverge area is defined by the *HCM* as, " A major diverge area is one in which two primary roadways, each having multiple lanes, diverge from a single freeway segment." If a diverge section was found to be a major diverge, the ***HCM* Equation 14.28** was utilitized to determine LOS and density (pc/mi/ln) of the section. The *HCM* Equation 14.28 is shown below:

$$D_{MD} = 0.0175\ (\frac{v_f}{N})$$

Where:

D_{MD} = density in the major diverge influence area (which includes all approaching freeway lanes) (pc/mi/ln),

V_f = demand flow rate immediately upstream of the major diverge influence area (passenger car per hour),

N = number of lanes approaching the major diverge.

SECTION 3 EXISTING CONDITIONS

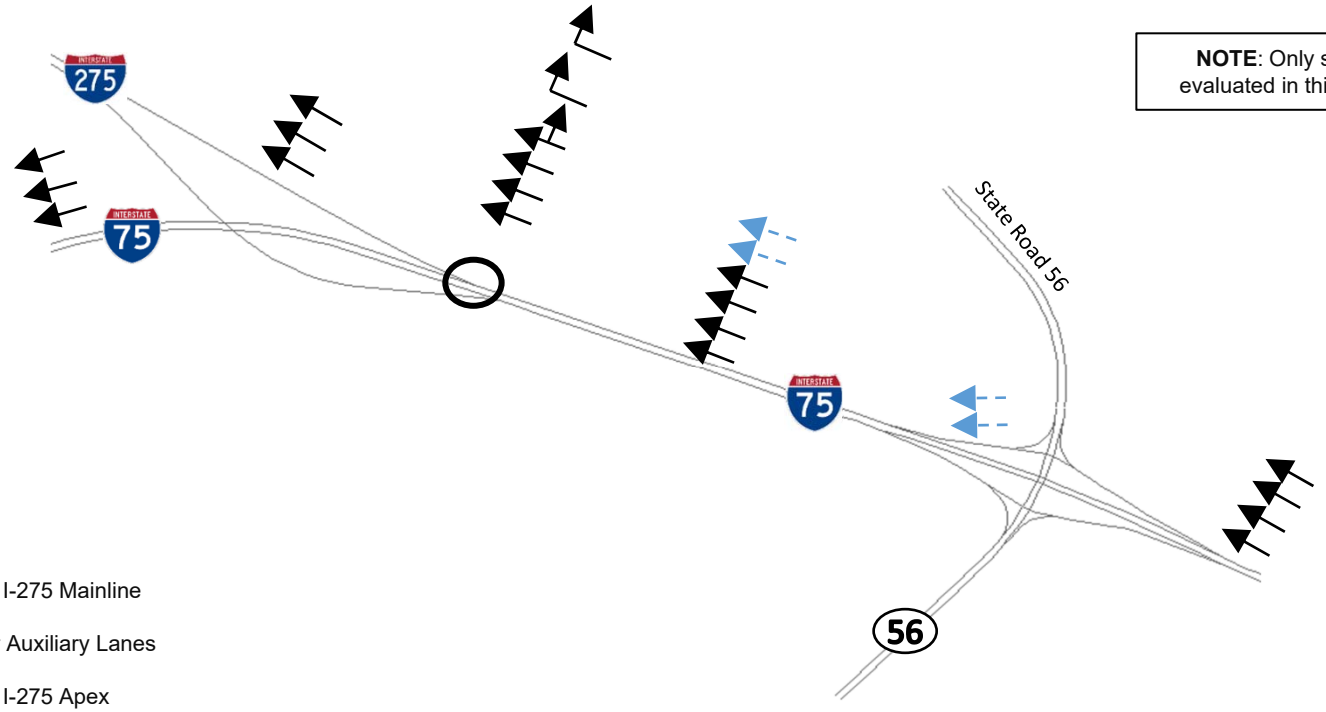
3.1 EXISTING TRANSPORTATION NETWORK

Existing I-75 mainline southbound is four lanes north of the SR 56 southbound on-ramp, becomes six lanes where the existing SR 56 southbound two-lane on-ramp merges and then splits to four lanes southbound to I-75 and three lanes southbound on to I-275. South of the I-75/I-275 system interchange, I-75 and I-275 have three southboud lanes. Southbound I-75 has a posted speed limit of 70 miles per hour (mph). **Figure 3-1** shows the overhead sign designation for southbound I-75 traffic to continue on southbound I-75 or southbound I-275. The Existing Year (2019) lane geometry for southbound SR 56 on-ramp, I-75 southbound and the southbound system interchange is shown in **Figure 3-2**.

Figure 3-1 Southbound Diverge at I-75 and I-275 System Interchange

A field visit was completed on August 20, 2020. At the time of the field visit, the SR 56 interchange was under construction and long queues were noted on SR 56 at the interchange intersections. The heavy traffic movement in the AM peak period was observed to be the southbound on-ramp traffic from SR 56 to I-75. Futhermore, southbound traffic weaving at the I-275 junction was observed slowing southbound traffic speed and causing delay on the interstate. In the PM peak period traffic patterns were observed to be reversed with the heavy traffic movement in the northbound direction exiting I-75 at the SR 56 northbound off-ramp.

EXISTING YEAR (2019)
SOUTHBOUND LANE GEOMETRY



NOTE: Only southbound lanes evaluated in this study are shown.

LEGEND

- I-75 and I-275 Mainline
- Ramp or Auxiliary Lanes
- I-75 and I-275 Apex

SR 56 Southbound C-D Roads/Ramps to I-75/I-275

WPI No.: 430573-4
Hillsborough and Pasco Counties

Existing Lane Geometry

Figure 3-2

3.2 CRASH ANALYSIS

A five-year crash analysis was completed for the study area for the years 2014 to 2018. Crash Data for the five year anlaysis period was provided from FDOT (FDOT Crash Analysis Reporting System) for the four roadway segments that make up the study area for both the northbound and southbound direction. For the analysis, only crashes reported as traveling southbound were analyzed. In order to be consistent with the crash data provided from the Department, the crash analysis was completed and summarized into the four roadway segments.

3.2.1 I-75 Hillsborough County Crash Analysis

The five-year crash analysis (2014 – 2018) for the I-75 southbound mainline within Hillsborough County for the study area found 15 total reported crashes with an average of three crashes per year. The crash data on southbound I-75, for Hillsborough County, range from milepost 39.037 to the county line (milepost 39.854), approximately 0.8 miles. As shown in **Table 3-1** the most prominent crash type recorded for this roadway is hit fixed object (33%) with sideswipes (27%) as the second most prominent crash type for the reported time period.

Table 3-1 Crash Type Summary for Southbound I-75 in Hillsborough County

Crash Type	Year					Total
	2014	2015	2016	2017	2018	
Angle	0	0	0	0	0	0
Animal	0	0	0	0	0	0
Rear End	0	0	1	1	0	2
Sideswipe	0	1	0	2	1	4
Left-Turn	0	0	0	0	1	1
Head-On	0	0	0	0	0	0
Pedestrian/Bicycle	0	0	0	0	0	0
Run off-road	0	0	0	0	0	0
Ran into Ditch/Culvert	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Hit Fixed Object	1	1	2	0	1	5
Hit Non-Fixed Object	1	0	0	0	0	1
Single Vehicle	0	1	0	1	0	2
Other	0	0	0	0	0	0
Total	***2***	***3***	***3***	***4***	***3***	***15***

There were no fatal crashes reported for this roadway during the five-year analysis period. The average percentage of wet weather and dark crashes for the five-year period is 27% for both crash conditions. The number of wet crashes exceeds the statewide average of 14% from data as published on page 32 in the Florida Highway Safety and Motor Vehicles *Traffic Crash Facts Annual Report 2018* (provided in **Appendix C**). The number of dark crashes exceeds the statewide average of 24% from

data as published on page 33 in the Florida Highway Safety and Motor Vehicles *Traffic Crash Facts Annual Report 2018*. A crash summary for the roadway for the five-year analysis period is shown in **Table 3-2**.

Table 3-2 Crash Summary for Southbound I-75 in Hillsborough County

Crash Type	Year					Total
	2014	2015	2016	2017	2018	
No. of Fatal Crashes	0	0	0	0	0	0
No. of Injury Crashes	1	3	2	1	1	8
No. of Property Damage Only Crashes	1	0	1	3	2	7
Total Crashes	***2***	***3***	***3***	***4***	***3***	***15***
Wet weather crashes	0	1	1	1	1	4
Night-time crashes	1	1	0	2	0	4

The crash locations were evaluated by milepost location and frequency. Crash frequency by location for the southbound I-75 Hillsborough County segment is shown in **Figure 3-3**.

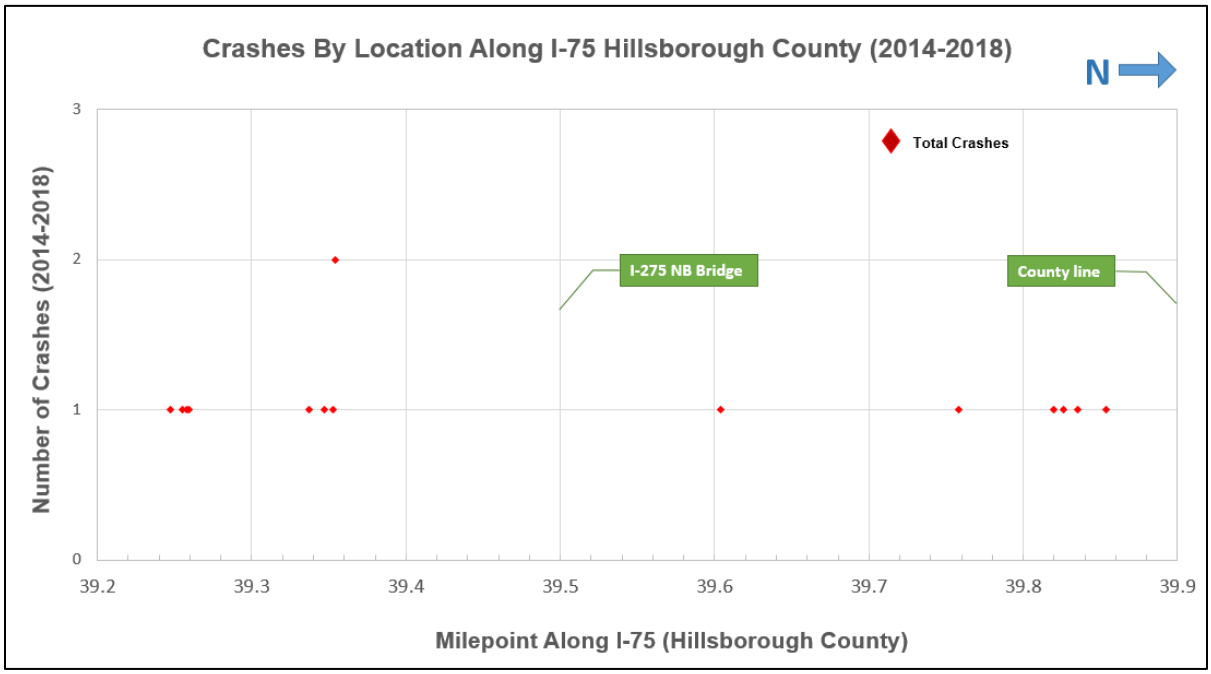


Figure 3-3 Crash Frequency by Location for Southbound I-75 (Hillsborough County)

3.2.2 I-75 Pasco County Crash Analysis

The five-year crash analysis (2014 – 2018) for the I-75 southbound mainline within Pasco County for the study area found 172 total crashes with an average of 34 crashes per year. The length of I-75 in the Pasco County portion of the study area begins at the county line (milepost 0) and extends approximately two miles to milepost 2.036. As shown in **Table 3-3** the most prominent crash type recorded for this roadway is rear end crashes (30%) with hit fixed object crashes (25%) as the second

most prominent crash type for the reported time period. Sideswipe crash types are the third most prominent crash type and could be attributed to the current weave zone in this study segment.

Table 3-3 Crash Type Summary for Southbound I-75 in Pasco County

Crash Type	Year					Total
	2014	2015	2016	2017	2018	
Angle	0	0	0	2	0	2
Animal	0	0	0	0	0	0
Rear End	13	7	12	12	7	51
Sideswipe	9	9	12	5	6	41
Left-Turn	0	0	0	0	0	0
Head-On	0	0	0	0	0	0
Pedestrian/Bicycle	0	0	0	0	0	0
Run off-road	0	1	0	0	0	1
Ran into Ditch/Culvert	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Hit Fixed Object	12	11	5	4	11	43
Hit Non-Fixed Object	3	1	2	5	1	12
Single Vehicle	5	7	4	3	1	20
Other	0	0	0	1	1	2
Total	***42***	***36***	***35***	***32***	***27***	***172***

There was one fatal crash reported for this roadway during the five-year analysis period in 2014 occurring at mile post 1.92. The fatal crash was reported as a rear end collision. The average percentage of wet weather and dark crashes for the five-year period is 27% and 41%, respectively. The number of wet crashes exceeds the statewide average of 14% from data as published on page 32 in the Florida Highway Safety and Motor Vehicles *Traffic Crash Facts Annual Report 2018* (provided in **Appendix C**). The number of dark crashes exceeds the statewide average of 24% from data as published on page 33 in the Florida Highway Safety and Motor Vehicles *Traffic Crash Facts Annual Report 2018*. A crash summary for the roadway for the five-year analysis period is shown in **Table 3-4**.

Table 3-4 Crash Summary for Southbound I-75 in Pasco County

	Year					Total
	2014	2015	2016	2017	2018	
No. of Fatal Crashes	1	0	0	0	0	1
No. of Injury Crashes	14	17	9	8	8	56
No. of Property Damage Only Crashes	27	19	26	24	19	115
Total Crashes	***42***	***36***	***35***	***32***	***27***	***172***
Wet weather crashes	14	16	5	2	9	46
Night-time crashes	20	13	16	14	8	71

The crash locations were evaluated by milepost location and frequency. Crash frequency by location for the southbound I-75 Pasco County segment is shown in **Figure 3-4**. The crash data plotted on **Figure 3-4** suggest that the higher crash locations (total crashes reported at 14, 25, 11 and 22 crashes) are situated near the SR 56 on-ramp gore area, and in several areas further south prior to County Line Road where I-75 and I-275 traffic diverge. This suggests the weave zone between the SR 56 on-ramp and the I-75/275 split may be contributing to the crash history.

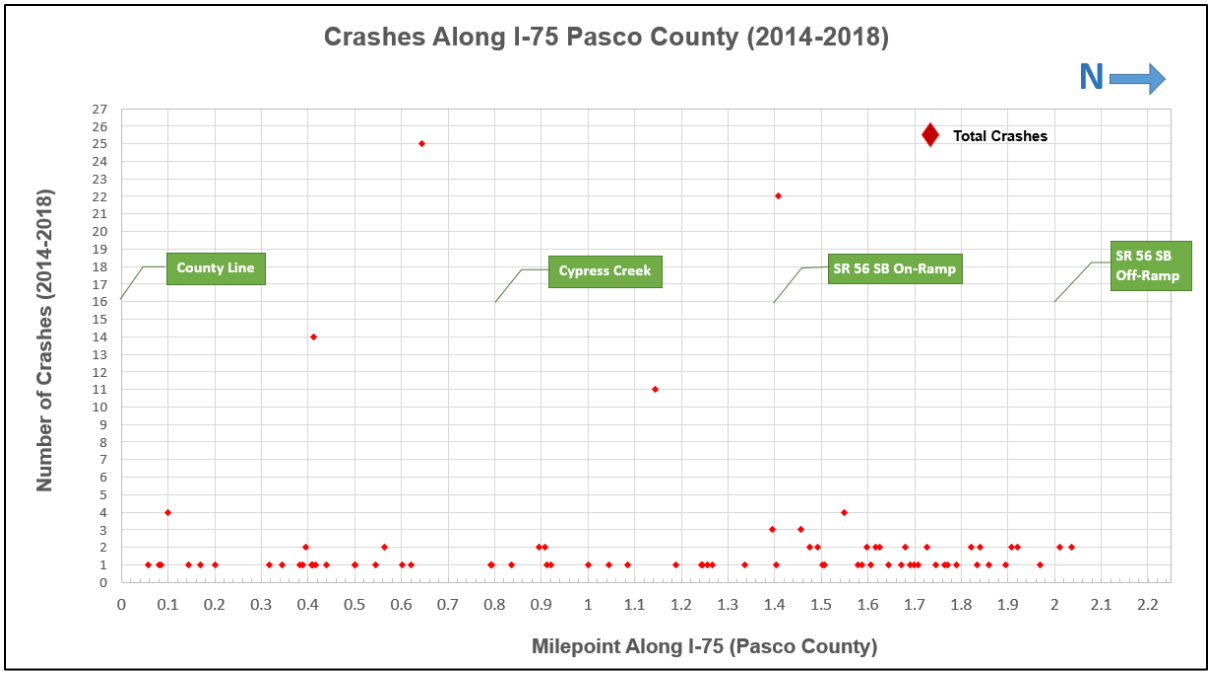


Figure 3-4 Crash Frequency by Location for Southbound I-75 (Pasco County)

3.2.3 I-275 Crash Analysis

The five-year crash analysis (2014 – 2018) for the I-275 southbound mainline for the study area found 13 total crashes with an average of 2.6 crashes per year. The length of I-275 within the study area for the crash analysis begins at the milepost 15.073 and extends approximately one mile to milepost 16.021. As shown in **Table 3-5** the most prominent crash type recorded for this roadway is rear end (38%) with hit fixed object (31%) as the second most prominent crash type for the reported time period.

Table 3-5 Crash Type Summary for Southbound I-275

Crash Type	Year					Total
	2014	2015	2016	2017	2018	
Angle	0	0	0	0	0	0
Animal	0	0	0	0	0	0
Rear End	3	0	0	1	1	5
Sideswipe	0	1	0	0	0	1
Left-Turn	0	0	0	0	0	0
Head-On	0	0	0	0	0	0
Pedestrian/Bicycle	0	0	0	0	0	0
Run off-road	0	0	0	0	0	0
Ran into Ditch/Culvert	0	0	0	0	0	0
Overturned	0	0	0	0	0	0
Hit Fixed Object	1	2	0	0	1	4
Hit Non-Fixed Object	0	0	0	0	0	0
Single Vehicle	1	1	0	0	1	3
Other	0	0	0	0	0	0
Total	***5***	***4***	***0***	***1***	***3***	***13***

There were no fatal crashes reported for this roadway during the five-year analysis period. The average percentage of wet weather and dark crashes for the five-year period is 35% and 27%, respectively. The number of wet crashes exceeds the statewide average of 14% from data as published on page 32 in the Florida Highway Safety and Motor Vehicles *Traffic Crash Facts Annual Report 2018* (provided in **Appendix C**). The number of dark crashes exceeds the statewide average of 24% from data as published on page 33 in the Florida Highway Safety and Motor Vehicles *Traffic Crash Facts Annual Report 2018*. A crash summary for the roadway for the five-year analysis period is shown in **Table 3-6**.

Table 3-6 Crash Summary for Southbound I-275

	Year					Total
	2014	2015	2016	2017	2018	
No. of Fatal Crashes	0	0	0	0	0	0
No. of Injury Crashes	3	2	0	0	2	7
No. of Property Damage Only Crashes	2	2	0	1	1	6
Total Crashes	***5***	***4***	***0***	***1***	***3***	***13***
Wet weather crashes	2	0	0	1	1	4
Night-time crashes	1	2	0	0	2	5

The crash locations were evaluated by milepost location and frequency. Crash frequency by location for the southbound I-275 segment is shown in **Figure 3-5**.

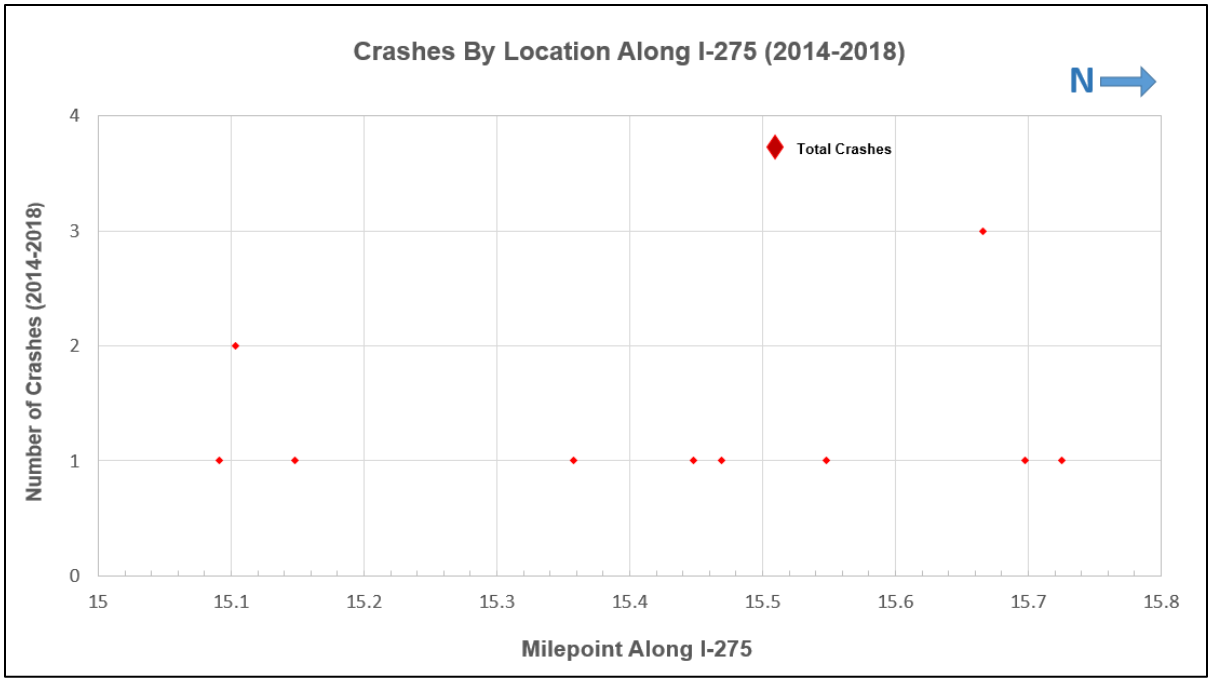


Figure 3-5 Crash Frequency by Location for Southbound I-275

3.2.4 SR 56 Southbound On-Ramp to I-75 Crash Analysis

The five-year crash analysis (2014 – 2018) for the SR 56 southbound on-ramp to I-75 for the study area found 36 total crashes with an average of seven crashes per year. Crash data was collected for the entire length of the ramp. As shown in **Table 3-7** the most prominent crash type recorded for this roadway is rear end crashes (67%) with hit fixed object and overturned/rollover crashes (8%) as the second most prominent crash type for the reported time period.

Table 3-7 Crash Type Summary SR 56 On-Ramp to Southbound I-75

Crash Type	Year					Total
	2014	2015	2016	2017	2018	
Angle	0	1	0	0	0	1
Animal	0	0	0	0	0	0
Rear End	1	5	5	13	0	24
Sideswipe	0	0	0	1	0	1
Left-Turn	0	0	0	0	0	0
Head-On	1	0	0	0	0	1
Pedestrian/Bicycle	0	0	0	0	0	0
Run off-road	0	0	0	1	0	1
Ran into Ditch/Culvert	0	0	0	0	0	0
Overturned/Rollover	3	0	0	0	0	3
Hit Fixed Object	2	0	0	1	0	3
Hit Non-Fixed Object	0	0	0	0	0	0
Single Vehicle	0	0	0	0	0	0
Other	1	0	0	0	1	2
Total	***8***	***6***	***5***	***16***	***1***	***36***

There were no fatal crashes reported for this roadway during the five-year analysis period. The average percentage of wet weather and dark crashes for the five-year period is 39% and 17%, respectively. The number of wet crashes exceeds the statewide average of 14% from data as published on page 32 in the Florida Highway Safety and Motor Vehicles *Traffic Crash Facts Annual Report 2018*. The number of dark crashes does not exceed the statewide average of 24% from data as published on page 33 in the Florida Highway Safety and Motor Vehicles *Traffic Crash Facts Annual Report 2018* (provided in **Appendix C**). A crash summary for the roadway for the five-year analysis period is shown in **Table 3-8**.

Table 3-8 Crash Summary for SR 56 On-Ramp to Southbound I-75

	Year					Total
	2014	2015	2016	2017	2018	
No. of Fatal Crashes	0	0	0	0	0	0
No. of Injury Crashes	1	2	0	3	0	6
No. of Property Damage Only Crashes	7	4	5	13	1	30
Total Crashes	***8***	***6***	***5***	***16***	***1***	***36***
Wet weather crashes	7	4	0	2	1	14
Night-time crashes	1	0	1	3	1	6

The crash locations were evaluated by milepost location and frequency. Crash frequency by location for the southbound I-75 Pasco County segment is shown in **Figure 3-4**.

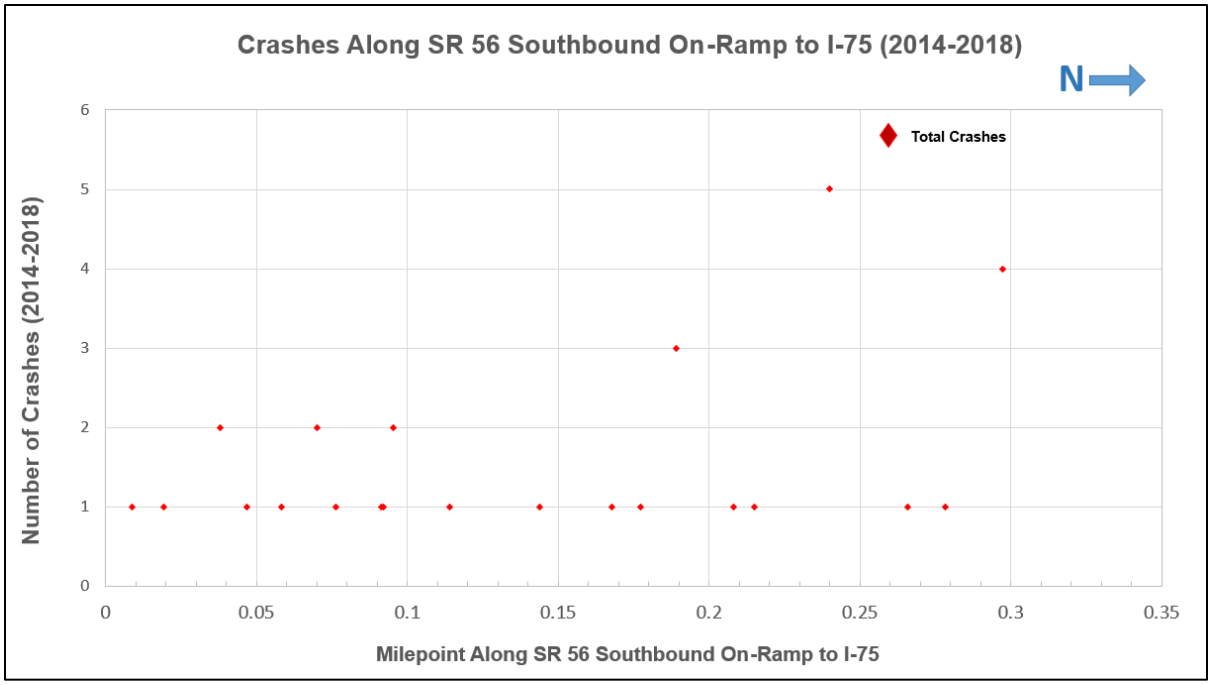


Figure 3-6 Crash Frequency by Location for SR 56 Southbound On-Ramp

The crash type summary for the entire study area and all four roadway segments is shown in **Table 3-9**. It shows that the most reported crash type for the study area in the southbound direction is Rear End crashes with Hit Fixed Object as the second most reported crash type. Sideswipe crashes are the third most reported crash type of the study area.

Table 3-9 Crash Type Summary for the Entire Project Area Southbound

Crash Type	Year					Total	%
	2014	2015	2016	2017	2018		
Angle	0	1	0	2	0	3	1%
Animal	0	0	0	0	0	0	0%
Rear End	17	12	18	27	8	82	35%
Sideswipe	9	11	12	8	7	47	20%
Left-Turn	0	0	0	0	1	1	0%
Head-On	1	0	0	0	0	1	0%
Pedestrian/Bicycle	0	0	0	0	0	0	0%
Run off-road	0	1	0	1	0	2	1%
Ran into Ditch/Culvert	0	0	0	0	0	0	0%
Overturned/Rollover	3	0	0	0	0	3	1%
Hit Fixed Object	16	14	7	5	13	55	23%
Hit Non-Fixed Object	4	1	2	5	1	13	6%
Single Vehicle	6	9	4	4	2	25	11%
Other	1	0	0	1	2	4	2%
Total	***57***	***49***	***43***	***53***	***34***	***236***	***100%***

A crash summary for the four roadway segments that makeup the entire study area in the southbound direction for the five-year analysis period is shown in **Table 3-10**.

Table 3-10 Crash Summary for the Entire Project Area Southbound

	Year					Total
	2014	2015	2016	2017	2018	
No. of Fatal Crashes	1	0	0	0	0	1
No. of Injury Crashes	19	24	11	12	11	77
No. of Property Damage Only Crashes	37	25	32	41	23	158
Total Crashes	***57***	***49***	***43***	***53***	***34***	***236***
Wet weather crashes	23	21	6	6	12	68
Night-time crashes	23	16	17	19	11	86

3.3 SAFETY ANALYSIS

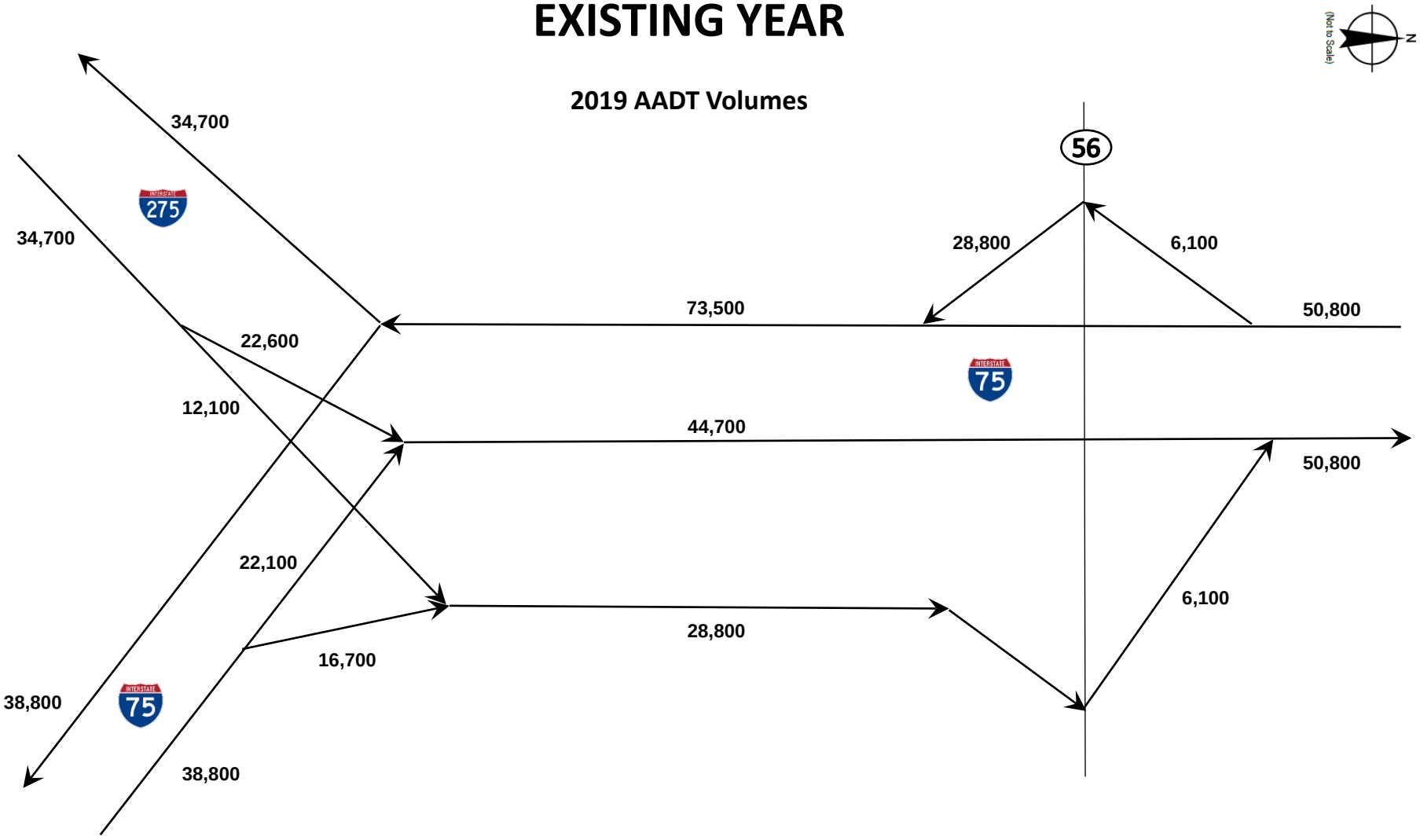
For all four roadway segments analyzed in the crash analysis the majority of crash types for the study area consisted of rear end and hit fixed object crashes. These crash types could be attributed to congestion from weaving that is occurring in the study area. The crash data plotted on **Figure 3-4** suggest that the higher crash locations (total crashes reported at 14, 25, 11 and 22 crashes) are situated near the SR 56 on-ramp gore area, and in several areas further south prior to County Line Road where I-75 and I-275 traffic diverge. This suggests the weave zone between the SR 56 on-ramp and the I-75/275 split may be contributing to the crash history.

The proposed build improvements described in **Section 1.3** could help alleviate the weaving and congestion with the proposed C-D roadway and enhance safety for the study area. The number of night-time crashes is also high and exceeds the statewide average for most of the study area. Lighting levels for the study area should be evaluated in the design phase of this project to ensure lighting levels meet state requirements.

3.4 EXISTING TRAFFIC VOLUMES

The Existing Year (2019) AADT traffic volumes were obtained from FTO and balanced throughout the study area. The 2019 AADT traffic volumes are shown in **Figure 3-7**. The Existing Year (2019) DDHVs traffic volumes were calculated from the 2019 AADT and recommended traffic factors for the study area. The hourly volumes were then balanced along the study area and manual adjustments were made due to I-275 and I-75 having different directional factors. The Existing Year (2019) DDHVs are shown in **Figure 3-8**. The methodology for determining Existing Year (2019) traffic volumes is explained in **Section 2.6**.

EXISTING YEAR



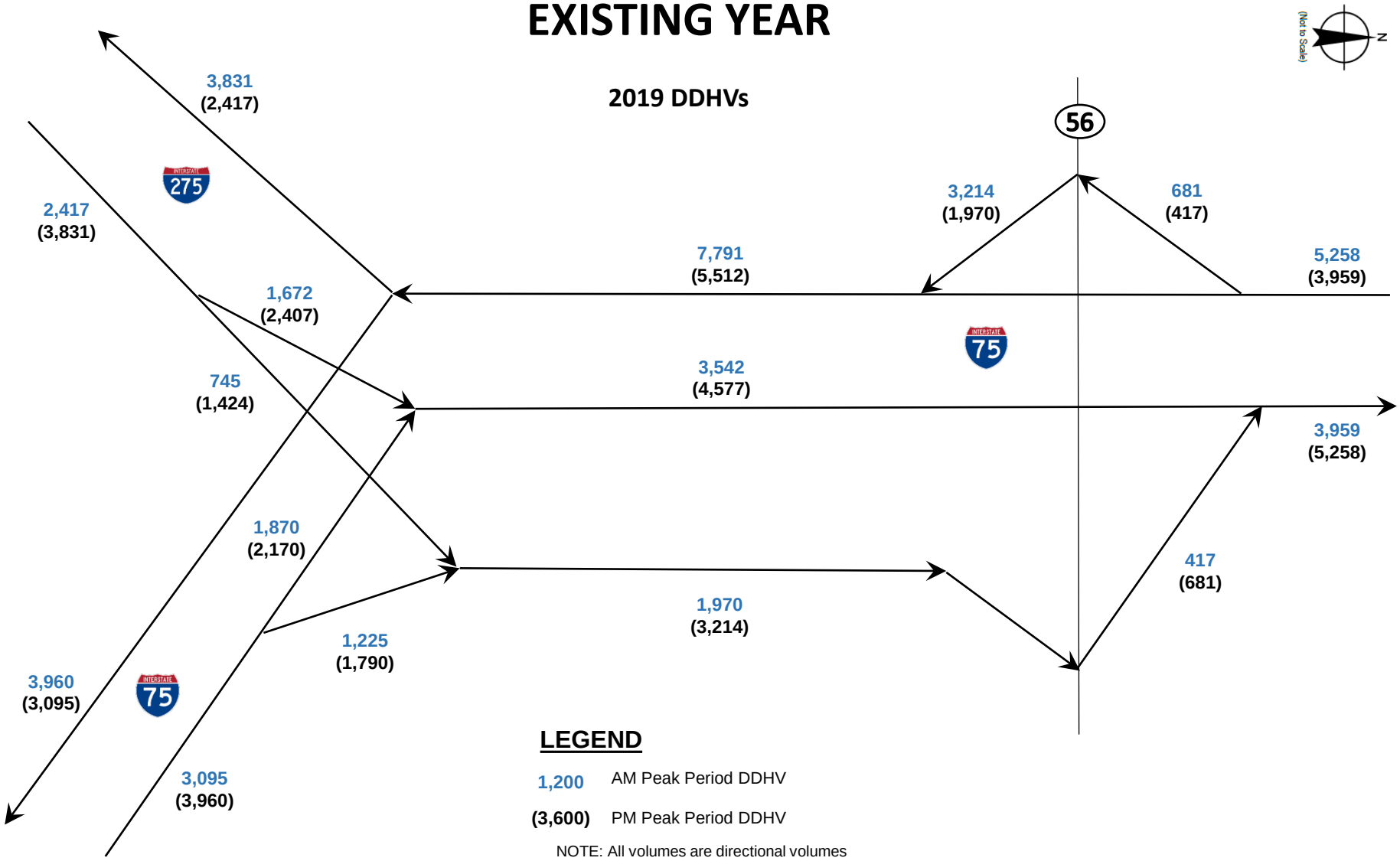
SR 56 Southbound C-D Roads/Ramps to I-75/I-275

WPI No.: 430573-4
Hillsborough and Pasco Counties

Existing Year (2019) AADT Volumes

Figure 3-7

EXISTING YEAR



SR 56 Southbound C-D Roads/Ramps to I-75/I-275

WPI No.: 430573-4
Hillsborough and Pasco Counties

Existing Year (2019) DDHVs

Figure 3-8

3.5 EXISTING TRAFFIC OPERATIONS

Utilizing the existing lane geometry shown in **Figure 3-2** and the Existing Year (2019) peak hour volumes for the AM and PM peak period shown in **Figure 3-8** the existing traffic operational analysis was conducted in HCS. A visual representation of the LOS analysis areas for the study area is shown in **Figure 3-9**. LOS results from the HCS analysis is shown in **Table 3-11** through **Table 3-15**. All LOS output results for the Existing Year (2019) analysis are provided in **Appendix D**.

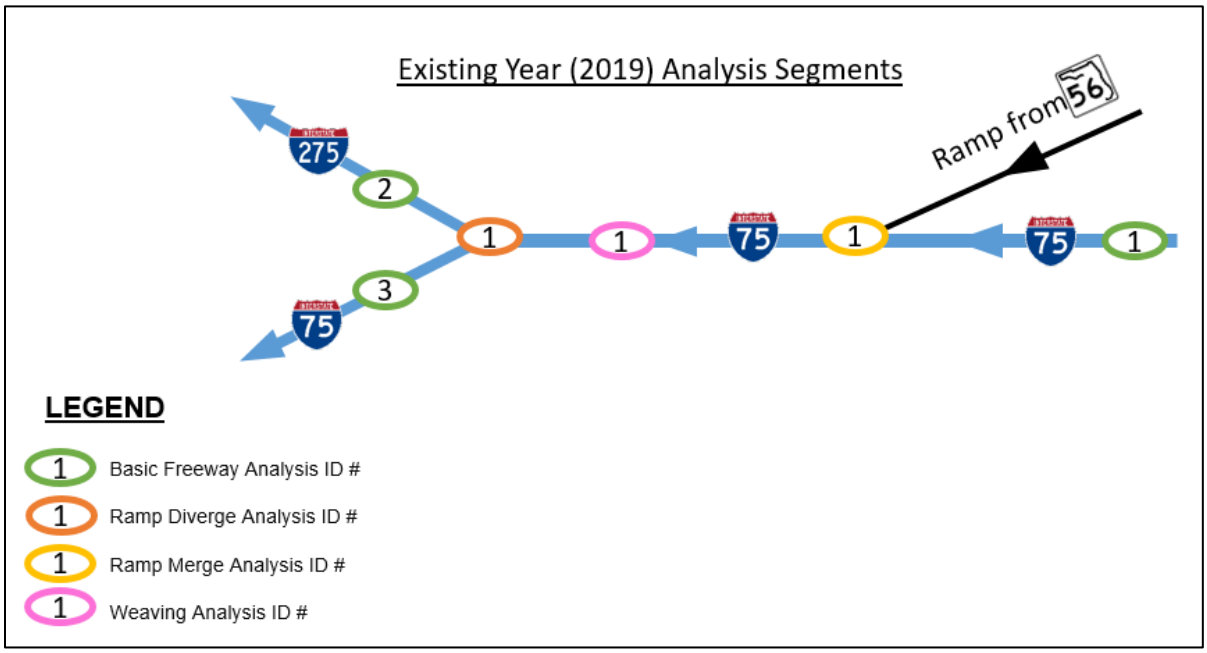


Figure 3-9 Existing Year (2019) LOS Analysis Areas

The LOS operational analysis for the study's basic freeway segments for Existing Year (2019) show all three segments operating at acceptable LOS for both peak periods, as shown in **Table 3-11**.

Table 3-11 Basic Freeway Analysis – Existing Year (2019)

Analysis ID	Roadway Segment	DENSITY (pc/mi/ln) & LOS			
		AM		PM	
1	I-75 southbound north of on-ramp from SR 56	22.1	C	16.4	B
2	I-275 southbound south of I-75	19.9	C	12.4	B
3	I-75 southbound south of off ramp to I-275 southbound	21.8	C	16.6	B

The Existing Year (2019) diverge area was identified as a major diverge area and ***HCM* Equation 14.28** was used to calculate LOS and density. The ramp diverge operational analysis resulted in acceptable LOS for both the AM and PM peak periods for the diverge segment of southbound I-75 to southbound I-275 for Existing Year (2019) as shown in **Table 3-12**.

Table 3-12 Diverge Analysis – Existing Year (2019)

Analysis ID	Roadway Segment	DENSITY (pc/mi/ln) & LOS			
		AM		PM	
1	I-75 southbound to I-275**	34.1	D	24.1	C

*** HCM Equation 14.28 used to determine density and LOS*

The merge analysis (shown in **Table 3-13**) for I-75 southbound from SR 56 resulted in both the upstream and downstream peak demand volumes not exceeding the existing capacity.

Table 3-13 Merge Analysis – Existing Year (2019)

Analysis ID	Roadway Segment	DDHV	NO. OF LANES	CAPACITY	VOLUME TO CAPACITY RATIO	DEMAND EXCEED CAPACITY?
1	I-75 southbound from SR 56 - Upstream	AM – 5258	4	9600	AM – 0.55	AM – No
		PM – 3959			PM – 0.41	PM – No
1	I-75 southbound from SR 56 - Downstream	AM – 7791	6	14400	AM – 0.54	AM – No
		PM – 5512			PM – 0.38	PM – No

**Capacity based on HCM 6th Ed, Exhibit 14-10*

The Existing Year (2019) operational analysis did find the weaving segment of I-75 southbound between the southbound on-ramp from SR 56 and the off-ramp to I-275 to operate at unacceptable LOS for both the AM and PM peak periods as shown in **Table 3-14**.

Table 3-14 Weaving Analysis – Existing Year (2019)

Analysis ID	Roadway Segment	DENSITY (pc/mi/ln) & LOS			
		AM		PM	
1	I-75 southbound between on-ramp from SR 56 and off-ramp to I-275 southbound	**>43.0***	**F**	**>43.0***	**F**

**Exact density value not calculated due to HCS limitations for LOS F*

The volume to capacity ratio of the SR 56 southbound on-ramp was evaluated for the Existing Year (2019) and results are shown in **Table 3-15**. The results show (less than a value of one) that the volume of the ramp does not exceed the capacity.

Table 3-15 SR 56 Southbound On-Ramp Capacity Check – Existing Year (2019)

Roadway Segment	VOLUME	NO. OF LANES	CAPACITY	VOLUME-TO-CAPACITY RATIO	DEMAND EXCEED CAPACITY?
SR 56 Southbound On-Ramp	AM - 3214	2	4200	AM - 0.77	AM - No
	PM - 1970			PM - 0.47	PM – No

*Capacity based on *HCM* Exhibit 14-12 for a two-lane ramp with a free flow speed of >40-50

SECTION 4 STUDY ALTERNATIVES

4.1 NO-BUILD ALTERNATIVE

The No-Build Alternative consists of the same geometry of the existing condition as shown in **Figure 3-2**.

4.2 BUILD ALTERNATIVE

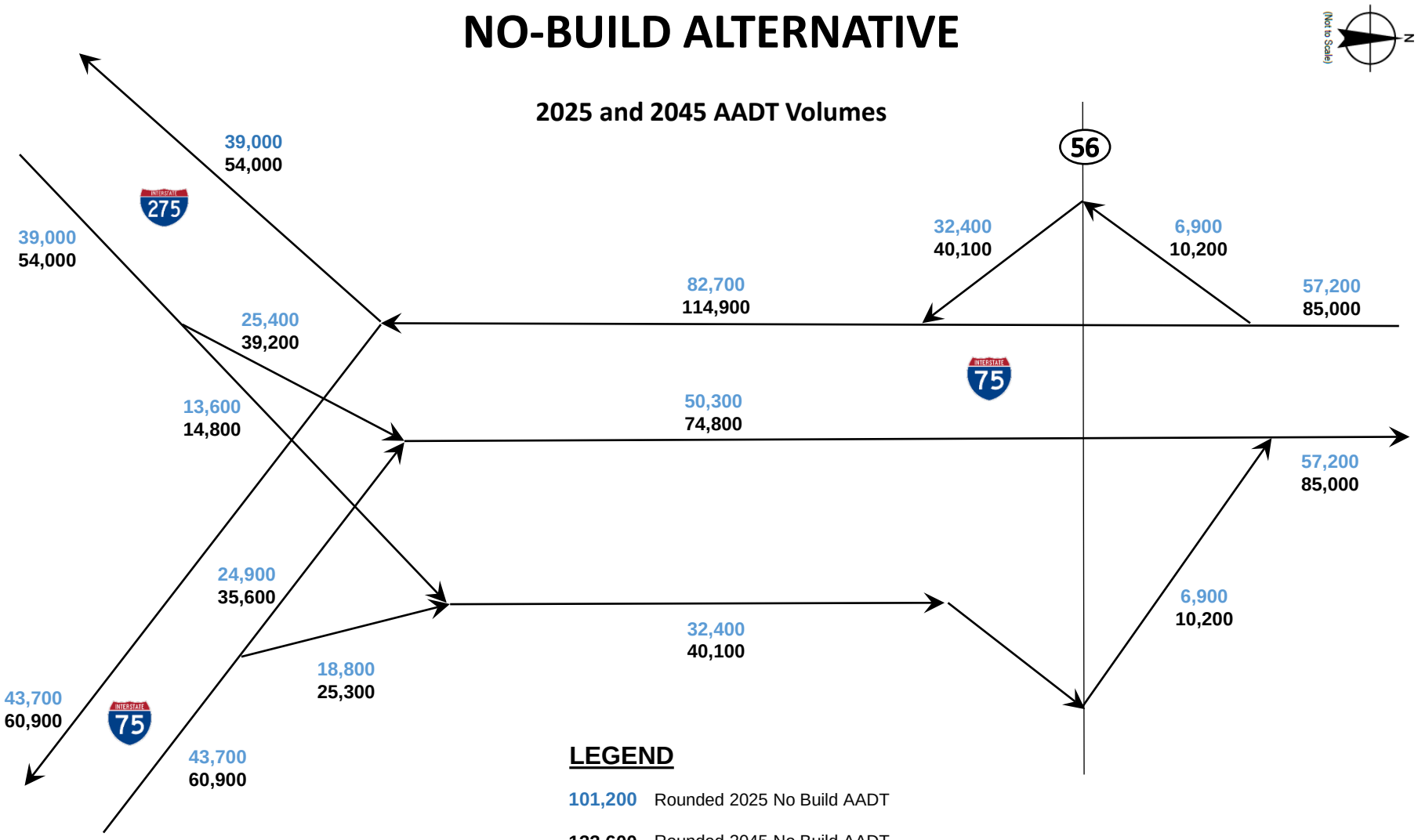
As shown on the bottom of **Figure 1-2**, the Build Alternative for this study consists of a new southbound C-D roadway starting at the system interchange with I-75 and I-275 and extending to the southbound on-ramp from SR 56. This C-D roadway will eliminate current weaving at the system interchange that is causing extensive queuing and delay for southbound I-75. The lane geometry for the Build Alternative can be seen in **Appendix G**.

4.3 FUTURE TRAFFIC VOLUMES

Future traffic volumes were forecasted using the methodology presented in *Traffic Methodology Statement* dated March 5, 2021 (provided in **Appendix A**) and explained in **Section 2.6**. The DDHVs for the No Build and Build Alternative differ due to the proposed C-D roadway in the Build Alternative. For the Build Alternative traffic demand modeling, employing the TBRPM Version 9.1, was used to determine the origin and destination pairs of traffic using the proposed ramps at the system interchange for the southbound direction. The forecasted AADT volumes for the Opening Year (2025) and Design Year (2045) for the No-Build Alternative are shown in **Figure 4-1**. The forecasted AADT volumes for the Opening Year (2025) and Design Year (2045) for the Build Alternative are shown in **Figure 4-2**.

Utilizing the study traffic factors presented in **Section 2.5**, DDHVs for the study area were forecasted for the Opening Year (2025) and Design Year (2045). The volumes were balanced between segments due to the highway segments being limited access with no driveways or sidestreets to account for. **Figure 4-3** through **Figure 4-6** show the forecasted DDHVs for this study.

NO-BUILD ALTERNATIVE



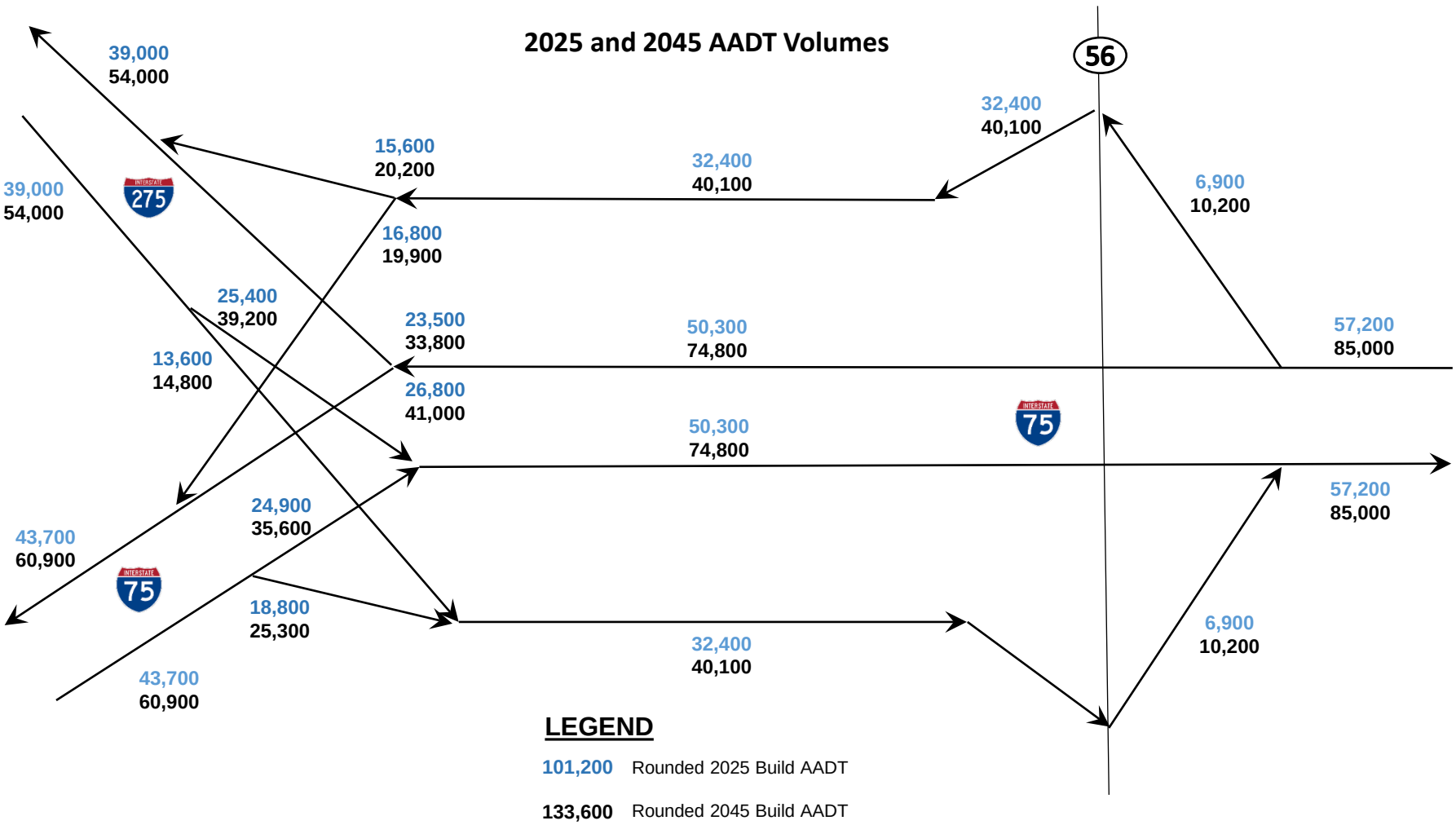
SR 56 Southbound C-D Roads/Ramps to I-75/I-275

WPI No.: 430573-4
Hillsborough and Pasco Counties

No-Build Opening Year (2025) and Design Year (2045) AADT Volumes

Figure 4-1

BUILD ALTERNATIVE



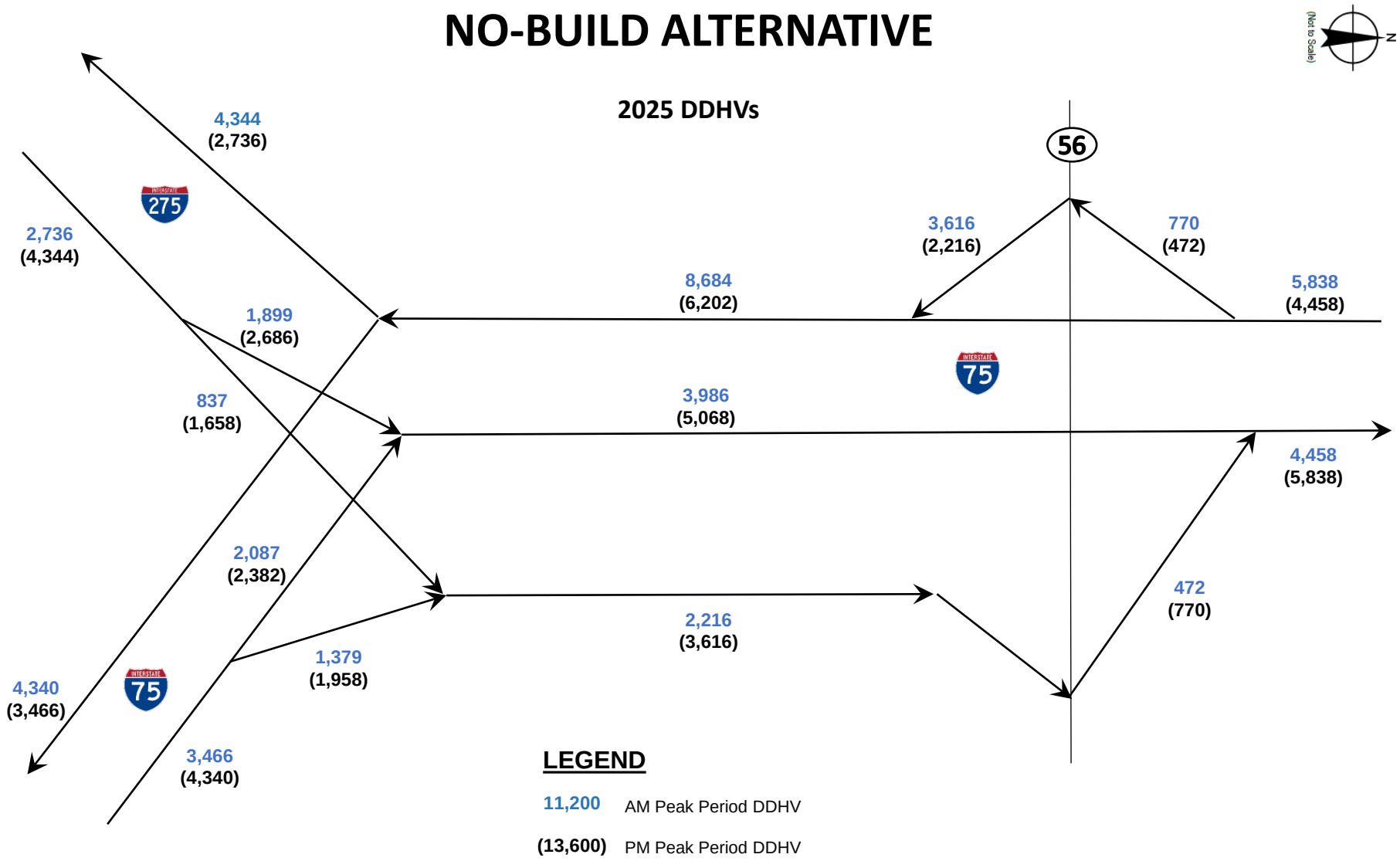
SR 56 Southbound C-D Roads/Ramps to I-75/I-275

WPI No.: 430573-4
Hillsborough and Pasco Counties

Build Opening Year (2025) and Design Year (2045) AADT Volumes

Figure 4-2

NO-BUILD ALTERNATIVE



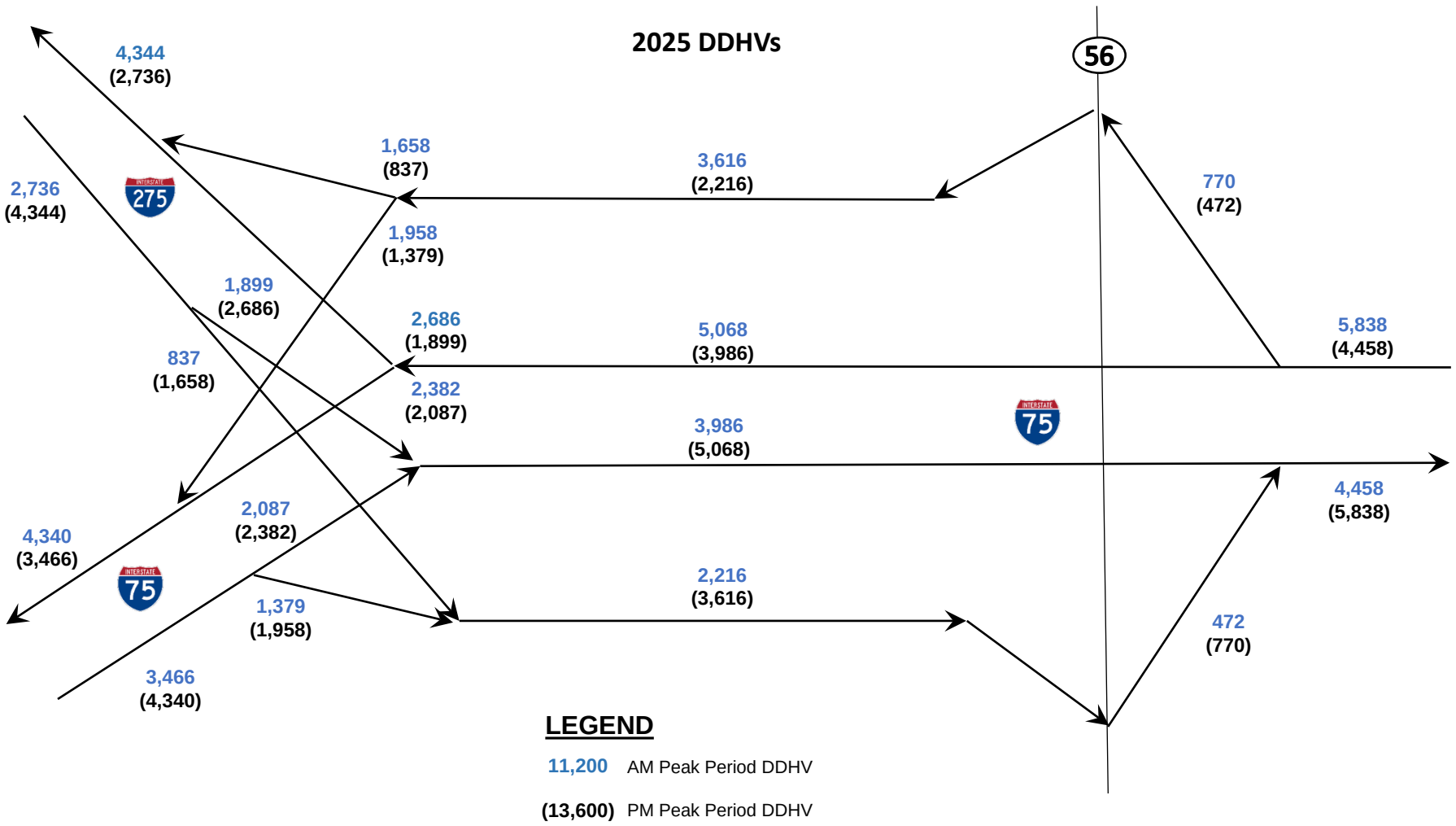
SR 56 Southbound C-D Roads/Ramps to I-75/I-275

WPI No.: 430573-4
Hillsborough and Pasco Counties

No-Build Opening Year (2025) DDHVs

Figure 4-3

BUILD ALTERNATIVE



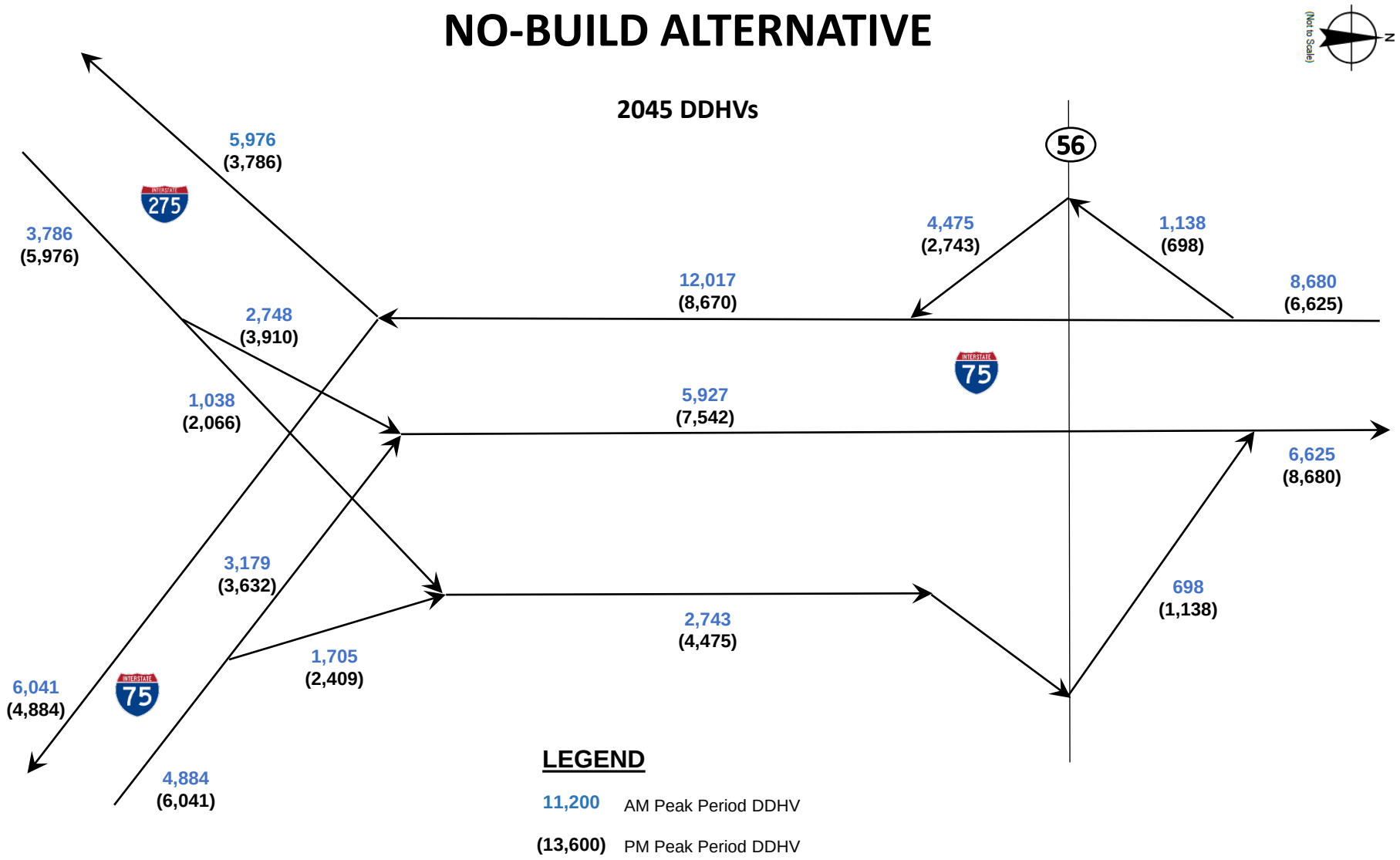
SR 56 Southbound C-D Roads/Ramps to I-75/I-275

WPI No.: 430573-4
Hillsborough and Pasco Counties

Build Opening Year (2025) DDHVs

Figure 4-4

NO-BUILD ALTERNATIVE



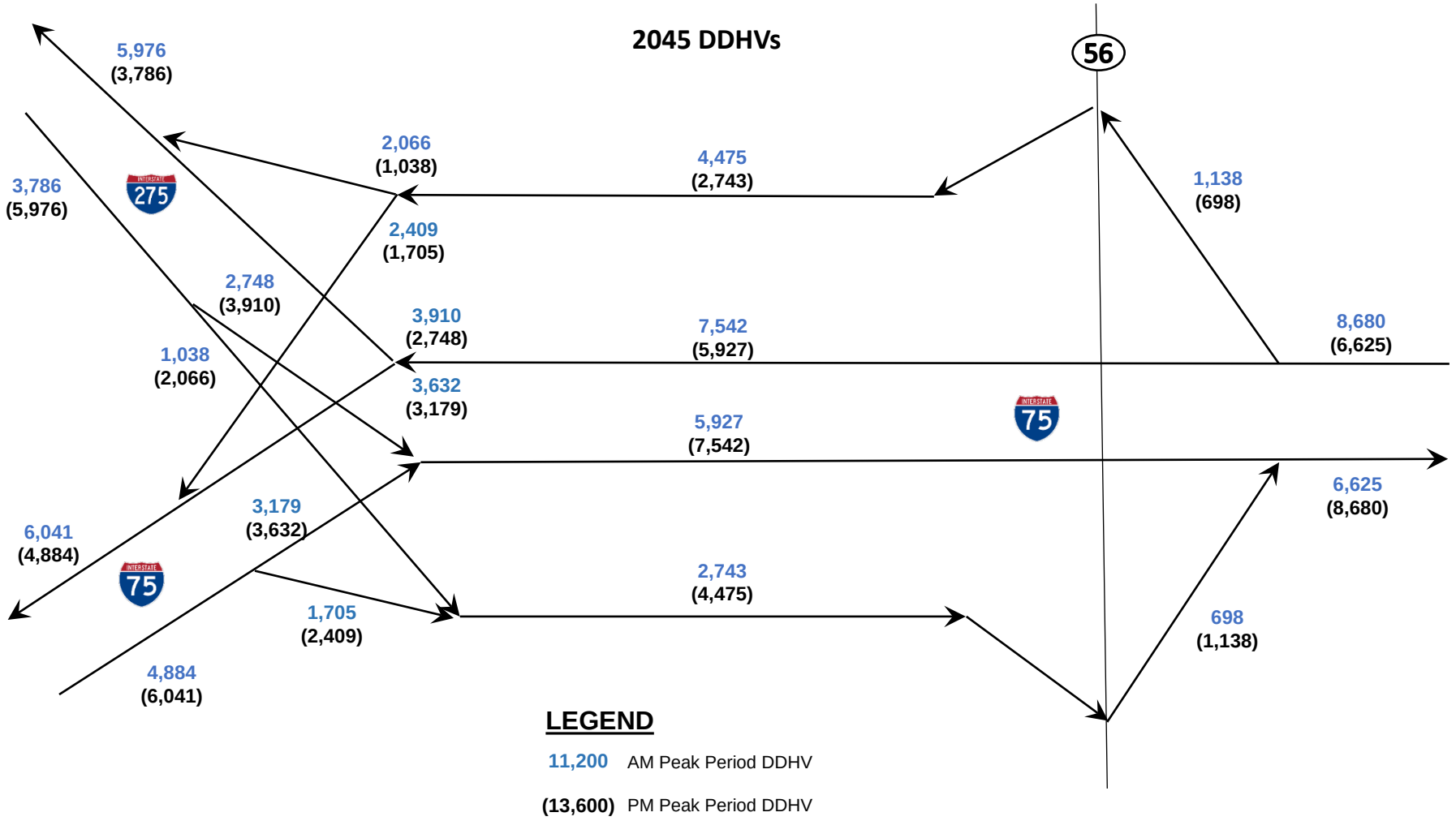
SR 56 Southbound C-D Roads/Ramps to I-75/I-275

WPI No.: 430573-4
Hillsborough and Pasco Counties

No-Build Design Year (2045) DDHVs

Figure 4-5

BUILD ALTERNATIVE



SR 56 Southbound C-D Roads/Ramps to I-75/I-275

WPI No.: 430573-4
Hillsborough and Pasco Counties

Build Design Year (2045) DDHVs

Figure 4-6

SECTION 5 ALTERNATIVES ANALYSIS

5.1 NO-BUILD ALTERNATIVE ANALYSIS

The No-Build Alternative traffic operational analysis utilized the existing lane geometry presented in **Figure 3-1** and the design hour volumes shown in **Figure 4-3** and **Figure 4-4** for the Opening Year (2025) and Design Year (2045), respectively. The No-Build HCS operational result tables coincide with the analysis segment areas identified in **Figure 5-1**. All LOS operational analysis results for the No-Build Alternative are provided in **Appendix E**.

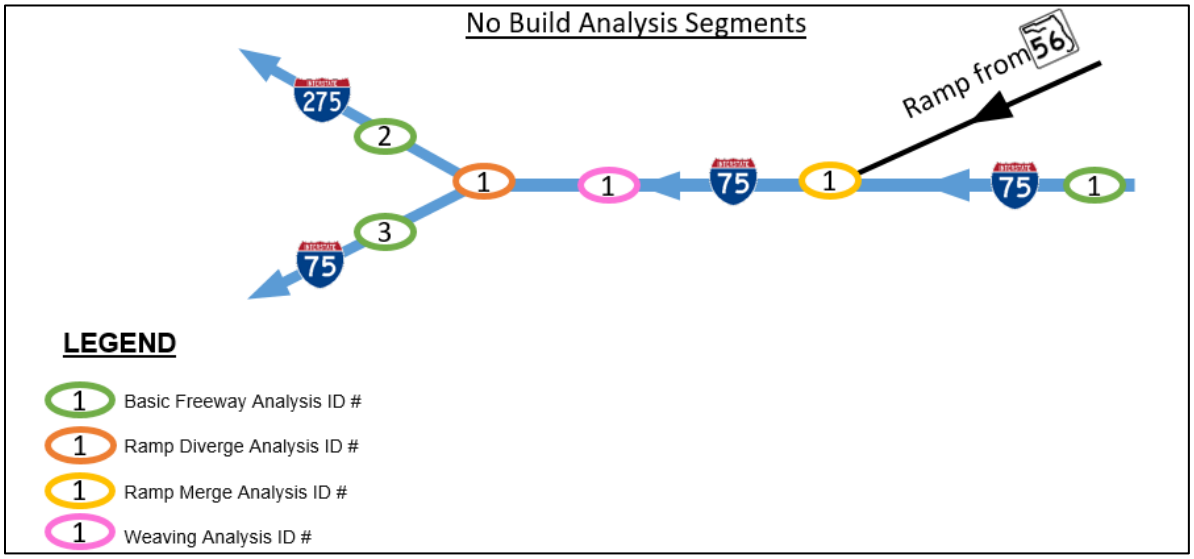


Figure 5-1 No Build Traffic Operational Analysis Area Identification

5.1.1 Opening Year (2025) No-Build Analysis

For Opening Year (2025) the No-Build Alternative LOS results found that all basic freeway segments operate at an acceptable LOS for both the AM and PM peak period. The basic freeway analysis LOS results are shown in **Table 5-1**.

Table 5-1 Basic Freeway Analysis – No-Build Alternative (2025)

Analysis ID	Roadway Segment	DENSITY (pc/mi/ln) & LOS			
		AM		PM	
1	I-75 southbound north of on-ramp from SR 56	25.1	C	18.5	C
2	I-275 southbound south of I-75	23.2	C	14.1	B
3	I-75 southbound south of off ramp to I-275 southbound	24.5	C	18.7	C

The No-Build Alternative ramp diverge LOS analysis for Opening Year (2025) resulted in acceptable LOS for the PM peak period. The AM peak period resulted in unacceptable LOS with a density of 38.0 pc/mi/ln. Results for the No-Build Alternative diverge analysis are shown in **Table 5-2**.

Table 5-2 Diverge Analysis – No-Build Alternative (2025)

Analysis ID	Roadway Segment	DENSITY (pc/mi/ln) & LOS			
		AM		PM	
1	I-75 southbound to I-275**	**38.0**	**E**	27.1	C

*** HCM Equation 14.28 used to determine density and LOS*

The No-Build Alternative ramp merge analysis for Opening Year (2025) resulted in demand volumes not exceeding capacity for both upstream and downstream of the major merge. Results for the merge analysis are shown in **Table 5-3**.

Table 5-3 Merge Analysis – No-Build Alternative (2025)

Analysis ID	Roadway Segment	Peak DDHV	No. of Lanes	Capacity	Demand exceed capacity?
1	I-75 southbound from SR 56 - Upstream	AM - 5068	4	9600	AM – No
		PM - 3986			PM – No
1	I-75 southbound from SR 56 - Downstream	AM - 8684	6	14400	AM – No
		PM - 6202			PM – No

**Capacity based on HCM 6th Ed, Exhibit 14-10*

The Opening Year (2025) No-Build Alternative weaving analysis for the segment of southbound I-75 between the on-ramp from SR 56 and off-ramp to I-275 southbound resulted in failing LOS for both the AM and PM peak periods. The HCS has a limitation where it doesn't calculate density for segments with a LOS F. Weaving analysis LOS results are reported in **Table 5-4**.

Table 5-4 Weaving Analysis – No-Build Alternative (2025)

Analysis ID	Roadway Segment	DENSITY (pc/mi/ln) & LOS			
		AM		PM	
1	I-75 southbound between on ramp from SR 56 and off ramp to I-275 southbound	**>43.0***	**F**	**>43.0***	**F**

** Exact density value not calculated due to HCS limitations for LOS F*

The volume to capacity ratio of the SR 56 southbound on-ramp was evaluated for the Opening Year (2025) and results are shown in **Table 5-5**. The results show (less than a value of one) that the volume of the ramp does not exceed the capacity.

Table 5-5 SR 56 Southbound On-Ramp Capacity Check (2025)

Roadway Segment	VOLUME	NO. OF LANES	CAPACITY	VOLUME-TO-CAPACITY RATIO	DEMAND EXCEED CAPACITY?
SR 56 Southbound On-Ramp	AM – 3616	2	4200	AM - 0.86	AM - No
	PM - 2216			PM - 0.53	PM – No

*Capacity based on *HCM* Exhibit 14-12 for a two-lane ramp with a free flow speed of >40-50

5.1.2 Design Year (2045) No-Build Analysis

For Design Year (2045) the No-Build Alternative LOS results found that all basic freeway segments operate at an unacceptable LOS for the AM peak period. The basic freeway analysis LOS results are shown in **Table 5-6**.

Table 5-6 Basic Freeway Analysis – No-Build Alternative (2045)

Analysis ID	Roadway Segment	DENSITY (pc/mi/ln) & LOS			
		AM		PM	
1	I-75 southbound north of on-ramp from SR 56	**>45.0***	**F**	29.9	D
2	I-275 southbound south of I-75	**38.1**	**E**	19.7	C
3	I-75 southbound south of off-ramp to I-275 southbound	**42.7**	**E**	29.9	D

** Exact density value not calculated due to HCS limitations for LOS F*

The No-Build Alternative ramp diverge LOS analysis for Design Year (2045) resulted in unacceptable LOS for the AM and PM peak period. Results from the diverge analysis using *HCM* Equation 14.28 are shown in **Table 5-7**.

Table 5-7 Diverge Analysis – No-Build Alternative (2045)

Analysis ID	Roadway Segment	DENSITY (pc/mi/ln) & LOS			
		AM		PM	
1	I-75 southbound to I-275**	**52.6**	**E**	**37.9**	**E**

** Exact density value not calculated due to HCS limitations for LOS F*

*** HCM Equation 14.28 used to determine density and LOS*

The No-Build Alternative ramp merge LOS analysis for Design Year (2045) resulted in acceptable capacity for both upstream and downstream of the major merge. Results for the merge analysis are shown in **Table 5-8**.

Table 5-8 Merge Analysis – No-Build Alternative (2045)

Analysis ID	Roadway Segment	DDHV	NO. OF LANES	CAPACITY	VOLUME TO CAPACITY	DEMAND EXCEEDS CAPACITY?
1	I-75 southbound from SR 56 - Upstream	AM - 7542	4	9600	AM – 0.79	AM - No
		PM - 5927			PM – 0.62	PM - No
1	I-75 southbound from SR 56 - Downstream	AM - 12017	6	14400	AM – 0.83	AM - No
		PM - 8670			PM – 0.60	PM - No

**Capacity based on HCM 6th Ed, Exhibit 14-10*

The Design Year (2045) No-Build Alternative weaving analysis for the segment of southbound I-75 between the on-ramp from SR 56 and off-ramp to I-275 southbound resulted in unacceptable LOS for both the AM and PM peak periods. Results for the weaving analysis are shown in **Table 5-9**.

Table 5-9 Weaving Analysis – No-Build Alternative (2045)

Analysis ID	Roadway Segment	DENSITY (pc/mi/ln) & LOS			
		AM		PM	
1	I-75 southbound between on-ramp from SR 56 and off-ramp to I-275 southbound	**>43.0***	**F**	**>43.0***	**F**

** Exact density value not calculated due to HCS limitations for LOS F*

The volume to capacity ratio of the SR 56 southbound on-ramp was evaluated for the Design Year (2045) and results are shown in **Table 5-10**. The results show the AM peak hour volume exceeding the capacity of the ramp.

Table 5-10 SR 56 Southbound On-Ramp Capacity Check (2045)

Roadway Segment	VOLUME	NO. OF LANES	CAPACITY	VOLUME-TO-CAPACITY RATIO	DEMAND EXCEED CAPACITY?
SR 56 Southbound On-Ramp	AM – 4475	2	4200	**AM – 1.07**	**AM - Yes**
	PM - 2743			PM - 0.65	PM – No

*Capacity based on *HCM* Exhibit 14-12 for a two-lane ramp with a free flow speed of >40-50

5.2 BUILD ALTERNATIVE ANALYSIS

The Build Alternative operational analysis utilizes the lane geometry presented in **Appendix G** and the design hourly volumes shown in **Figure 4-5** and **Figure 4-6** for the Opening Year (2025) and Design Year (2045), respectively. The Build HCS traffic operational result tables that coincide with the analysis segments are identified in **Figure 5-2**. All LOS operational analysis results for the Build Alternative are provided in **Appendix F**.

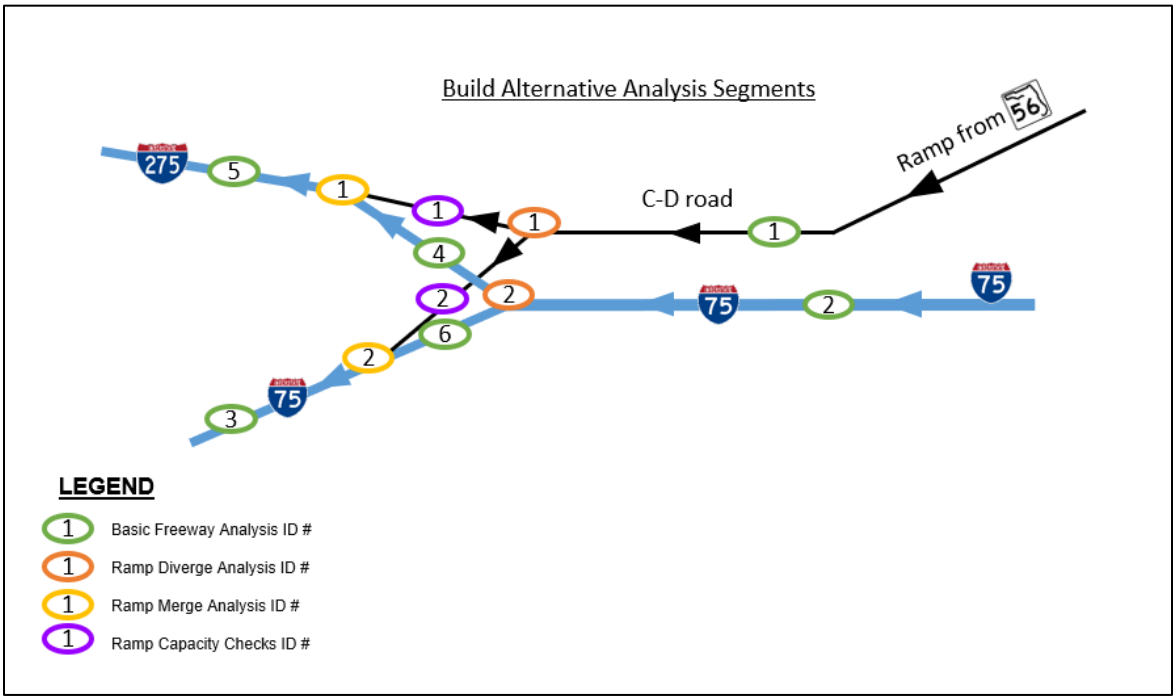


Figure 5-2 Build Traffic Operational Analysis Area Identification

5.2.1 Opening Year (2025) Build Analysis

For Opening Year (2025) the Build Alternative LOS results found that all basic freeway segments operate at an acceptable LOS for both the AM and PM peak period. The basic freeway analysis LOS results are shown in **Table 5-11**.

Table 5-11 Basic Freeway Analysis – Build Alternative (2025)

Analysis ID	Roadway Segment	DENSITY (pc/mi/ln) & LOS			
		AM		PM	
1	I-75 southbound C-D	21.5	C	13.2	B
2	I-75 southbound north of diverge to I-275	13.5	B	10.6	A
3	I-75 southbound south of merge from C-D road	24.5	C	18.7	C
4	I-75 southbound between diverge to I-275 and merge at I-275	13.8	B	9.8	A
5	I-275 southbound south of merge from C-D and I-75	23.2	C	14.1	B
6	I-75 southbound between diverge to I-275 and C-D merge at I-75	12.8	B	11.2	B

For Opening Year (2025) the Build Alternative LOS results found that all ramps diverge segments operate at an acceptable LOS for both the AM and PM peak period. The ramp diverge analysis LOS results are shown in **Table 5-12**.

Table 5-12 Diverge Analysis – Build Alternative (2025)

Analysis ID	Roadway Segment	DENSITY (pc/mi/ln) & LOS			
		AM		PM	
1	I-75 southbound C-D to I-275**	21.1	C	12.9	B
2	I-75 southbound to I-275**	14.8	B	11.6	B

*** HCM Equation 14.28 used to determine density and LOS*

For Opening Year (2025) the Build Alternative LOS results found that all ramp merge segments operate at an acceptable LOS for both the AM and PM peak period. The ramp merge analysis LOS results are shown in **Table 5-13**.

Table 5-13 Merge Analysis – Build Alternative (2025)

Analysis ID	Roadway Segment	DENSITY (pc/mi/ln) & LOS			
		AM		PM	
1	I-75 southbound C-D to I-275	24.9	C	14.4	B
2	I-75 southbound C-D to I-75	28.0	C	21.9	C

The volume to capacity ratio of the proposed southboud C-D ramps to southbound I-75 and I-275 were also evaluated. The capacity of the ramps were determined from *HCM Exhibit 14-12* for a single-lane ramp with a free flow speed greater then 50 mph. The results for the Opening Year (2025) peak hour volumes are shown in **Table 5-14**. Both ramps have a volume to capacity ratio less than one.

Table 5-14 Southbound C-D Ramp Volume to Capacity Evaluation (2025)

ID	Segment	Peak DDHV	NO. OF LANES	CAPACITY	VOLUME TO CAPACITY RATIO
1	Southbound C-D to I-275 Ramp	AM - 1658	1	2200	AM - 0.75
		PM - 837			PM - 0.38
2	Southbound C-D to I-75 Ramp	AM- 1958	1	2200	AM - 0.89
		PM - 1379			PM – 0.63

*Single-lane ramp capacity for FFS > 50 mph = 2200 based on *HCM Exhibit 14-12*

5.2.2 Design Year (2045) Build Analysis

For Design Year (2045) the Build Alternative LOS results found that almost all basic freeway segments operate at an acceptable LOS for both the AM and PM peak period. Two basic freeway segments are forecasted to operate at an unacceptable LOS of E in the AM peak period. The two segments are southbound I-275 and southbound I-75, south of the system interchange apex. Adding capacity to these two segments would require proposed improvements extending to adjacent south interchanges and out of the limits of this project scope; therefore, no improvements for these segments are proposed in this study. The basic freeway analysis LOS results are shown in **Table 5-15**.

Table 5-15 Basic Freeway Analysis – Build Alternative (2045)

Analysis ID	Roadway Segment	DENSITY (pc/mi/ln) & LOS			
		AM		PM	
1	I-75 southbound C-D	26.7	D	16.3	B
2	I-75 southbound north of diverge to I-275	20.4	C	15.8	B
3	I-75 southbound south of merge from C-D road	**42.7**	**E**	28.9	D
4	I-75 southbound between diverge to I-275 and merge at I-275	20.4	C	14.1	B
5	I-275 southbound south of merge from C-D and I-75	**38.1**	**E**	19.7	C
6	I-75 southbound between diverge to I-275 and C-D merge at I-75	19.7	C	17.1	B

For Design Year (2045) the Build Alternative LOS results found that all ramps diverge segments operate at an acceptable LOS for both the AM and PM peak period. The ramp diverge analysis LOS results are shown in **Table 5-16**.

Table 5-16 Diverge Analysis – Build Alternative (2045)

Analysis ID	Roadway Segment	DENSITY (pc/mi/ln) & LOS			
		AM		PM	
1	I-75 southbound C-D to I-275**	26.1	C	16.0	B
2	I-75 southbound to I-275**	22.0	C	17.3	B

*** HCM Equation 14.28 used to determine density and LOS*

For Design Year (2045) the Build Alternative LOS results found that the ramp merge segment from the proposed I-75 southbound C-D roadway to I-275 (Merge Analysis ID 1) to operate within target LOS for both the AM and PM peak periods.

The ramp merge segment from the proposed I-75 southbound C-D roadway to I-75 (Merge Analysis ID 2) is forecasted to operate within target LOS for the AM and PM peak periods with an acceleration length of 1500 feet. Due to bridge structure 100412 over Cypress Creek, the proposed C-D roadway

to I-75 acceleration length is constrained to 900 feet in length. The merge analysis for this segment is forecasted to operate at LOS E for the AM peak period in Design Year (2045). Interpolating the input design year hourly volumes, the constrained merge segment was found to reach LOS E in year 2039. It should be noted that this segment is merging onto Basic Freeway Segment Analysis ID 3 (I-75 southbound south of merge from C-D road) which is expected to operate at LOS E downstream of the merge in the AM peak period.

Extending the acceleration length of this merge segment to 1500' and over bridge structure no. 100412 will be further evaluated in the Study's *PER* and environmental document. The evaluation conducted in the *PER* will recommend the final acceleration length for this merge segment.

The Design Year (2045) ramp merge analysis LOS results are shown in **Table 5-17**.

Table 5-17 Merge Analysis – Build Alternative (2045)

Analysis ID	Roadway Segment	DENSITY (pc/mi/ln) & LOS			
		AM		PM	
1	I-75 southbound C-D to I-275	34.7	D	20.3	C
2	I-75 southbound C-D to I-75 (acceleration length = 1500')	35.0	D	26.9	C
2	I-75 southbound C-D to I-75 (acceleration length = 900')	**38.2**	**E**	30.2	D

A volume to capacity ratio evaluation was completed for the proposed southbound C-D ramps to I-275 and I-75. Using the peak hour demand volumes and capacity for a one lane ramp with a free flow speed greater than 50 mph (*HCM*, *Exhibit 14-12*) the volume to capacity ratios were calculated and are shown in **Table 5-18**. The AM peak demand hour volume for the southbound C-D ramp to I-75 is 2409 vehicles which requires a two lane ramp. Due to geometric constrainats the proposed ramp is constrained to one lane under the I-275 bridge structure no. 100411.

Table 5-18 Southbound C-D Ramp Volume to Capacity Evaluation (2045)

ID	Segment	DDHV	NO. OF LANES	CAPACITY	VOLUME TO CAPACITY RATIO
1	Southbound C-D to I-275 Ramp	AM - 2066	1	2200	AM - 0.94
		PM - 1038			PM – 0.47
2	Southbound C-D to I-75 Ramp	AM - 2409	1	2200	**AM - 1.10**
		PM - 1705			PM – 0.78

*Single-lane ramp capacity for FFS > 50 mph = 2200 based on *HCM Exhibit 14-12*

An upstream and downstream capcity check was completed for the southboud C-D ramp to I-75. According to *HCM Exhibit 14-11,* the capacity of an upstream or downstream highway or C-D segment

(with a free flow speed equal or greater to 60 mph) is 2,200 passenger vehicles per lane. The results from the southbound C-D ramp upstream and downstream capacity check are shown in **Table 5-19**.

Table 5-19 Southbound C-D Ramp Upstream and Downstream Capacity Check (2045)

Segment	Peak DDHV	No. of lanes	Max Desirable Flow Rate
Southbound C-D Diverge Upstream	4475	3	6600
Southbound C-D Diverge Downstream on I-275	5976	3	6600
Southbound C-D Diverge Downstream on I-75	6041	3	6600

Given the following reasons it is recommended to keep the southbound C-D to I-75 ramp one lane:

- The ramp diverges from the proposed C-D roadway as two lanes and then merges down to one lane when it reaches geometric constraints under the I-275 bridges.
- The 20-year forecasted demand volume for the ramp exceeds capacity by less than 10%
- The upstream and downstream demand flows do not exceed capacity.

SECTION 6 SUMMARY OF ANALYSIS RESULTS

This *PTAR* evaluated the existing and future conditions of southbound I-75 from the SR 56 interchange to the I-275 system interchange using HCS Version 7.8.5.

The No-Build traffic operational analysis found that in Opening Year (2025) the system interchange will have a failing weaving section from I-75 southbound between the off-ramp to I-275 to the on-ramp from SR 56 in both the AM and PM peak period. In Design Year (2045) the No-Build Alternative LOS continues to deteriorate with the diverge segment from I-75 southbound to I-275 failing in the AM and PM peak periods. The density and LOS results of the study segments are shown in **Table 6-1**.

Table 6-1 Summary of No-Build Alternative LOS Analysis – Design Year (2045)

Analysis ID	Roadway Segment	DENSITY (pc/mi/ln) & LOS			
		AM		PM	
Basic Freeway Analysis					
1	I-75 southbound north of on-ramp from SR 56	**>45.0***	**F**	29.9	D
2	I-275 southbound south of I-75	**38.1**	**E**	19.7	C
3	I-75 southbound south of off-ramp to I-275 southbound	**42.7**	**E**	29.9	D
Diverge Analysis					
1	I-75 southbound to I-275**	**52.6**	**E**	**37.9**	**E**
Merge Analysis*					
1	I-75 southbound from SR 56 - Upstream	Demand volume does not exceed capacity.			
1	I-75 southbound from SR 56 - Downstream	Demand volume does not exceed capacity.			
Weaving Analysis					
1	I-75 southbound between on-ramp from SR 56 and off-ramp to I-275 southbound	**>43.0***	**F**	**>43.0***	**F**

** Exact density value not calculated due to HCS limitations for LOS F*

*** HCM Equation 14.28 used to determine density and LOS*

****Major merge segment, therefore, capacity check was conducted upstream and downstream of the merge segment per HCM*

The Build Alternative for this study proposed a southbound C-D roadway adjacent to the west side of I-75 from the on-ramp at SR 56 through the I-275 system interchange. The new C-D roadway would eliminate the current weave between southbound SR 56 on-ramp traffic and traffic weaving towards the I-275 system interchange lanes.

Analysis for the Build Alternative in the Design Year (2045) found that two basic freeway segments, in the AM peak period, are expected to operate below acceptable LOS targets. The two segments are

southbound I-275 and southbound I-75, south of the system interchange apex. Adding capacity to these two segments would require proposed improvements extending to adjacent south interchanges and out of the limits of this project scope; therefore, no improvements for these segments are proposed in this study.

For Design Year (2045) the Build Alternative LOS results found that all ramp diverge segments are expected to operate at an acceptable LOS for both the AM and PM peak period.

For Design Year (2045) the Build Alternative LOS results found that the ramp merge segment from the proposed I-75 southbound C-D roadway to I-275 (Merge Analysis ID 1) to operate within target LOS for both the AM and PM peak periods.

The ramp merge segment from the proposed I-75 southbound C-D roadway to I-75 (Merge Analysis ID 2) is forecasted to operate within target LOS for the AM and PM peak periods with an acceleration length of 1500 feet. Due to bridge structure 100412 over Cypress Creek, the proposed C-D roadway to I-75 acceleration length is constrained to 900 feet in length. The merge analysis for this segment constrained at 900 feet is forecasted to operate at LOS E for the AM peak period in Design Year (2045). Interpolating the input design year hourly volumes, the constrained merge segment was found to reach LOS E in year 2039. It should be noted that this segment is merging onto Basic Freeway Segment Analysis ID 3 (I-75 southbound south of merge from C-D road) which is expected to operate at LOS E downstream of the merge in the AM peak period. Extending the acceleration length of this merge segment to 1500' and over bridge 100412 will be further evaluated in the Study's *PER* and environmental document. The evaluation conducted in the *PER* will recommend the final acceleration length for this merge segment.

The results for the Design Year (2045) Build Alternative are shown in **Table 6-2**.

Table 6-2 Summary of Build Alternative LOS Analysis – Design Year (2045)

Analysis ID	Roadway Segment	DENSITY (pc/mi/ln) & LOS			
		AM		PM	
Basic Freeway Analysis					
1	I-75 southbound C-D	26.7	D	16.3	B
2	I-75 southbound north of diverge to I-275	20.4	C	15.8	B
3	I-75 southbound south of merge from C-D road	**42.7**	**E**	28.9	D
4	I-75 southbound between diverge to I-275 and merge at I-275	20.4	C	14.1	B
5	I-275 southbound south of merge from C-D and I-75	**38.1**	**E**	19.7	C
6	I-75 southbound between diverge to I-275 and C-D merge at I-75	19.7	C	17.1	B
Diverge Analysis					
1	I-75 southbound C-D to I-275**	26.1	C	16.0	B
2	I-75 southbound to I-275**	22.0	C	17.3	B
Merge Analysis					
1	I-75 southbound C-D to I-275	34.7	D	20.3	C
2	I-75 southbound C-D to I-75 (acceleration length = 1500')	35.0	D	26.9	C
2	I-75 southbound C-D to I-75 (acceleration length = 900')	**38.2**	**E**	30.2	D

**Density not calculated due to HCS limitations, v/c ratio reported instead*

*** HCM Equation 14.28 used to determine density and LOS*

The Build Alternative results in eliminating the weaving segment for southbound I-75 and the SR 56 on-ramp which improves LOS and safety conditions by reducing delay and congestion caused by the weaving condition.

APPENDICES

Appendix A Traffic Methodology Statement

Appendix B Traffic Count, Growth Rate and Volume Forecasting Data

Appendix C Statewide Crash Data

Appendix D Existing Year (2019) HCS LOS Results

Appendix E Year 2025 and 2045 No-Build Alternative HCS LOS Results

Appendix F Year 2025 and 2045 Build Alternative HCS LOS Results

Appendix G Build Alternative Concept Plans

APPENDIX A

Traffic Methodology Statement

TECHNICAL MEMORANDUM

DRAFT

Date:	March 5, 2021
Subject:	Traffic Methodology Statement for PD&E Study for SB I-75/I-275 from South of County Line Road to SR 56 (SB C-D Road with Flyover Ramp) Hillsborough and Pasco Counties, Florida
Work Program Item Segment No.:	430573-4

This memorandum summarizes the traffic methodology to be followed in conducting the traffic analysis and preparing the project traffic analysis report for the subject project.

1. Traffic analysis will be performed in accordance with guidance from 2020 FDOT PD&E Manual, 2014 FDOT Traffic Analysis Handbook and 2019 Project Traffic Forecasting Handbook.
2. Existing traffic count information for the SR 56 ramps have been provided by the department. The existing count information is 72 hour count information from the *I-75 and SR 56 Interchange Operational Study* in 2016. Traffic count information for I-75 and I-275 will be obtained from Florida Traffic Online (FTO). No origin-destination information is available for the project per an email sent from David Winkle on July 26, 2019.
3. Traffic volumes and LOS operational analysis will be completed for the Existing Year 2019, Opening Year 2025 and Design Year 2045.
4. The 2025 and 2045 AADT volumes will be forecasted using a growth factor calculated from the Tampa Bay Regional Planning Model (TBRPM) Version 9.1. Peak Seasonal Weekday Average Daily Traffic (PSWADT) volumes for the base year (2015) and horizon year (2045) will have a model output conversion factor (MOCF) applied before the growth rate is calculated. The calculated growth rate will be compared and evaluated against historical growth rates calculated from FTO historic AADT volumes using linear trend analysis. The proposed growth rate will be applied to all roadway segments within the study area.
5. The project traffic factors will be determined from information provided on FTO and data collected in the 2016 *I-75 and SR 56 Interchange Operational Study Memorandum*. The Directional Design factor (D-factor) for I-75 and I-275 were calculated by averaging the most recent 5 year historic data provided from FTO at sites 100154 (I-75 south of I-275), 140156 (I-75 between I-275 and SR 56), 140190 (I-75 one mile north of SR 56 telemetered site), and site 109955 (I-275/SR 93 Hillsborough County telemetered site). In order to have the same D-factor for I-75 and I-275, the averages from the site's 5 year average were then also averaged, respectively.

The T-factor for I-75 should decrease north of the I-275 northbound merge based on existing traffic patterns. FTO site 100154 (I-75 south of I-275) does not show this for years 2014, 2018 and 2019 and actually has T-factors less than site 140156 which is north of the I-275 merge. In order to calculate accurate T-factors for this study that represent existing traffic factors, T-factors were averaged for all years that data is provided in the FTO with outliers removed. The Design Hour Truck (DHT) factor was calculated by dividing the T-factor in half. The T-factors for the SR 56 ramps were calculated based on the traffic counts taken for the 2016 study. All FTO data used in the calculation of traffic factors is included as an attachment to this memo.

A standard K-factor of 9.0 will be used for all roadway segments within the study area. The design traffic factors that will be utilized for the study roadway segments are summarized in the **Table 1**. A Peak Hour Factor of 0.95 will be used for operational analysis.

Table 1 - Traffic Factors

Roadway	K (%)	D (%)	T24	DHT
I-275	9.0	62.5	5.3	2.6
I-75 (south of I-275)	9.0	56.7	14.5	7.2
I-75 (between I-275 and SR 56)	9.0	56.7	12.7	6.4
I-75 (north of SR 56)	9.0	56.7	12.3	6.2
SR 56 SB on-ramp to I-75	9.0	N/A	4.0	2.0

6. AADT volumes for analysis years will be balanced based on existing traffic flows of the study area prior to the application of design traffic factors. Existing Year 2019 Directional Design Hour Volumes (DDHV) for the AM peak period and PM peak period will be developed from the forecasted AADT volumes and design traffic factors defined in **Table 1**. The peak direction of traffic flow for the SR 56 to I-75 on-ramp to I-75, I-75 mainline and I-275 is southbound in the AM peak period and northbound in the PM peak period. DDHVs will be developed for the AM and PM peak period.

7. All level of service (LOS) analysis will be completed using Highway Capacity Software (HCS) Version 7.8. Measures of Effectiveness that will be reported to measure operational effectiveness will include density (passenger car per mile per lane) and LOS (A-F).

8. Existing year and No Build LOS analysis will consists of:

    - Basic Freeway Analysis for I-75 southbound north of on-ramp from SR 56
    - Weaving Analysis along I-75 southbound between on-ramp from SR 56 and off ramp to I-275 southbound
    - Basic Freeway Analysis for I-75 southbound south of off ramp to I-275 southbound
    - Basic Freeway Analysis for I-275 southbound south of I-75
    - Merge Analysis for I-75 southbound from SR 56
    - Diverge Analysis for I-75 southbound to I-275

- Ramp Capacity Analysis Check/Volume-to-Capacity (v/c) Ratio for SR 56 on ramp to I-75 southbound

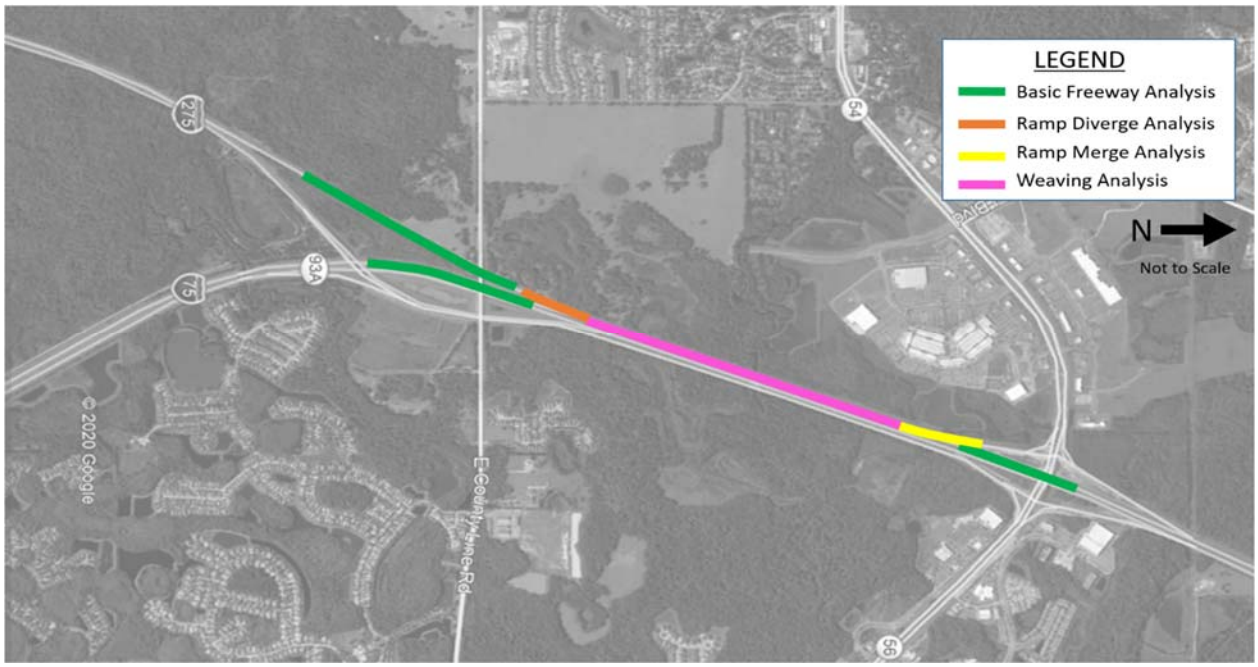


Figure 1 – Existing and No Build HCS Analysis Areas

9. From the travel demand model provided by the Department, the 2045 design year AADTs will be calculated by applying the calculated growth rate from the TBRPM to 2019 balanced AADT volumes.

10. Opening Year 2025 volumes will be calculated using interpolation between the Existing Year 2019 and Design Year 2045 volumes.

11. The No Build and Build forecasted traffic volumes for the SR 56 ramps, I-75 north and south of the project, and I-275 south of the project will be similar. The Build condition does include additional ramps that are not included in the No Build condition. The Build condition volumes for the proposed SB CD roadway to I-75 and I-275 will be developed based on a Select Link Analysis distribution percentages to I-75 and I-275 using the TBRPM Version 9.1. This Select Link Analysis will be used to form the origin-destination pairs in the DDHV development for the weaving analysis.

12. The No Build and Build Alternative will be evaluated for the Opening Year 2025 and Design Year 2045 only.

13. The Build LOS analysis will consists of:

    - Basic Freeway Analysis for I-75 southbound CD south of SR 56
    - Basic Freeway Analysis for I-75 southbound north of off ramp to I-275
    - Basic Freeway Analysis for I-75 southbound south of on ramp from CD road
    - Ramp Diverge Analysis from I-75 southbound CD to I-275

- Ramp Merge Analysis for I-75 southbound CD to I-275
- Ramp Diverge Analysis from I-75 southbound to I-275
- Ramp Merge Analysis for I-75 southbound from I-75 southbound CD
- Basic Freeway Analysis for I-275 southbound south of I-75
- Basic Freeway Analysis for I-275 southbound south of I-75 southbound CD merge to I-275
- Basic Freeway Analysis for I-75 southbound between diverge to I-75 and merge at I-75
- Basic Freeway Analysis for I-75 southbound CD between diverge to I-75 and merge at I-275
- Basic Freeway Analysis for I-75 southbound CD ramp between diverge to I-75 and merge at I-75

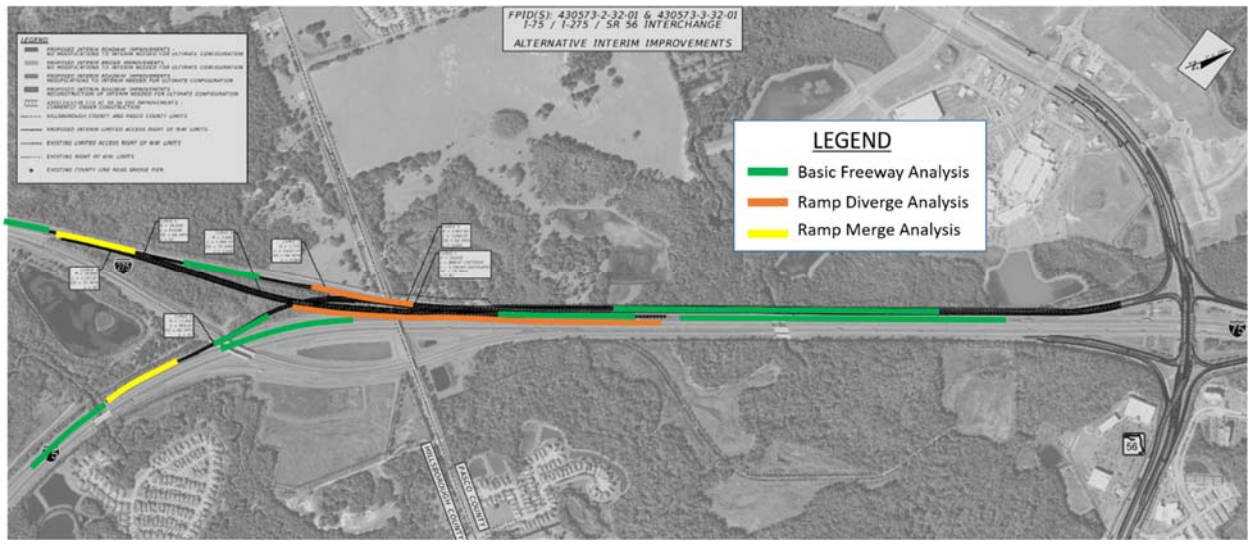


Figure 2 – Build HCS Analysis Areas

14. A five (5) year historic crash analysis will be completed in accordance with Part 2, Chapter 2 of the PD&E Manual. Project safety needs associated with the existing and future conditions will be identified.

15. Existing conditions, development of design traffic volumes, results of traffic operational analysis in summary tables will be documented in the Project Traffic Analysis Report (PTAR).

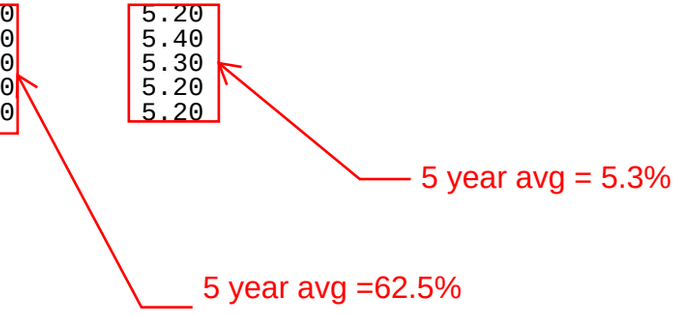
FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

I-275

SITE: 9955 - SR-93/I-275, 3 MI S OF I-75, HILLS CO.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	63801 C	N 31976	S 31825	9.00	62.10	5.20
2018	61973 C	N 30798	S 31175	9.00	62.50	5.40
2017	60285 C	N 29894	S 30391	9.00	62.50	5.30
2016	57799 C	N 28739	S 29060	8.50	63.80	5.20
2015	54368 C	N 26960	S 27408	8.50	61.40	5.20



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
2018 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 2713 - RP, SR56 TO SB I-75 SR 56 ramp to I-75 Southbound

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	29500 S	0	0	9.00	99.90	13.00
2017	28000 F	0	0	9.00	99.90	12.80
2016	26000 C	S 26000	0	9.00	99.90	17.50
2015	23000 S	0	0	9.00	99.90	16.20
2014	22500 F			9.00	99.90	12.40
2013	22500 C	S 22500	0	9.00	99.90	23.10
2012	25000 S	0	0	9.00	99.90	18.90
2011	21500 F	0	0	9.00	99.90	18.10
2010	22000 C	S 22000	0	8.91	99.99	19.20
2009	21000 C	S 21000	0	8.21	99.99	18.60
2008	22000 C	S 22000	0	9.11	99.99	15.10
2007	25000 C	N 25000	0	8.25	99.99	22.50

5 year avg = 14.5%
Therefore, calculated truck % from traffic counts in the 2016 memo will be used for on ramp.

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: 10 - HILLSBOROUGH

SITE: 0154 - SR 93A/I 75 N OF BRUCE DOWNS BLVD., HILLSBOROUGH

I-75 Segment south of SR 56 interchange

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	75000 X	0	0	8.00	57.50	9.00
2018	73100 E			9.00	57.40	8.10
2017	71500 S	N 35000	S 36500	9.00	55.50	12.10
2016	73000 F	N 35500	S 37500	9.00	57.00	12.10
2015	76000 C	N 37000	S 39000	9.00	56.20	12.10
2014	64500 S	N 33000	S 31500	9.00	56.20	8.40
2013	66000 F	N 34000	S 32000	9.00	58.40	15.20
2012	66000 C	N 34000	S 32000	9.00	58.30	15.20
2011	60000 C	N 30000	S 30000	9.00	56.80	15.20
2010	63000 C	N 31000	S 32000	8.92	54.78	15.20
2009	60500 C	N 30000	S 30500	8.51	54.06	15.60
2008	63000 C	N 31500	S 31500	8.99	55.49	15.60
2007	69000 C	N 34500	S 34500	8.56	52.31	15.70
2006	69000 C	N 35000	S 34000	8.75	52.50	15.70
2005	63000 C	N 30500	S 32500	8.50	56.40	14.30
2004	67000 C	N 34000	S 33000	8.90	70.10	14.30

Outliers

5 yr avg = 56.7

Total Avg. without outliers = 14.5%

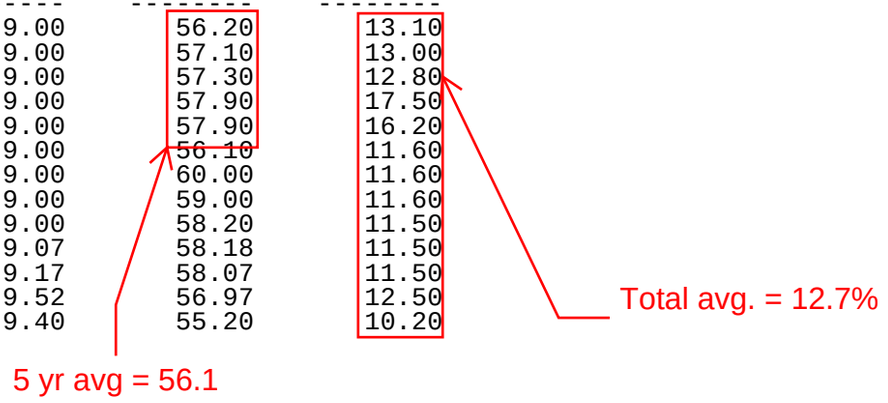
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 0156 - SR 93/I-75, SOUTH OF SR 56 (NB FRONTAGE RD EXCLUDED)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	109000 E			9.00	56.20	13.10
2018	108500 S	N 40500	S 68000	9.00	57.10	13.00
2017	105500 F	N 39500	S 66000	9.00	57.30	12.80
2016	100000 C	N 37500	S 62500	9.00	57.90	17.50
2015	94500 C	N 35500	S 59000	9.00	57.90	16.20
2014	93500 S	N 32500	S 61000	9.00	56.10	11.60
2013	93000 F	N 32500	S 60500	9.00	60.00	11.60
2012	90500 C	N 31500	S 59000	9.00	59.00	11.60
2011	111000 E	N 54000	S 57000	9.00	58.20	11.50
2010	110000 F	N 53500	S 56500	9.07	58.18	11.50
2009	111500 C	N 54000	S 57500	9.17	58.07	11.50
2008	119000 C	N 60000	S 59000	9.52	56.97	12.50
2005	113500 C	N 54000	S 59500	9.40	55.20	10.20



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

Used Telemetered Site for D factor calculation

COUNTY: 14 - PASCO

SITE: 0087 - SR 93/I-75, SOUTH OF SR 54 I-75 Segment north of SR 56 interchange

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	102000 X	0	0	9.00	56.30	13.10
2018	97700 E			9.00	57.60	13.00
2017	93500 S	N 47000	S 46500	9.00	57.00	15.00
2016	87500 F	N 44000	S 43500	9.00	58.00	15.00
2015	82500 C	N 41500	S 41000	9.00	57.50	15.00
2014	68500 F	N 33500	S 35000	9.00	56.10	12.40
2013	67500 C	N 33000	S 34500	9.00	54.30	23.10
2012	68500 C	N 34000	S 34500	9.00	54.70	18.90
2010	75500 C	N 38000	S 37500	8.91	54.93	19.20
2009	68500 C	N 34500	S 34000	8.21	55.05	16.90
2008	76000 C	N 38000	S 38000	9.11	58.23	16.90
2007	78500 C	N 40500	S 38000	8.25	53.16	16.90
2006	76500 C	N 37000	S 39500	8.22	53.02	27.30
2005	75500 C	N 37500	S 38000	8.30	53.60	15.50
2004	74000 S	N 40000	S 34000	8.60	55.00	15.40

5 year avg = 14.2%
Therefore, will use total year average from telemetered site 140190 for I-75 segment north of SR 56, T = 12.3%.

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
2018 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 0190 - SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO. I-75 Segment north of SR 56 interchange (Telemetered Site)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	97733 C	N 49568	S 48165	9.00	57.60	13.00
2017	93555 C	N 47359	S 46196	9.00	57.00	12.80
2016	89288 C	N 45283	S 44005	9.00	58.00	12.60
2015	84214 C	N 42676	S 41538	9.00	57.50	12.40
2014	76167 C	N 38386	S 37781	9.00	56.10	12.40
2013	73933 C	N 37560	S 36373	9.00	54.30	12.40
2012	81013 C	N 42641	S 38372	9.00	54.70	12.40
2011	73807 C	N 37516	S 36291	9.00	54.50	12.40
2010	64272 C	N 31847	S 32425	9.60	53.47	12.00
2009	52965 C	N 26810	S 26155	8.25	53.16	9.50
2008	77058 C	N 38554	S 38504	8.25	53.16	9.50
2007	80398 C	N 40299	S 40099	8.25	53.16	11.90
2006	81840 C	N 41133	S 40707	8.22	53.02	13.60
2005	80420 C	N 40364	S 40056	8.30	53.50	15.50
2004	78118 C	N 39172	S 38946	8.60	55.00	11.60
2003	74646 C	N 37443	S 37203	8.80	53.70	11.70

5 year avg = 12.8%

5 yr avg = 57.3

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 B

Traffic Count, Growth Rate and Volume Forecasting Data

Traffic
Count Data

Volume Count Report

3-Day Average

Start Date:	January 12, 2016	Start Time:	00:00	Station:	0
Stop Date:	January 14, 2016	Stop Time:	24:00	ID:	0
City:	Wesley Chapel	County:	Pasco		
Location	I-75 SB On Ramp at SR 56				

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	17	16	20	57	150	638	704	788	635	439	381
30	30	15	22	41	66	205	804	806	791	625	422	349
45	25	14	23	44	99	327	758	890	753	565	382	349
00	16	22	20	41	103	420	645	852	690	515	373	367
Hr Total	**105**	**67**	**81**	**146**	**325**	**1,101**	**2,845**	**3,252**	**3,021**	**2,340**	**1,617**	**1,446**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	348	340	348	346	404	394	370	234	166	155	109	49
30	340	358	344	347	383	401	366	225	167	154	88	56
45	336	347	347	361	399	402	314	212	144	129	82	54
00	336	322	326	361	387	380	284	195	135	115	62	39
Hr Total	**1,360**	**1,366**	**1,364**	**1,415**	**1,573**	**1,577**	**1,334**	**865**	**612**	**553**	**340**	**198**

24 Hour Total:	28,904					
AM Peak Hour begins:	7:15	AM Peak Volume:	3,336	AM Peak Hour Factor:		0.94
PM Peak Hour begins:	16:45	PM Peak Volume:	1,584	PM Peak Hour Factor:		0.98

N/A

3-Day Average

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

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:		0.00
PM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:		0.00

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	17	16	20	57	150	638	704	788	635	439	381
30	30	15	22	41	66	205	804	806	791	625	422	349
45	25	14	23	44	99	327	758	890	753	565	382	349
00	16	22	20	41	103	420	645	852	690	515	373	367
Hr Total	**105**	**67**	**81**	**146**	**325**	**1,101**	**2,845**	**3,252**	**3,021**	**2,340**	**1,617**	**1,446**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	348	340	348	346	404	394	370	234	166	155	109	49
30	340	358	344	347	383	401	366	225	167	154	88	56
45	336	347	347	361	399	402	314	212	144	129	82	54
00	336	322	326	361	387	380	284	195	135	115	62	39
Hr Total	**1,360**	**1,366**	**1,364**	**1,415**	**1,573**	**1,577**	**1,334**	**865**	**612**	**553**	**340**	**198**

24 Hour Total:	28,904					
AM Peak Hour begins:	7:15	AM Peak Volume:	3,336	AM Peak Hour Factor:		0.94
PM Peak Hour begins:	16:45	PM Peak Volume:	1,584	PM Peak Hour Factor:		0.98

Volume Count Report

Start Date:	January 12, 2016	Start Time:	00:00	Station:	0
Stop Date:	January 12, 2016	Stop Time:	24:00	ID:	0
City:	Wesley Chapel	County:	Pasco		
Location	I-75 SB On Ramp at SR 56				

Southbound Volume for Lane 1

Tuesday, January 12, 2016

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	22	21	15	58	160	620	925	753	549	430	347
30	32	12	24	43	53	201	816	974	769	572	378	353
45	35	15	25	39	119	332	864	925	740	476	396	366
00	16	24	17	34	100	444	833	897	644	430	345	359
Hr Total	**108**	**73**	**87**	**131**	**330**	**1,137**	**3,133**	**3,721**	**2,906**	**2,027**	**1,549**	**1,425**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	328	352	356	315	429	409	379	217	157	136	97	51
30	317	337	339	361	372	403	372	222	138	145	80	53
45	371	333	368	349	410	376	344	204	147	116	57	53
00	341	303	315	354	358	359	282	194	119	109	55	30
Hr Total	**1,357**	**1,325**	**1,378**	**1,379**	**1,569**	**1,547**	**1,377**	**837**	**561**	**506**	**289**	**187**

24 Hour Total:	28,939					
AM Peak Hour begins:	7:00	AM Peak Volume:	3,721	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	16:30	PM Peak Volume:	1,580	PM Peak Hour Factor:		0.96

N/A

Tuesday, January 12, 2016

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

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:		0.00
PM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:		0.00

Total Volume for All Lanes

Tuesday, January 12, 2016

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	22	21	15	58	160	620	925	753	549	430	347
30	32	12	24	43	53	201	816	974	769	572	378	353
45	35	15	25	39	119	332	864	925	740	476	396	366
00	16	24	17	34	100	444	833	897	644	430	345	359
Hr Total	**108**	**73**	**87**	**131**	**330**	**1,137**	**3,133**	**3,721**	**2,906**	**2,027**	**1,549**	**1,425**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	328	352	356	315	429	409	379	217	157	136	97	51
30	317	337	339	361	372	403	372	222	138	145	80	53
45	371	333	368	349	410	376	344	204	147	116	57	53
00	341	303	315	354	358	359	282	194	119	109	55	30
Hr Total	**1,357**	**1,325**	**1,378**	**1,379**	**1,569**	**1,547**	**1,377**	**837**	**561**	**506**	**289**	**187**

24 Hour Total:	28,939					
AM Peak Hour begins:	7:00	AM Peak Volume:	3,721	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	16:30	PM Peak Volume:	1,580	PM Peak Hour Factor:		0.96

Volume Count Report

Start Date:	January 13, 2016	Start Time:	00:00	Station:	0
Stop Date:	January 13, 2016	Stop Time:	24:00	ID:	0
City:	Wesley Chapel	County:	Pasco		
Location	I-75 SB On Ramp at SR 56				

Southbound Volume for Lane 1

Wednesday, January 13, 2016

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	16	12	24	57	128	623	928	787	563	415	369
30	31	7	22	42	72	218	818	939	773	556	460	337
45	17	15	20	42	92	322	863	913	732	529	384	352
00	13	21	20	45	110	416	872	840	627	496	376	360
Hr Total	**90**	**59**	**74**	**153**	**331**	**1,084**	**3,176**	**3,620**	**2,919**	**2,144**	**1,635**	**1,418**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	336	322	338	338	396	395	349	226	160	156	103	45
30	312	342	322	332	387	409	346	219	174	142	85	53
45	324	363	347	336	401	414	299	226	140	125	85	65
00	316	331	342	346	401	375	278	201	132	104	60	42
Hr Total	**1,288**	**1,358**	**1,349**	**1,352**	**1,585**	**1,593**	**1,272**	**872**	**606**	**527**	**333**	**205**

24 Hour Total:	29,043				
AM Peak Hour begins:	6:45	AM Peak Volume:	3,652	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45	PM Peak Volume:	1,619	PM Peak Hour Factor:	0.98

N/A

Wednesday, January 13, 2016

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

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0				
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:	0.00
PM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:	0.00

Total Volume for All Lanes

Wednesday, January 13, 2016

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	16	12	24	57	128	623	928	787	563	415	369
30	31	7	22	42	72	218	818	939	773	556	460	337
45	17	15	20	42	92	322	863	913	732	529	384	352
00	13	21	20	45	110	416	872	840	627	496	376	360
Hr Total	**90**	**59**	**74**	**153**	**331**	**1,084**	**3,176**	**3,620**	**2,919**	**2,144**	**1,635**	**1,418**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	336	322	338	338	396	395	349	226	160	156	103	45
30	312	342	322	332	387	409	346	219	174	142	85	53
45	324	363	347	336	401	414	299	226	140	125	85	65
00	316	331	342	346	401	375	278	201	132	104	60	42
Hr Total	**1,288**	**1,358**	**1,349**	**1,352**	**1,585**	**1,593**	**1,272**	**872**	**606**	**527**	**333**	**205**

24 Hour Total:	29,043				
AM Peak Hour begins:	6:45	AM Peak Volume:	3,652	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45	PM Peak Volume:	1,619	PM Peak Hour Factor:	0.98

Volume Count Report

Start Date:	January 14, 2016	Start Time:	00:00	Station:	0
Stop Date:	January 14, 2016	Stop Time:	24:00	ID:	0
City:	Wesley Chapel	County:	Pasco		
Location	I-75 SB On Ramp at SR 56				

Southbound Volume for Lane 1

Thursday, January 14, 2016

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	14	14	21	56	161	670	258	823	793	473	426
30	27	25	21	38	74	195	779	505	832	747	429	358
45	23	11	25	50	86	327	547	832	786	690	367	329
00	18	20	23	45	98	399	229	820	798	620	397	381
Hr Total	**117**	**70**	**83**	**154**	**314**	**1,082**	**2,225**	**2,415**	**3,239**	**2,850**	**1,666**	**1,494**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	380	346	349	384	386	377	381	258	180	174	127	52
30	392	394	371	347	391	390	381	234	189	174	98	62
45	314	345	326	399	385	417	300	205	146	145	104	43
00	350	331	320	384	402	406	291	189	154	132	70	46
Hr Total	**1,436**	**1,416**	**1,366**	**1,514**	**1,564**	**1,590**	**1,353**	**886**	**669**	**625**	**399**	**203**

24 Hour Total:	28,730					
AM Peak Hour begins:	7:30	AM Peak Volume:	3,307	AM Peak Hour Factor:		0.99
PM Peak Hour begins:	17:15	PM Peak Volume:	1,594	PM Peak Hour Factor:		0.96

N/A

Thursday, January 14, 2016

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

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	0	0	0	0	0	0	0	0	0	0	0
30	0	0	0	0	0	0	0	0	0	0	0	0
45	0	0	0	0	0	0	0	0	0	0	0	0
00	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

24 Hour Total:	0					
AM Peak Hour begins:	0:00	AM Peak Volume:	0	AM Peak Hour Factor:		0.00
PM Peak Hour begins:	0:00	PM Peak Volume:	0	PM Peak Hour Factor:		0.00

Total Volume for All Lanes

Thursday, January 14, 2016

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	14	14	21	56	161	670	258	823	793	473	426
30	27	25	21	38	74	195	779	505	832	747	429	358
45	23	11	25	50	86	327	547	832	786	690	367	329
00	18	20	23	45	98	399	229	820	798	620	397	381
Hr Total	**117**	**70**	**83**	**154**	**314**	**1,082**	**2,225**	**2,415**	**3,239**	**2,850**	**1,666**	**1,494**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	380	346	349	384	386	377	381	258	180	174	127	52
30	392	394	371	347	391	390	381	234	189	174	98	62
45	314	345	326	399	385	417	300	205	146	145	104	43
00	350	331	320	384	402	406	291	189	154	132	70	46
Hr Total	**1,436**	**1,416**	**1,366**	**1,514**	**1,564**	**1,590**	**1,353**	**886**	**669**	**625**	**399**	**203**

24 Hour Total:	28,730					
AM Peak Hour begins:	7:30	AM Peak Volume:	3,307	AM Peak Hour Factor:		0.99
PM Peak Hour begins:	17:15	PM Peak Volume:	1,594	PM Peak Hour Factor:		0.96

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JANUARY 2018

COUNTY NAME: HILLSBOROUGH STATION: 9955 DIRECTION: N LANE: 0
DESCRIPTION: SR-93/I-275, 3 MI S OF I-75, HILLS CO.
LOCATION: COUNTY 10 SECTION 320 SUBSECTION 000 MILEPOST 13.076 ROUTES: I-275 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	M	770	1026	558	472	307	348	455	733	822	1171	1503	1785	1707	1550	1664	1763	2528	1525	1174	1041	828	643	511	337	25221H
2	T	234	149	156	164	314	564	1047	1488	1534	1678	1974	1785	1767	1693	1983	2457	2776	3202	2417	1546	1130	894	685	497	32134A
3	W	292	212	134	141	188	369	748	1062	1142	1100	1266	1386	1464	1558	1740	2287	2825	3033	2471	1649	1291	900	675	496	28429N
4	R	295	194	134	122	200	384	831	1129	1235	1284	1368	1419	1614	1680	1963	2481	2873	3042	2711	1708	1415	933	787	523	30325N
5	F	340	192	148	131	208	390	847	1162	1251	1367	1479	1677	1806	1913	2103	2653	2971	3085	2466	1885	1346	1194	885	715	32214N
6	A	442	322	207	231	271	361	611	912	1185	1386	1540	1721	1794	2016	1941	2108	1864	2173	1639	1472	1224	1135	864	694	28113N
7	S	529	335	256	255	174	285	399	703	780	1076	1379	1548	1760	1883	1903	1956	1945	1755	1598	1359	983	698	575	406	24540N
8	M	314	181	126	148	212	421	895	1233	1232	1283	1287	1392	1511	1558	1862	2571	2999	3127	2547	1834	1305	829	619	414	29900N
9	T	297	210	127	123	162	326	860	1155	1278	1192	1138	1344	1390	1565	1928	2490	2890	3000	2614	1856	1334	1020	839	641	29779N
10	W	269	181	131	123	180	382	896	1162	1267	1249	1285	1396	1396	1658	1925	2484	2865	3132	2539	1958	1359	1116	695	459	30107N
11	R	315	213	133	111	199	371	877	1177	1333	1193	1384	1476	1541	1703	1990	2407	2927	3090	2692	1915	1579	1145	1080	591	31442N
12	F	333	232	172	154	180	414	880	1170	1346	1349	1468	1560	1777	1910	2241	2714	3043	2955	2417	2019	1377	1098	978	759	32546N
13	A	511	367	286	263	204	352	640	955	1123	1260	1599	1711	1865	2016	2076	2079	1956	1853	1624	1403	1179	1162	1462	982	28928S
14	S	558	366	235	264	185	243	408	554	792	1053	1319	1472	1715	1851	1768	1743	1804	1700	1530	1276	998	801	602	444	23681N
15	M	291	201	101	152	224	420	852	1234	1270	1490	1591	1700	1685	1668	1750	1995	2609	2894	2148	1700	1187	914	593	454	29123N
16	T	281	173	121	124	185	388	856	1243	1313	1227	1328	1386	1491	1448	1934	2503	2811	3157	2587	1945	1422	1086	667	461	30137N
17	W	287	151	111	117	166	386	836	1181	1279	1161	1246	1303	1481	1590	1960	2535	2921	3043	2646	1900	1384	1037	703	438	29862N
18	R	270	200	124	125	186	320	823	1131	1252	1239	1254	1376	1460	1642	1922	2497	2874	3141	2570	1936	1381	1102	1155	606	30586N
19	F	349	192	135	141	200	377	856	1197	1349	1264	1319	1475	1721	1835	2222	2734	2939	3054	2737	1903	1345	1137	1022	752	32255N
20	A	494	314	269	243	199	328	550	845	1207	1334	1513	1436	1559	1751	1791	1950	1826	1799	1803	1732	1405	1086	958	798	27190N
21	S	522	385	292	280	179	227	349	607	800	1088	1364	1473	1579	1747	1798	1833	1733	1578	1549	1323	1003	741	581	384	23415N
22	M	255	145	110	125	211	453	954	1245	1342	1210	1250	1369	1515	1503	1930	2326	2899	2996	2575	1729	1203	906	588	400	29239N
23	T	278	165	109	124	181	364	794	1106	1284	1263	1243	1353	1416	1507	1896	2310	2925	3062	2517	1792	1336	1062	690	418	29195N
24	W	269	147	125	135	159	353	854	1191	1184	1109	1284	1360	1468	1605	1912	2484	2971	3093	2573	1901	1338	1174	713	456	29858N
25	R	288	159	138	136	202	373	876	1252	1294	1301	1385	1318	1451	1589	1974	2485	2969	3063	2554	1949	1508	1113	831	492	30700N
26	F	336	208	132	174	239	380	856	1226	1402	1304	1463	1476	1755	1936	2174	2789	3075	3133	2602	1765	1527	1227	1087	830	33096N
27	A	550	348	260	244	215	288	606	926	1242	1350	1464	1683	1661	1755	1801	1875	1829	1736	1809	1816	1484	1247	1155	770	28114N
28	S	571	401	260	284	191	271	379	633	801	1258	1651	1930	2096	2264	2183	2000	1853	1493	1274	1302	966	668	496	379	25604N
29	M	231	164	89	140	213	433	912	1262	1467	1457	1512	1497	1541	1590	1872	2536	2974	3089	2532	1641	1236	863	570	445	30266N
30	T	268	149	105	135	181	379	901	1255	1278	1213	1237	1381	1397	1548	1842	2319	2922	3061	2658	1924	1370	1041	726	455	29745N
31	W	274	172	99	126	190	394	905	1201	1371	1239	1304	1385	1498	1616	1909	2455	2992	2965	2647	1912	1471	1167	798	488	30578N

WEEKDAY AVERAGE = 30401 SATURDAY AVERAGE = 28086 SUNDAY AVERAGE = 24310 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 906322
MONTHLY AVERAGE = 29200

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
01/01: NEW YEARS DAY
01/05, 13, 20: AMALIE ARENA EVENTS (TIMES VARY)
01/08: NCAA NTL CHAMP GAME @ 8PM
01/09, 11, 18: TAMPA BAY LIGHTNING HOME GAMES (TIMES VARY)
01/15: MARTIN LUTHER KING JR DAY
01/26-28: NHL ALL-STAR WEEKEND - AMALIE ARENA

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JANUARY 2018

COUNTY NAME: HILLSBOROUGH STATION: 9955 DIRECTION: S LANE: 0
DESCRIPTION: SR-93/I-275, 3 MI S OF I-75, HILLS CO.
LOCATION: COUNTY 10 SECTION 320 SUBSECTION 000 MILEPOST 13.076 ROUTES: I-275 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	M	404	504	297	245	198	276	424	413	597	864	1205	1299	1368	1456	1581	1602	1574	1479	1419	1173	865	796	566	361	20966H
2	T	289	174	150	211	368	1179	2583	2745	2317	1896	1663	1661	1645	1684	1717	1778	1697	1799	1577	1200	863	747	491	381	30815A
3	W	268	177	161	203	364	1215	2690	2797	2344	1998	1641	1475	1446	1473	1599	1463	1577	1616	1425	1057	732	629	437	274	29061A
4	R	177	146	136	186	375	1153	2714	3028	2628	2067	1783	1643	1672	1737	1686	1711	1684	1762	1580	1109	854	743	488	351	31413N
5	F	229	154	161	183	351	1149	2557	2968	2580	1994	1744	1726	1664	1721	1815	1902	1935	2033	1818	1433	1095	846	658	477	33193N
6	A	305	196	149	166	226	361	782	874	1265	1507	1781	1944	1826	1956	1983	1859	2087	1967	1956	1462	1187	931	715	496	27981N
7	S	335	183	135	144	174	320	519	533	753	1243	1522	1621	1776	1753	1709	1878	1900	1770	1678	1167	1022	763	568	351	23817N
8	M	230	157	112	176	389	1365	3147	3290	2713	2125	1790	1619	1673	1634	1672	1589	1607	1610	1290	947	683	591	395	254	31058N
9	T	217	106	107	150	373	1309	3290	3221	2520	2098	1740	1454	1493	1448	1534	1491	1689	1629	1512	925	670	571	410	256	30213N
10	W	147	141	118	193	369	1360	3159	3125	2588	2180	1843	1607	1522	1573	1663	1602	1555	1628	1519	1041	794	654	440	243	31064N
11	R	174	119	117	202	390	1342	3320	3214	2588	2260	1943	1650	1639	1613	1665	1630	1776	1825	1614	1070	789	724	482	303	32449N
12	F	182	137	133	184	398	1266	3065	3156	2479	2165	1857	1664	1748	1709	1866	1901	1804	1709	1688	1716	1078	1028	746	525	34204N
13	A	311	235	174	150	217	436	746	1015	1401	1724	1939	1990	2129	2137	2204	2154	2141	2099	1873	1256	1016	907	746	524	29524N
14	S	309	215	130	129	162	278	435	491	730	1233	1627	1708	1750	1713	1792	1780	1730	1665	1673	1113	961	694	599	355	23272N
15	M	229	140	114	167	369	979	2216	2110	2002	1838	1984	1796	1875	1873	1817	1879	1722	1722	1570	1110	804	699	458	288	29761N
16	T	178	110	134	158	393	1433	3366	3288	2671	2232	1747	1573	1524	1458	1490	1457	1579	1600	1346	982	674	601	381	289	30664N
17	W	154	119	117	144	379	1369	3383	3363	2633	2201	1862	1553	1506	1391	1476	1512	1600	1547	1429	990	701	543	423	227	30622N
18	R	147	97	117	161	362	1256	3281	3300	2617	2151	1773	1565	1625	1504	1596	1641	1646	1776	1691	997	814	658	455	277	31507N
19	F	162	126	120	163	358	1203	3123	3081	2409	2040	1824	1555	1686	1648	1827	1936	1809	1915	1794	1402	1105	908	711	530	33435N
20	A	294	214	139	174	214	432	762	1026	1474	1678	1827	1965	2188	2116	2050	1979	1978	1941	1803	1241	991	969	675	487	28617N
21	S	265	185	130	137	173	293	443	504	792	1288	1677	1729	1767	1831	1722	1749	1647	1598	1528	1147	850	645	483	303	22886N
22	M	188	142	98	165	431	1364	3346	3263	2381	2086	1755	1533	1479	1556	1520	1588	1376	1527	1256	837	640	554	352	259	29696N
23	T	120	104	118	180	402	1365	3269	3159	2350	2081	1733	1442	1414	1479	1457	1473	1481	1487	1360	929	638	619	379	260	29299N
24	W	153	127	136	176	366	1343	3427	3215	2605	2241	1788	1555	1517	1500	1474	1440	1567	1600	1473	998	698	617	395	254	30665N
25	R	167	121	123	161	410	1284	3359	3250	2466	2184	1882	1664	1605	1524	1559	1658	1634	1757	1629	1117	789	726	510	311	31890N
26	F	171	128	148	196	400	1265	3187	3111	2443	2199	1841	1730	1800	1784	1980	2003	2213	2302	2271	1860	1339	1140	836	579	36926N
27	A	313	216	164	151	236	434	809	1111	1695	2030	2238	2395	1933	1953	1895	1917	1878	1874	1587	1164	1011	911	713	477	29105N
28	S	297	194	136	112	202	285	497	474	834	1352	1664	1799	1744	1792	1720	1676	1628	1513	1178	955	765	644	456	281	22198N
29	M	164	118	115	173	396	1387	3332	3262	2529	2110	1750	1569	1488	1487	1492	1452	1414	1460	1249	846	661	565	393	204	29616N
30	T	150	114	117	175	395	1413	3408	3243	2427	2160	1824	1592	1503	1486	1453	1489	1542	1648	1362	959	706	539	379	252	30336N
31	W	142	116	130	174	361	1364	3437	3282	2498	2168	1820	1584	1543	1489	1577	1579	1505	1638	1487	1049	791	685	471	281	31171N

WEEKDAY AVERAGE = 31051 SATURDAY AVERAGE = 28807 SUNDAY AVERAGE = 23043 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 917424
MONTHLY AVERAGE = 29587

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
01/01: NEW YEARS DAY
01/05, 13, 20: AMALIE ARENA EVENTS (TIMES VARY)
01/08: NCAA NTL CHAMP GAME @ 8PM
01/09, 11, 18: TAMPA BAY LIGHTNING HOME GAMES (TIMES VARY)
01/15: MARTIN LUTHER KING JR DAY
01/26-28: NHL ALL-STAR WEEKEND - AMALIE ARENA

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
FEBRUARY 2018

COUNTY NAME: HILLSBOROUGH STATION: 9955 DIRECTION: N LANE: 0
DESCRIPTION: SR-93/I-275, 3 MI S OF I-75, HILLS CO.
LOCATION: COUNTY 10 SECTION 320 SUBSECTION 000 MILEPOST 13.076 ROUTES: I-275 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	R	310	167	119	136	199	378	891	1267	1313	1218	1302	1436	1479	1669	1903	2407	2913	3069	2671	1965	1478	1146	825	528	30789N
2	F	358	170	154	168	234	440	911	1234	1341	1332	1422	1564	1650	1932	2166	2757	3049	3080	2659	2046	1462	1155	1007	833	33124N
3	A	507	356	277	268	204	306	570	916	1238	1468	1661	1748	1787	1870	1987	1971	1926	1857	1718	1548	1238	1148	1520	954	29043S
4	S	527	400	263	299	204	283	396	600	778	1012	1385	1495	1723	1799	1840	1626	1652	1411	1058	811	624	553	629	643	22011S
5	M	252	156	113	148	211	483	960	1002	1475	1199	1286	1447	1499	1566	1784	2357	2882	3057	2557	1705	1268	938	607	410	29362N
6	T	263	149	121	137	207	386	856	1226	1313	1206	1223	1342	1497	1514	1891	2403	2998	3016	2648	1899	1363	1115	783	482	30038N
7	W	297	177	120	133	165	383	824	1213	1324	1222	1300	1428	1500	1575	2003	2521	2880	3057	2550	1958	1445	1215	744	507	30541N
8	R	335	190	119	129	202	420	879	1183	1298	1317	1406	1429	1549	1731	2106	2313	2866	3010	2388	1925	1523	1247	1164	637	31366N
9	F	371	216	175	173	185	403	898	1278	1421	1341	1518	1619	1871	1915	2287	2739	2872	3178	2511	1912	1480	1220	1072	1088	33743N
10	A	601	377	249	263	227	320	707	961	1259	1552	1623	1806	1837	1942	1924	1945	1918	1830	1703	1511	1433	1200	1249	1072	29509N
11	S	645	408	327	312	214	243	398	644	837	1179	1382	1607	1816	1930	1905	2037	2031	1836	1718	1526	1161	806	586	397	25945N
12	M	291	153	109	156	238	492	979	1305	1505	1362	1504	1449	1440	1623	1877	2314	2633	3192	2585	1924	1308	975	655	405	30474N
13	T	298	175	122	132	193	404	924	1224	1342	1182	1305	1427	1523	1613	1899	2462	2936	3137	2677	2159	1502	1220	822	493	31171N
14	W	307	178	120	130	200	402	906	1169	1329	1236	1321	1460	1579	1662	2017	2512	2957	3142	2631	1920	1437	1180	971	955	31721S
15	R	423	216	174	156	237	398	938	1242	1441	1290	1450	1487	1573	1704	2036	2470	2913	3120	2496	2108	1706	1315	1222	721	32836A
16	F	385	249	193	160	250	460	967	1337	1442	1446	1481	1730	1885	1969	2235	2684	3175	3096	2632	1926	1651	1303	1147	984	34787N
17	A	611	421	287	270	221	307	640	1080	1416	1603	1638	1834	1896	1857	1889	2083	1986	1900	1730	1680	1623	1366	1430	928	30696S
18	S	655	435	272	274	205	280	405	647	922	1196	1625	1764	1881	2028	2061	1941	2143	1864	1765	1651	1410	999	693	487	27603N
19	M	333	197	164	147	241	517	1022	1256	1376	1514	1655	1698	1777	1811	2015	2427	2623	3095	2447	1808	1408	975	668	477	31651N
20	T	292	179	154	132	210	408	978	1249	1359	1251	1382	1547	1541	1674	1883	2221	2608	3308	2661	2119	1356	1155	814	525	31006N
21	W	289	191	143	144	193	418	903	1235	1391	1288	1365	1496	1634	1696	1991	2462	2909	3080	2667	2087	1523	1215	974	577	31871N
22	R	342	216	161	149	226	421	952	1323	1416	1386	1409	1528	1610	1760	1957	2568	2963	3202	2647	2091	1684	1294	1062	592	32959N
23	F	364	244	184	177	256	443	982	1357	1430	1570	1639	1719	1808	2081	2320	2836	3192	3272	2682	2140	1600	1333	1169	866	35664N
24	A	594	350	284	297	255	399	782	1165	1455	1619	1801	1870	2105	2135	2216	2189	2135	2049	1861	1836	1719	1304	1574	1404	33398S
25	S	589	391	303	297	198	278	472	698	1019	1347	1738	2032	2006	2041	2032	2073	2056	2028	1831	1671	1471	943	709	471	28694N
26	M	288	191	156	147	269	512	1022	1348	1488	1447	1553	1578	1563	1679	1900	2388	2846	3010	2615	1876	1379	1133	846	665	31899A
27	T																									29277B
28	W	287	180	130	134	244	464	1050	1304	1407	1288	1536	1481	1632	1752	2002	2523	2952	3104	2681	2028	1663	1453	1149	594	33038A

WEEKDAY AVERAGE = 31939 SATURDAY AVERAGE = 30662 SUNDAY AVERAGE = 26063 NUMBER OF GOOD DAYS 27 TOTAL MONTHLY COUNT = 834939
MONTHLY AVERAGE = 30917

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
02/03, 24: RAYMOND JAMES STADIUM EVENTS (TIMES VARY)
02/04: SUPERBOWL - PHILADELPHIA EAGLES VS NE PATRIOTS - MINNEAPOLIS, MN -6:30 PM
02/08, 10, 15, 17, 26, 28: TAMPA BAY LIGHTNING HOME GAMES (TIMES VARY)
02/09, 14, 16, 21: AMALIE ARENA EVENTS (TIMES VARY)
02/14: VALENTINE'S DAY; 02/19: PRESIDENT'S DAY

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
FEBRUARY 2018

COUNTY NAME: HILLSBOROUGH STATION: 9955 DIRECTION: S LANE: 0
DESCRIPTION: SR-93/I-275, 3 MI S OF I-75, HILLS CO.
LOCATION: COUNTY 10 SECTION 320 SUBSECTION 000 MILEPOST 13.076 ROUTES: I-275 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	R	187	123	119	186	380	1390	3373	3224	2568	2239	2009	1724	1653	1814	1773	1672	1648	1729	1552	1056	795	688	500	310	32712N
2	F	203	118	142	191	387	1300	3206	3088	2465	2204	1924	1755	1738	1688	1819	1769	1830	1933	1834	1463	1118	934	692	528	34329N
3	A	292	193	145	165	231	417	837	1074	1531	1869	1850	2054	2113	2033	2077	2092	2065	2239	1919	1273	987	925	670	505	29556N
4	S	269	172	141	132	158	278	462	513	878	1282	1568	1670	1698	1715	1502	1507	1532	1482	1135	792	681	606	722	481	21376S
5	M	229	114	129	165	370	1295	3273	3287	2452	2153	1832	1575	1577	1494	1558	1418	1419	1537	1307	922	668	566	397	241	29978N
6	T	153	117	125	163	374	1417	3455	3257	2479	2200	1815	1598	1452	1513	1567	1445	1562	1563	1343	937	699	564	377	245	30420N
7	W	153	120	113	176	360	1366	3382	3082	2603	2147	1891	1678	1580	1459	1559	1569	1671	1652	1415	998	740	569	446	256	30985N
8	R	156	112	116	191	398	1368	3332	3354	2649	2228	1853	1709	1636	1573	1657	1612	1652	1848	1726	1167	835	710	472	313	32667N
9	F	195	146	114	196	409	1271	3051	3059	2546	2173	2010	1744	1771	1733	1847	1755	1807	1810	1834	1468	1333	1225	1022	538	35057N
10	A	302	201	170	155	214	444	900	1076	1521	1824	1979	2264	2223	2097	2062	2134	2162	2133	1942	1418	1144	924	721	548	30558N
11	S	304	171	129	143	176	300	534	565	847	1386	1815	1956	1877	1995	1880	1898	1776	1860	1657	1286	968	709	540	333	25105N
12	M	188	121	134	186	422	1449	3446	3297	2493	2279	1868	1723	1565	1485	1561	1508	1564	1477	1292	965	661	568	395	235	30882N
13	T	161	135	118	170	387	1473	3375	3302	2505	2230	1873	1564	1523	1472	1643	1607	1727	1691	1433	1015	751	628	428	293	31504N
14	W	171	136	115	187	379	1418	3388	3121	2526	2233	1946	1680	1642	1598	1683	1573	1719	1766	1643	1106	785	639	452	327	32233N
15	R	179	131	123	183	423	1374	3256	3261	2460	2200	1942	1795	1555	1651	1643	1751	1794	1898	1814	1183	893	784	551	375	33219N
16	F	207	159	150	183	394	1302	3053	3097	2390	2138	1959	1912	1828	1893	1966	2119	2060	2258	2170	1812	1324	1168	869	588	36999N
17	A	395	239	192	165	210	435	819	1144	1597	1941	2252	2469	2341	2309	2233	2279	2048	2206	1957	1408	1207	1058	772	576	32252N
18	S	339	221	154	138	153	291	490	605	928	1674	2068	2112	2255	2113	1943	1897	1998	1782	1664	1324	981	791	544	351	26816N
19	M	234	140	118	196	382	1178	2936	2710	2327	2100	2065	1914	1752	1684	1832	1767	1763	1764	1464	1020	783	652	478	329	31588N
20	T	168	134	137	175	422	1481	3455	3305	2560	2320	1964	1652	1525	1472	1554	1635	1635	1604	1321	973	720	614	445	282	31553N
21	W	169	131	133	180	400	1452	3436	3218	2406	2222	1968	1714	1544	1574	1554	1637	1680	1711	1570	1085	740	557	433	338	31852N
22	R	230	168	135	197	394	1444	3490	3235	2529	2325	1964	1839	1700	1644	1678	1774	1731	1799	1670	1238	882	742	504	364	33676N
23	F	189	157	147	205	394	1334	3188	3160	2577	2276	2130	1967	1954	1900	2054	2053	2072	2033	1977	1567	1235	975	822	551	36917N
24	A	348	213	177	161	254	559	921	1382	1835	2357	2454	2472	2367	2268	2157	2245	2242	2190	1936	1461	1330	1302	787	565	33983N
25	S	360	181	135	163	306	356	523	684	1087	1455	2368	2198	1981	1982	1900	1918	1926	1901	1736	1415	954	755	541	353	27178A
26	M	228	141	131	210	430	1492	3519	3240	2493	2212	1854	1775	1664	1680	1718	1715	1670	1697	1521	899	680	596	403	298	32266N
27	T																									27685B
28	W	168	118	160	192	429	1478	3455	3139	2646	2287	2048	1854	1693	1659	1607	1611	1713	1823	1620	1067	834	639	457	263	32960N

WEEKDAY AVERAGE = 32648 SATURDAY AVERAGE = 31587 SUNDAY AVERAGE = 25119 NUMBER OF GOOD DAYS 27 TOTAL MONTHLY COUNT = 848621
MONTHLY AVERAGE = 31421

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
02/03, 24: RAYMOND JAMES STADIUM EVENTS (TIMES VARY)
02/04: SUPERBOWL - PHILADELPHIA EAGLES VS NE PATRIOTS - MINNEAPOLIS, MN -6:30 PM
02/08, 10, 15, 17, 26, 28: TAMPA BAY LIGHTNING HOME GAMES (TIMES VARY)
02/09, 14, 16, 21: AMALIE ARENA EVENTS (TIMES VARY)
02/14: VALENTINE'S DAY; 02/19: PRESIDENT'S DAY

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
MARCH 2018

COUNTY NAME: HILLSBOROUGH STATION: 9955 DIRECTION: N LANE: 0
DESCRIPTION: SR-93/I-275, 3 MI S OF I-75, HILLS CO.
LOCATION: COUNTY 10 SECTION 320 SUBSECTION 000 MILEPOST 13.076 ROUTES: I-275 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	R	351	207	146	144	285	501	1093	1340	1451	1393	1556	1599	1593	1778	1958	2547	3029	3183	2668	2080	1509	1226	848	600	33085N
2	F	364	223	171	179	225	477	957	1309	1403	1442	1593	1777	1850	1954	2146	2757	3109	3252	2707	2056	1574	1350	1122	843	34840N
3	A	524	363	301	295	275	412	757	1174	1578	1484	1811	1855	1872	1912	2083	2072	2237	2209	1808	1694	1412	1382	1175	872	31557N
4	S	550	387	289	295	204	313	475	756	922	1271	1610	1567	1983	1987	1937	2159	2297	2073	1820	1578	1271	905	597	378	27624N
5	M	291	194	144	136	231	530	1026	1340	1395	1334	1523	1528	1452	1607	1904	2411	2956	3026	2557	1799	1455	1022	636	474	30971N
6	T	272	196	114	130	191	489	944	1238	1293	1322	1350	1423	1561	1710	1905	2481	2988	3216	2592	2039	1644	1200	964	678	31940N
7	W	352	197	126	129	207	440	959	1289	1353	1402	1460	1596	1626	1816	2058	2475	2868	3160	2553	2163	1486	1230	830	494	32269N
8	R	329	201	147	142	229	447	1032	1322	1437	1439	1467	1535	1638	1800	1990	2535	2942	3229	2773	1957	1650	1268	1278	707	33494N
9	F	400	237	169	165	265	488	1021	1328	1487	1485	1578	1827	1871	2128	2208	2786	3125	3330	2840	2241	1660	1285	1089	828	35841N
10	A	583	375	260	318	290	439	809	1188	1494	1626	1760	1822	1833	2048	2041	2090	2395	2226	1960	1816	1380	1149	1021	810	31733N
11	S																									28056B
12	M	314	215	146	162	234	534	997	1250	1340	1377	1541	1531	1714	1738	1743	2357	2883	3084	2511	1792	1371	1093	761	517	31205N
13	T	305	221	142	141	226	398	965	1221	1256	1290	1370	1431	1549	1697	1909	2497	2960	3212	2685	1950	1539	1156	1091	619	31830N
14	W	331	218	141	130	218	433	912	1300	1341	1308	1436	1534	1613	1814	2091	2529	3032	3076	2740	1911	1571	1258	859	540	32336N
15	R	360	205	172	148	219	469	999	1285	1290	1242	1497	1608	1634	1853	2096	2612	2886	3218	2677	2131	1554	1261	991	596	33003N
16	F	403	240	186	199	307	517	1034	1332	1339	1503	1744	1856	2002	2046	2373	2730	3066	3153	2619	1757	1829	1410	1252	920	35817N
17	A	588	399	297	306	316	501	838	1237	1618	1789	1863	1698	2067	1968	1970	2012	2007	1858	1777	1638	1420	1496	1625	973	32261N
18	S	568	432	362	347	271	344	530	827	1043	1320	1642	1717	1908	2022	2010	2045	2004	1899	1658	1611	1673	1124	857	559	28773N
19	M	309	197	165	156	269	519	925	1269	1384	1345	1538	1531	1593	1672	1996	2438	2889	2916	2514	1766	1314	1158	806	496	31165N
20	T	294	193	140	144	223	397	906	1151	1152	1267	1389	1449	1529	1645	1973	2225	2732	2809	2140	1591	1334	1033	1036	600	29352N
21	W	325	209	175	128	216	454	900	1196	1228	1270	1439	1509	1542	1664	1908	2447	2602	2588	2722	2056	1537	1401	889	514	30919N
22	R	331	199	164	151	240	466	916	1247	1314	1429	1469	1568	1618	1767	1966	2471	2856	3024	2706	2165	1697	1374	1064	573	32775N
23	F	382	240	150	188	272	449	948	1339	1445	1498	1571	1699	1895	1981	2217	2744	3081	3120	2647	2103	1598	1455	1192	915	35129N
24	A	568	404	331	309	296	464	796	1179	1476	1554	1724	1857	1936	1956	1979	2055	2091	2128	1913	1690	1480	1456	1292	947	31881N
25	S	651	426	354	323	232	356	561	826	941	1288	1622	1703	1874	2026	2112	2137	2051	2027	1799	1499	1439	1226	821	507	28801N
26	M	302	185	166	154	245	539	994	1383	1428	1476	1523	1464	1538	1613	1955	2367	2870	3084	2703	1907	1441	1147	1012	518	32014N
27	T	309	212	166	138	265	460	1030	1245	1400	1307	1432	1494	1577	1756	2006	2483	2923	3071	2772	2008	1662	1314	871	531	32432N
28	W	345	216	135	144	257	507	955	1323	1357	1356	1560	1563	1623	1691	2025	2543	2991	3024	2677	2182	1591	1322	968	566	32921N
29	R	361	222	151	180	270	553	1076	1399	1420	1449	1563	1714	1794	1882	2085	2408	2983	3219	2874	2214	2014	1409	1103	661	35004N
30	F	386	280	242	232	363	632	1077	1449	1529	1658	1794	1963	2142	2222	2410	2747	3049	3064	2358	1887	1569	1458	1229	941	36681N
31	A	579	436	327	377	536	764	972	1375	1659	1910	1989	2037	1950	1945	1997	2012	1943	1939	1752	1643	1450	1241	1254	1144	33231A

WEEKDAY AVERAGE = 32795 SATURDAY AVERAGE = 32133 SUNDAY AVERAGE = 28399 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 970884
MONTHLY AVERAGE = 32072

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
03/03, 06, 08, 10, 13, 17, 18, 20, 26: TB LIGHTNING GAMES (TIMES VARY)
03/11: DAYLIGHT SAVING TIME BEGINS
03/12-16: PUBLIC SCHOOLS - SPRING BREAK
03/17: ST. PATRICK'S DAY

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
MARCH 2018

COUNTY NAME: HILLSBOROUGH STATION: 9955 DIRECTION: S LANE: 0
DESCRIPTION: SR-93/I-275, 3 MI S OF I-75, HILLS CO.
LOCATION: COUNTY 10 SECTION 320 SUBSECTION 000 MILEPOST 13.076 ROUTES: I-275 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	R	187	121	140	211	401	1451	3516	3273	2545	2284	2058	1886	1791	1844	1963	1836	1718	1802	1609	1142	892	818	533	372	34393N
2	F	196	157	140	205	395	1373	3279	3143	2472	2214	2102	1986	1843	1883	1980	2028	2057	2062	1896	1775	1310	1141	822	519	36978N
3	A	348	235	169	167	233	460	881	1209	1629	2089	2401	2606	2389	2260	2182	2212	1705	1941	2192	1498	1265	1090	811	550	32522N
4	S	333	195	126	220	215	347	551	719	1042	1573	2084	2135	1987	2027	1882	1933	1874	1833	1687	1362	1021	805	568	368	26887N
5	M	225	140	129	226	416	1440	3421	3315	2487	2186	1928	1714	1651	1569	1666	1655	1609	1582	1344	1067	693	611	391	246	31711N
6	T	154	120	119	210	408	1496	3401	3256	2497	2232	1941	1640	1623	1539	1624	1677	1664	1779	1611	1011	738	613	430	315	32098N
7	W	157	107	132	171	384	1414	3411	3257	2527	2201	1979	1743	1507	1669	1712	1656	1717	1702	1561	1075	761	672	509	311	32335N
8	R	179	130	134	210	407	1400	3450	3220	2667	2222	1963	1849	1765	1667	1735	1712	1699	1820	1669	1211	874	777	580	338	33678N
9	F	234	155	158	211	390	1305	3185	3081	2565	2189	2063	1909	1820	1793	1965	1955	2054	1914	1880	1688	1316	1343	893	605	36671N
10	A	381	247	163	201	290	435	888	1183	1675	2099	2432	2648	2355	2142	2098	2095	2038	2072	1876	1596	1196	1032	825	511	32478N
11	S																									26217B
12	M	275	181	158	209	390	1384	2969	2906	2395	2123	1862	1736	1592	1792	1743	1654	1621	1729	1410	1058	829	699	454	356	31525N
13	T	199	143	127	200	377	1369	3019	2979	2498	2268	1992	1832	1774	1558	1612	1667	1657	1821	1646	1120	843	695	501	332	32229N
14	W	183	151	164	202	375	1403	2933	3071	2642	2305	1906	1805	1741	1607	1649	1730	1710	1752	1576	1163	906	797	547	323	32641N
15	R	192	130	135	187	380	1323	2866	2973	2574	2314	2003	1866	1886	1710	1733	1739	1826	1771	1618	1313	1072	885	582	442	33520N
16	F	245	166	128	230	380	1146	2659	2750	2528	2154	2146	2106	2060	2033	2024	2149	2042	2106	1943	1709	1275	1063	854	580	36476N
17	A	344	234	164	209	274	410	762	956	1376	1826	2225	2439	2338	2251	2297	2205	2275	2173	1851	1492	1306	1191	879	576	32053N
18	S	361	232	159	169	203	315	484	586	832	1458	1911	2053	2076	2090	2073	2090	2020	1916	1746	1574	1296	836	667	387	27534N
19	M																									25241B
20	T	189	134	134	195	418	1359	3163	2988	2406	1966	1749	1606	1617	1434	1499	1338	1326	1549	1316	919	675	591	436	321	29328N
21	W	192	125	124	192	377	1306	3165	2967	2490	2199	1912	1754	1703	1678	1706	1590	1584	1295	1271	1003	808	670	473	314	30898N
22	R	162	142	117	216	398	1271	2983	3034	2393	2172	2084	1913	1775	1676	1714	1740	1743	1855	1670	1199	915	767	549	338	32826N
23	F	229	133	131	202	343	1196	2873	2883	2328	2024	2071	2098	1973	2003	1990	2033	2025	2069	1989	1768	1433	1085	798	586	36263N
24	A	362	243	172	198	225	422	789	1216	1616	2200	2438	2676	2554	2362	2165	2132	2066	2138	2112	1831	1383	1143	922	699	34064N
25	S	381	207	147	187	222	331	527	578	951	1630	2151	2150	2128	2070	2097	1935	2012	1972	1747	1520	1322	940	670	388	28263N
26	M	270	176	135	235	453	1467	3395	3206	2558	2312	2030	1799	1737	1903	1820	1667	1737	1850	1580	984	804	707	453	277	33555N
27	T	207	139	135	185	406	1426	3329	3289	2567	2244	1991	1684	1683	1610	1624	1623	1644	1698	1517	1072	824	713	502	305	32417N
28	W	178	123	125	212	364	1387	3415	3136	2612	2266	2099	1821	1760	1632	1657	1693	1726	1773	1517	1086	906	799	534	317	33138N
29	R	207	168	122	213	391	1352	3318	3144	2549	2303	2069	1973	1884	1867	1860	1748	1693	1865	1795	1315	1055	946	679	345	34861N
30	F	306	270	172	253	366	1082	2541	2668	2440	2279	2272	2290	2219	2140	2090	1997	2104	2202	2145	1811	1477	1398	1088	745	38355A
31	A	518	374	227	254	249	425	780	994	1505	1794	2254	2413	2460	2467	2353	2099	2711	2377	2125	1904	1598	1254	966	671	34772A

WEEKDAY AVERAGE = 33368 SATURDAY AVERAGE = 33178 SUNDAY AVERAGE = 27561 NUMBER OF GOOD DAYS 29 TOTAL MONTHLY COUNT = 954469
MONTHLY AVERAGE = 32511

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
03/03, 06, 08, 10, 13, 17, 18, 20, 26: TB LIGHTNING GAMES (TIMES VARY)
03/11: DAYLIGHT SAVING TIME BEGINS
03/12-16: PUBLIC SCHOOLS - SPRING BREAK
03/17: ST. PATRICK'S DAY

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
APRIL 2018

COUNTY NAME: HILLSBOROUGH STATION: 9955 DIRECTION: N LANE: 0
DESCRIPTION: SR-93/I-275, 3 MI S OF I-75, HILLS CO.
LOCATION: COUNTY 10 SECTION 320 SUBSECTION 000 MILEPOST 13.076 ROUTES: I-275 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	S	685	435	345	329	249	375	486	774	1021	1305	1648	1920	2069	2076	2123	1978	1953	1731	1825	1713	1615	1372	732	469	29228N
2	M	312	183	157	178	295	594	1166	1433	1521	1563	1706	1649	1717	1664	2006	2548	2981	3079	2621	1810	1416	1124	736	434	32893N
3	T	303	177	150	154	246	525	1013	1294	1316	1382	1584	1579	1662	1721	1963	2502	2912	3164	2614	2048	1647	1307	1100	670	33033N
4	W	354	211	155	159	270	478	1083	1355	1372	1312	1335	1662	1618	1745	2054	2549	2926	3168	2781	1994	1568	1309	813	560	32831N
5	R	353	223	166	177	258	540	1067	1388	1579	1699	1783	1733	1695	1812	2170	2553	2983	3231	2747	2075	1682	1339	981	643	34877N
6	F	390	249	166	232	342	613	1219	1475	1615	1761	1847	2031	1951	2010	2397	2693	3041	3197	2694	2082	1683	1531	1462	1124	37805N
7	A	652	434	350	486	611	783	1168	1489	1820	1748	1888	1840	2254	2106	2191	2087	1868	2134	1821	1651	1326	1228	1134	846	33915A
8	S	533	403	295	331	308	423	610	893	1176	1579	1752	1956	2112	1855	1783	2193	2022	2066	1622	1418	1217	924	689	442	28602N
9	M	283	184	140	171	250	507	1057	1383	1532	1425	1531	1524	1530	1688	1871	2456	2947	3169	2521	1679	1332	974	712	439	31305N
10	T	253	224	151	159	206	454	961	1206	1319	1191	1246	1417	1487	1597	1643	2207	2650	2028	2829	1625	1286	1028	693	479	28339A
11	W	277	175	142	138	206	467	985	1232	1311	1210	1412	1418	1567	1623	1910	2468	2937	2946	2692	2048	1384	1378	843	794	31563N
12	R	384	231	135	162	249	443	1043	1230	1290	1254	1414	1535	1555	1792	1866	2529	2920	3123	2607	1910	1686	1343	1268	615	32584N
13	F	434	246	169	194	270	479	974	1295	1488	1433	1568	1643	1816	1946	2189	2728	2955	3008	2750	1763	1593	1316	1225	937	34419N
14	A	639	413	309	307	261	453	829	1099	1457	1708	1857	1904	1821	1952	1933	1988	2060	1952	2022	1726	1400	1463	1288	999	31840N
15	S	653	418	299	309	251	287	505	721	970	1270	1504	1780	1958	2017	1813	1586	1399	1541	1293	1119	890	641	493	389	24106A
16	M	278	182	146	164	248	477	1064	1376	1416	1305	1477	1399	1608	1626	1833	2472	2933	3024	2643	1747	1336	1085	781	451	31071N
17	T	288	159	159	158	202	410	954	1254	1312	1266	1299	1378	1474	1605	2009	2383	2763	2969	2714	1969	1518	1229	874	497	30843N
18	W	289	190	137	150	212	419	988	1255	1390	1308	1328	1361	1561	1730	1896	2483	2856	3074	2641	1911	1535	1292	915	564	31485N
19	R	325	197	141	135	224	453	984	1262	1398	1438	1458	1444	1571	1752	2140	2584	3060	3063	2688	2018	1572	1260	965	575	32707N
20	F	385	280	194	187	255	453	1043	1290	1413	1461	1499	1828	1829	1989	2160	2691	3231	3074	2537	1890	1583	1320	1189	1030	34811N
21	A	840	501	287	281	277	412	774	1174	1361	1585	1664	1723	1824	1868	1933	1917	1916	1898	2017	1670	1377	1322	1366	1408	31395S
22	S	1012	504	351	291	259	277	470	708	1012	1368	1796	1928	2034	2154	2107	2021	1981	1850	1624	1425	1155	914	666	470	28377A
23	M	290	185	130	146	219	505	1037	1321	1371	1338	1424	1512	1490	1646	1834	2402	2868	3161	2532	1680	1289	1035	696	465	30576N
24	T	326	177	131	165	238	419	964	1245	1248	1292	1303	1437	1461	1661	1829	2479	2955	3161	2630	1891	1422	1238	780	505	30957N
25	W	323	211	145	134	223	431	984	1186	1345	1282	1402	1442	1546	1709	1977	2410	2861	3044	2523	1985	1620	1198	852	522	31355N
26	R	409	210	152	172	234	474	1037	1261	1331	1332	1395	1581	1651	1826	1964	2612	2779	3171	2705	1939	1467	1228	1046	662	32638N
27	F	446	278	196	180	258	500	1027	1312	1438	1461	1577	1713	1890	2040	2320	2786	3079	3165	2592	1943	1411	1368	1152	938	35070N
28	A	570	398	312	295	320	469	826	1165	1523	1631	1783	1838	1849	1825	1951	1856	2058	1910	2001	1679	1349	1386	1246	965	31205N
29	S	570	391	316	335	237	344	495	771	986	1250	1597	1738	1995	2001	1907	2056	1971	1707	1818	1524	1176	1107	809	479	27580N
30	M	292	209	144	158	242	504	1046	1342	1391	1377	1460	1501	1548	1576	2005	2489	3005	3072	2324	1766	1253	1012	1024	565	31305S

WEEKDAY AVERAGE = 32552 SATURDAY AVERAGE = 32089 SUNDAY AVERAGE = 27579 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 948715
MONTHLY AVERAGE = 31775

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
04/01: EASTER SUNDAY; 04/17: FEDERAL TAX DAY
04/01, 03, 06, 12, 14, 21, 28, 30: TAMPA BAY LIGHTNING HOME GAMES (TIMES VARY)
04/11, 20, 29: AMALIE ARENA EVENTS (TIMES VARY)
04/21: KENNEY CHESNEY @ RAYMOND JAMES STADIUM

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
APRIL 2018

COUNTY NAME: HILLSBOROUGH STATION: 9955 DIRECTION: S LANE: 0
DESCRIPTION: SR-93/I-275, 3 MI S OF I-75, HILLS CO.
LOCATION: COUNTY 10 SECTION 320 SUBSECTION 000 MILEPOST 13.076 ROUTES: I-275 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	S	392	248	199	158	212	310	513	482	865	1413	1959	1968	2096	1992	1846	1986	2118	2114	2181	1922	1538	1199	700	490	28901S
2	M	266	153	153	208	428	1402	3266	3079	2619	2281	2023	1777	1678	1735	1830	1805	1785	1698	1461	1109	951	737	510	326	33280N
3	T	208	145	122	193	422	1454	3303	3263	2550	2257	1940	1840	1699	1663	1662	1663	1668	1868	1622	1094	881	703	516	296	33032N
4	W	178	138	118	221	399	1397	3342	3140	2600	2209	1932	1869	1719	1712	1614	1625	1705	1736	1622	1088	815	713	481	302	32675N
5	R	204	142	158	227	417	1376	3321	3181	2627	2221	1994	1880	1706	1702	1719	1809	1693	1780	1606	1189	942	824	607	378	33703N
6	F	253	132	140	220	375	1247	3133	3148	2605	2180	2051	1905	1844	1923	2026	1979	1967	2036	2049	1675	1305	1047	798	577	36615N
7	A	349	231	149	180	226	450	910	1143	1663	1955	2016	2148	2087	2188	2188	1975	1961	2009	1780	1383	1060	1008	797	568	30424N
8	S	346	237	145	148	193	370	558	592	878	1429	1830	1909	1852	1891	1936	1726	1824	1902	1484	1333	1031	777	574	354	25319N
9	M	225	125	144	183	427	1424	3348	3076	2444	2105	1915	1646	1619	1550	1588	1494	1516	1553	1360	972	805	665	375	323	30882N
10	T	186	126	124	206	368	1406	3331	3202	2583	2146	1682	1499	1350	1379	1494	1291	1366	1374	1188	872	702	569	430	291	29165N
11	W	165	134	121	199	399	1364	3365	3346	2921	2175	1926	1703	1576	1486	1644	1542	1590	1737	1562	1034	820	648	460	289	32206N
12	R	201	131	136	218	390	1392	3344	3147	2577	2205	1877	1625	1562	1675	1675	1625	1729	1841	1547	1105	916	776	559	349	32602N
13	F	206	138	149	204	353	1328	3124	3127	2527	2147	1951	1813	1646	1771	1784	1868	1925	1927	1880	1549	1237	1029	757	538	34978N
14	A	326	223	149	199	231	450	906	1292	1668	2034	2238	2314	2200	2242	2003	1982	2050	1829	1863	1561	1298	1101	862	601	31622N
15	S	342	226	148	145	170	275	516	653	866	1387	1706	1819	1862	1797	1708	1453	1417	1348	1368	1120	878	697	515	308	22724A
16	M	218	138	123	202	402	1497	3308	3295	2548	2129	1950	1654	1504	1575	1584	1597	1575	1658	1317	981	769	674	391	290	31379N
17	T	174	132	121	200	382	1356	3334	3320	2607	2162	1772	1595	1529	1490	1574	1471	1431	1651	1446	941	827	623	431	287	30856N
18	W	151	122	129	188	363	1394	3286	3305	2516	2105	2111	1765	1609	1512	1521	1571	1578	1688	1464	1090	790	716	504	293	31771N
19	R	192	106	137	213	380	1417	3248	3184	2481	2032	1935	1732	1581	1652	1705	1643	1687	1800	1648	1154	937	775	591	347	32577N
20	F	244	149	134	202	376	1278	3090	3095	2524	2160	2002	1849	1774	1922	2040	2003	2018	2024	1981	1690	1312	1043	841	564	36315N
21	A	386	225	158	157	261	429	918	1183	1650	1908	2088	2367	2513	2577	2417	2386	2110	1976	1732	1334	1063	1060	804	604	32306N
22	S	315	219	118	166	173	288	496	593	918	1474	1869	1988	1926	1991	1887	1910	1863	1792	1686	1293	998	811	603	312	25689N
23	M	237	168	115	178	421	1442	2660	3162	2628	2010	1733	1603	1527	1502	1557	1444	1452	1554	1335	919	766	651	365	285	29714N
24	T	180	111	109	210	406	1415	3450	3314	2568	2116	1832	1540	1514	1427	1531	1451	1515	1658	1450	942	763	637	420	287	30846N
25	W	167	133	143	197	387	1398	3372	2982	2416	2179	1893	1313	1673	1482	1496	1639	1568	1680	1485	1054	813	728	549	301	31048N
26	R	218	143	133	192	386	1392	3346	3225	2468	2157	1893	1618	1618	1600	1669	1671	1715	1778	1590	1164	867	789	560	370	32562N
27	F	221	186	134	211	388	1208	3165	2875	2276	2127	1996	1754	1754	1803	1850	1911	2003	1916	2010	1556	1269	1142	874	538	35167N
28	A	359	223	185	158	224	403	841	1109	1602	1856	2100	2297	2207	2253	2169	2073	2129	2122	1879	1454	1227	1086	835	623	31414N
29	S	370	218	160	160	185	312	466	546	943	1452	1793	1933	1964	2085	2038	1865	1735	1961	1714	1349	1136	896	671	407	26359N
30	M	227	185	149	211	390	1430	3397	3230	2476	2123	1794	1615	1613	1571	1609	1530	1530	1751	1441	986	779	613	444	313	31407N

WEEKDAY AVERAGE = 32572 SATURDAY AVERAGE = 31442 SUNDAY AVERAGE = 25798 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 937538
MONTHLY AVERAGE = 31443

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
04/01: EASTER SUNDAY; 04/17: FEDERAL TAX DAY
04/01, 03, 06, 12, 14, 21, 28, 30: TAMPA BAY LIGHTNING HOME GAMES (TIMES VARY)
04/11, 20, 29: AMALIE ARENA EVENTS (TIMES VARY)
04/21: KENNEY CHESNEY @ RAYMOND JAMES STADIUM

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
MAY 2018

COUNTY NAME: HILLSBOROUGH STATION: 9955 DIRECTION: N LANE: 0
DESCRIPTION: SR-93/I-275, 3 MI S OF I-75, HILLS CO.
LOCATION: COUNTY 10 SECTION 320 SUBSECTION 000 MILEPOST 13.076 ROUTES: I-275 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	T	307	200	141	174	229	458	968	1253	1356	1290	1412	1470	1568	1565	1803	2533	2952	3138	2597	1928	1382	1188	767	519	31198N
2	W	317	218	138	156	219	418	968	1177	1295	1391	1339	1424	1563	1641	1948	2561	2944	3070	2626	1842	1520	1178	849	561	31363N
3	R	352	201	163	186	230	465	988	1276	1441	1473	1433	1479	1560	1784	1976	2623	2925	3177	2595	2064	1546	1291	931	633	32792N
4	F	406	279	181	219	295	494	1074	1319	1440	1595	1554	1709	1842	1992	2292	2653	2975	3145	2708	2060	1580	1282	1243	954	35291N
5	A	621	403	320	325	295	423	784	1168	1322	1528	1667	1813	1905	1981	1971	1998	1993	1801	1673	1611	1333	1334	1081	867	30217N
6	S	655	477	367	307	242	335	536	764	949	1331	1587	1728	1909	1942	1942	1854	1879	1834	1810	1489	1141	849	615	456	26998A
7	M	296	204	120	157	234	498	983	1330	1358	1399	1481	1473	1486	1761	1962	2553	2808	3170	2544	1739	1319	1045	730	482	31132N
8	T	300	192	121	151	246	430	987	1212	1368	1229	1327	1414	1502	1546	1959	2669	2874	2851	2643	1828	1384	1176	892	598	30899N
9	W	321	185	136	147	249	445	988	1233	1384	1285	1364	1464	1604	1618	1910	2351	2787	3196	2734	1885	1467	1290	906	564	31513N
10	R	339	242	178	155	229	471	974	1303	1381	1390	1490	1474	1619	1752	1953	2620	3083	3158	2622	1927	1534	1261	908	615	32678N
11	F	445	257	182	187	293	493	952	1245	1431	1497	1565	1700	1734	1954	2282	2776	2958	3247	2572	1956	1531	1234	1138	1127	34756N
12	A	611	429	301	296	278	374	694	1047	1337	1473	1706	1794	1925	2014	2053	2034	2001	1860	1878	1668	1351	1386	1285	955	30750N
13	S	523	384	293	271	204	254	407	616	853	1230	1660	1850	2044	2049	2099	2140	2202	2031	1729	1547	1138	874	650	780	27828A
14	M	299	182	125	142	263	478	917	1266	1358	1250	1362	1346	1560	1680	1854	2190	2524	2864	2699	2043	1284	856	626	450	29618N
15	T	284	180	137	147	215	403	907	1183	1270	1267	1329	1323	1438	1543	1842	2506	2875	3132	2467	1770	1445	1072	753	759	30247N
16	W	451	202	135	184	200	393	881	1226	1348	1246	1311	1356	1535	1652	1931	2511	2985	3120	2490	1814	1466	1266	798	541	31042N
17	R	352	251	140	153	223	432	1011	1280	1372	1313	1408	1492	1627	1667	2004	2485	2613	2750	2842	1906	1393	1143	811	653	31321N
18	F	437	271	186	153	238	449	1025	1248	1400	1386	1566	1621	1755	1805	2333	2776	3021	2986	2556	1914	1513	1293	1173	799	33904N
19	A	574	409	285	316	271	387	760	1040	1335	1405	1667	1745	1754	1776	1804	1949	1735	1673	1312	1408	1128	957	1224	828	27742S
20	S	569	390	273	274	218	247	412	607	814	1081	1329	1523	1708	1849	1811	1820	1742	1403	1454	1102	1025	723	603	439	23416N
21	M	294	198	187	148	234	442	1013	1322	1441	1273	1362	1422	1556	1684	1822	2487	2992	3108	2410	1672	1278	890	680	534	30449N
22	T	342	229	141	145	230	459	973	1246	1305	1215	1309	1421	1601	1724	1987	2524	2798	3064	2723	2001	1317	1050	899	606	31309N
23	W	340	237	170	150	244	445	969	1314	1353	1303	1410	1520	1641	1848	1994	2460	2956	3121	2569	1928	1418	1205	945	1011	32551S
24	R	461	301	174	167	249	498	1019	1338	1416	1406	1536	1563	1755	1705	2020	2324	3038	3036	2867	1890	1560	1291	1090	675	33379N
25	F	402	256	191	191	313	556	1069	1367	1490	1442	1615	1755	2124	2379	2546	2910	2899	3066	2517	1790	1395	1236	1184	878	35571N
26	A	582	380	287	296	316	389	740	1069	1224	1510	1666	1770	1833	1811	1772	1743	1745	1505	1533	1471	1129	1082	888	621	27362N
27	S	532	425	296	266	228	229	431	591	670	907	1231	1423	1715	1670	1661	1529	1591	1392	1210	1087	955	732	659	559	21989A
28	M	419	271	206	215	217	264	511	851	921	1148	1478	1738	1848	1921	1800	1813	1656	1558	1307	1208	897	782	587	414	24030H
29	T	286	190	144	155	220	485	1036	1251	1267	1345	1410	1513	1571	1666	1884	2425	2917	3089	2647	1744	1250	1002	707	468	30672N
30	W	303	203	144	144	232	423	851	1044	1239	1259	1163	1284	1616	1652	1828	2312	2945	3153	2510	1742	1312	1149	762	512	29782N
31	R	356	227	152	177	231	489	980	1242	1400	1320	1400	1544	1608	1702	1888	2411	2822	2944	2576	2061	1423	1210	902	604	31669N

WEEKDAY AVERAGE = 31634 SATURDAY AVERAGE = 29018 SUNDAY AVERAGE = 25058 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 943468
MONTHLY AVERAGE = 30321

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
05/02-12: COLLEGES & UNIVERSITIES - END OF 2018 SPRING SEMESTER
05/06, 11, 13, 19, 23: TAMPA BAY LIGHTNING HOME GAMES (NHL PLAYOFFS) TIMES VARY
05/12, 15: AMALIE ARENA EVENTS (TIMES VARY)
05/13: MOTHER'S DAY; 05/28: MEMORIAL DAY
05/25: PUBLIC SCHOOLS 2017-18 YEAR CLOSES
05/26-28: TS ALBERTO IMPACTS TRAFFIC

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
MAY 2018

COUNTY NAME: HILLSBOROUGH STATION: 9955 DIRECTION: S LANE: 0
DESCRIPTION: SR-93/I-275, 3 MI S OF I-75, HILLS CO.
LOCATION: COUNTY 10 SECTION 320 SUBSECTION 000 MILEPOST 13.076 ROUTES: I-275 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	T	151	125	115	192	386	1426	3404	3285	2517	2099	1842	1540	1585	1505	1661	1502	1439	1593	1408	1104	753	683	395	302	31012N
2	W	173	147	139	175	396	1366	3398	3159	2493	2218	1859	1581	1567	1459	1613	1518	1631	1665	1495	1092	817	706	496	309	31472N
3	R	168	149	125	209	388	1389	3293	3302	2524	2073	1753	1730	1741	1660	1700	1678	1606	1794	1651	1240	898	784	637	373	32865N
4	F	255	169	158	235	374	1269	3118	3116	2459	2134	1896	1813	1753	1826	1953	2056	1899	1893	1925	1581	1235	1172	919	648	35856N
5	A	373	232	176	182	245	505	876	1164	1594	1825	1981	2163	2103	2047	2160	2169	1973	2056	1749	1412	1191	1089	859	643	30767N
6	S	391	248	154	144	178	342	523	625	889	1360	1857	1921	1915	2111	1884	1803	1619	1767	1744	1515	1237	887	641	501	26256N
7	M	239	184	137	220	387	1473	3336	3287	2559	2075	1882	1687	1583	1509	1593	1586	1659	1595	1410	970	838	664	470	324	31667N
8	T	187	122	123	206	375	1434	3391	3224	2502	2108	1825	1576	1543	1470	1531	1529	1643	1621	1449	1018	788	672	435	311	31083N
9	W	190	138	123	197	364	1357	3328	3321	2535	2042	1904	1673	1565	1487	1378	1346	1532	1695	1543	1036	791	686	456	310	30997N
10	R	200	158	136	202	385	1388	3343	3268	2546	2196	1914	1681	1573	1611	1738	1646	1629	1698	1578	1225	870	799	574	365	32723N
11	F	215	166	147	212	364	1291	3092	3114	2441	2146	2047	1828	1825	1812	1926	1774	1928	2125	2061	1762	1268	1032	866	616	36058N
12	A	352	230	181	165	225	436	840	1191	1619	2052	2107	2181	2145	2047	2117	2061	2106	2105	1829	1473	1249	1038	780	626	31155N
13	S	362	196	145	134	164	279	486	585	848	1445	1960	1955	2056	1922	1827	1907	1976	2089	1869	1540	1171	934	680	451	26981N
14	M	234	166	141	192	412	1390	3258	3146	2351	1931	1671	1380	1568	1490	1451	1445	1423	1374	1153	878	689	613	434	292	29082N
15	T	192	135	118	187	383	1416	3316	3263	2452	2029	1749	1589	1563	1530	1556	1562	1664	1715	1485	1091	689	659	433	296	31072N
16	W	191	136	130	197	389	1387	3360	3032	2487	2093	1708	1552	1569	1425	1706	1569	1589	1580	1524	1042	853	677	460	279	30935N
17	R	192	159	121	212	367	1392	3337	3216	2444	2136	1781	1655	1605	1522	1659	1632	1512	1567	1587	1155	820	730	495	397	31693N
18	F	223	183	137	204	357	1279	3131	3111	2475	2143	1810	1775	1724	1668	1897	1747	1879	1948	1875	1522	1183	1033	804	502	34610N
19	A	330	230	143	152	209	474	946	1029	1463	1729	1866	1994	2007	1987	1955	1966	1886	1841	1700	1238	1006	904	718	501	28274N
20	S	308	222	144	133	162	290	473	555	784	1157	1421	1487	1620	1719	1544	1603	1757	1814	1635	1258	987	825	549	393	22840N
21	M	244	145	142	191	401	1402	3426	3242	2430	1997	1716	1595	1585	1596	1648	1511	1658	1589	1293	937	790	621	402	339	30900N
22	T	209	147	133	176	403	1362	3374	3197	2432	2089	1823	1629	1631	1384	1373	1446	1525	1638	1413	855	753	665	409	281	30347N
23	W	198	138	131	191	376	1435	3438	3187	2478	2197	1870	1762	1578	1494	1621	1660	1709	1700	1705	1156	843	644	540	347	32398N
24	R	225	153	131	211	394	1331	3238	3127	2388	2125	1779	1649	1658	1588	1654	1717	1772	1725	1610	1196	951	830	614	397	32463N
25	F	265	191	190	227	400	1192	2854	2976	2263	1989	1876	1980	1821	1790	1790	1997	2037	2119	1927	1685	1407	1173	973	663	35785N
26	A	436	298	220	178	219	407	766	960	1305	1634	1859	2164	2226	1802	1489	1406	1780	1788	1613	1271	1097	954	744	575	27191A
27	S	386	248	136	162	176	287	438	475	642	1069	1391	1458	1584	1621	1541	1511	1539	1485	1401	1149	925	797	643	480	21544A
28	M	308	193	134	153	188	385	551	572	799	1011	1283	1545	1696	1699	1744	1738	1643	1664	1625	1253	1017	867	529	480	23077H
29	T	243	170	161	221	397	1441	3079	3072	2600	2028	1830	1546	1547	1621	1546	1492	1564	1457	1388	1147	704	744	452	273	30723N
30	W	195	141	148	187	371	1432	3002	2930	2323	2007	1655	1493	1527	1411	1465	1449	1465	1532	1365	1030	803	666	469	348	29414N
31	R	189	146	130	200	379	1368	3087	3128	2559	2110	1908	1706	1635	1648	1646	1550	1721	1668	1443	1151	831	712	535	366	31816N

WEEKDAY AVERAGE = 31692 SATURDAY AVERAGE = 29347 SUNDAY AVERAGE = 24405 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 943056
MONTHLY AVERAGE = 30316

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
05/02-12: COLLEGES & UNIVERSITIES - END OF 2018 SPRING SEMESTER
05/06, 11, 13, 19, 23: TAMPA BAY LIGHTNING HOME GAMES (NHL PLAYOFFS) TIMES VARY
05/12, 15: AMALIE ARENA EVENTS (TIMES VARY)
05/13: MOTHER'S DAY; 05/28: MEMORIAL DAY
05/25: PUBLIC SCHOOLS 2017-18 YEAR CLOSES
05/26-28: TS ALBERTO IMPACTS TRAFFIC

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JUNE 2018

COUNTY NAME: HILLSBOROUGH STATION: 9955 DIRECTION: N LANE: 0
DESCRIPTION: SR-93/I-275, 3 MI S OF I-75, HILLS CO.
LOCATION: COUNTY 10 SECTION 320 SUBSECTION 000 MILEPOST 13.076 ROUTES: I-275 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	F	430	254	178	186	259	471	962	1271	1280	1448	1386	1679	1795	1931	2127	2703	2885	3136	2570	1881	1444	1224	1061	788	33349N
2	A	571	407	348	362	290	405	793	1078	1286	1516	1640	1706	1558	2023	1781	1898	1904	1751	1663	1564	1302	1246	1244	1066	29402N
3	S	682	396	353	309	228	315	523	774	914	1221	1463	1536	1762	1882	1953	1839	1815	1698	1569	1276	1029	862	650	529	25578N
4	M	315	195	162	150	213	490	940	1175	1317	1333	1550	1432	1527	1594	1910	2213	2751	3003	2698	1743	1294	1051	726	472	30254N
5	T	324	189	133	156	217	463	928	1244	1169	1313	1311	1417	1535	1608	2010	2424	2708	2924	2744	2103	1424	1239	797	561	30941N
6	W	356	221	120	144	229	437	956	1248	1320	1284	1341	1350	1545	1538	1919	2467	2843	3179	2476	1860	1443	1187	854	597	30914N
7	R	356	216	168	154	219	447	974	1195	1307	1328	1412	1436	1572	1708	1994	2428	2941	3118	2612	1925	1603	1254	1014	587	31968N
8	F	422	269	173	208	251	474	934	1259	1340	1504	1591	1735	1940	1912	2241	2401	2917	3047	2654	1776	1395	1227	1104	821	33595N
9	A	591	383	318	300	320	421	763	1140	1395	1568	1740	1798	1837	1765	1870	1874	1886	1756	1668	1601	1365	1302	1189	888	29738N
10	S	595	405	329	319	248	286	461	731	918	1180	1622	1736	1829	1897	1887	1982	1818	1821	1658	1360	1138	1025	825	540	26610N
11	M	363	210	185	148	234	484	969	1278	1320	1412	1378	1444	1588	1569	1957	2418	2861	3127	2630	1771	1286	1096	835	530	31093N
12	T	356	210	176	154	196	415	901	1206	1178	1260	1318	1536	1539	1569	1932	2266	2806	3022	2684	1930	1430	1209	843	569	30705N
13	W	342	223	168	166	215	406	921	1210	1238	1338	1448	1436	1581	1712	1987	2495	2937	3133	2489	2070	1516	1250	909	506	31696N
14	R	381	227	170	162	233	468	978	1239	1299	1307	1919	2937	1814	394	1259	2480	2948	3116	2543	2043	1497	1307	960	671	32352A
15	F	424	263	211	177	270	526	992	1216	1454	1453	1581	1744	1889	1991	2279	2665	3089	3127	2780	1994	1608	1308	1132	904	35077N
16	A	538	412	324	321	327	419	848	1133	1469	1676	1875	2059	1880	1925	1879	1817	1966	1832	1704	1600	1359	1318	1241	1124	31046N
17	S	661	403	311	300	203	272	434	710	911	1287	1667	1901	1978	2245	1954	2148	2027	1832	1726	1495	1283	1011	891	534	28184N
18	M	343	196	153	183	218	570	999	1289	1346	1424	1557	1618	1628	1752	1854	2349	2914	3090	2610	1850	1244	1054	762	493	31496N
19	T	352	209	172	161	235	469	1005	1196	1203	1234	1395	1444	1484	1614	1910	2295	2557	3063	2688	1920	1372	1182	831	577	30568N
20	W	358	216	166	152	235	465	953	1258	1234	1428	1418	1397	1576	1745	1845	2488	2825	3079	2570	1935	1470	1251	907	585	31556N
21	R	318	243	162	166	270	482	992	1241	1255	1340	1399	1466	1595	1570	1905	2482	2957	3220	2654	1927	1523	1273	950	624	32014N
22	F	411	239	196	185	253	518	971	1299	1353	1450	1597	1815	1941	2010	2259	2566	3023	3172	2378	1985	1511	1344	1343	1350	35169A
23	A	757	476	323	308	282	487	849	1220	1405	1704	1838	2041	1896	1926	1927	1901	1934	1837	1726	1610	1599	1317	1392	1329	32084N
24	S	993	495	355	281	253	327	508	741	950	1245	1643	1820	2034	2039	1939	1895	1936	1795	1674	1554	1146	831	641	468	27563A
25	M	273	204	185	163	248	495	1018	1274	1329	1359	1450	1575	1665	1696	1915	2345	2884	3106	2803	1784	1221	1069	802	512	31375N
26	T	345	256	162	141	245	412	970	1174	1251	1309	1357	1457	1484	1663	1944	2353	2917	3095	2663	1921	1420	1145	814	559	31057N
27	W	312	230	190	153	211	464	957	1221	1208	1348	1417	1458	1537	1804	1998	2461	2833	3030	2653	1926	1529	1198	932	570	31640N
28	R	353	232	173	155	248	471	990	1283	1405	1465	1602	1660	1698	1781	1926	2400	2817	3244	2723	1972	1467	1269	993	645	32972N
29	F	411	248	210	217	310	572	1059	1339	1428	1505	1721	1809	1895	2011	2270	2752	3093	2998	2515	2096	1387	1293	1152	877	35168N
30	A	630	407	297	362	387	589	942	1223	1476	1749	1909	1954	1890	1942	1748	1758	1738	1656	1533	1479	1327	941	1085	811	29833N

WEEKDAY AVERAGE = 32025 SATURDAY AVERAGE = 30421 SUNDAY AVERAGE = 26984 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 934997
MONTHLY AVERAGE = 31076

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
06/02, 16, 22, 24, 29: AMALIE ARENA EVENTS (TIMES VARY)
6/17: FATHER'S DAY

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JUNE 2018

COUNTY NAME: HILLSBOROUGH STATION: 9955 DIRECTION: S LANE: 0
DESCRIPTION: SR-93/I-275, 3 MI S OF I-75, HILLS CO.
LOCATION: COUNTY 10 SECTION 320 SUBSECTION 000 MILEPOST 13.076 ROUTES: I-275 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	F	233	133	180	228	371	1263	2784	3038	2504	2153	1882	1727	1828	1794	1759	1876	1796	1878	1730	1623	1342	1129	825	600	34676N
2	A	372	249	206	200	221	520	929	1118	1606	1906	2122	2136	2078	2051	1945	1915	2143	2106	2026	1398	1105	1001	809	613	30775N
3	S	375	230	164	158	223	350	518	601	921	1412	1733	1801	1844	1840	1899	1811	1666	1766	1565	1250	999	823	567	403	24919N
4	M	260	154	177	207	414	1383	3151	3123	2667	1959	1741	1609	1666	1615	1576	1536	1568	1585	1336	1047	748	655	480	299	30956N
5	T	203	123	136	184	396	1375	3079	3150	2645	2117	1767	1684	1674	1542	1537	1569	1566	1639	1493	1048	771	702	473	309	31182N
6	W	173	130	144	214	348	1404	3084	3144	2642	2129	1791	1562	1620	1467	1540	1534	1500	1625	1464	1002	819	727	479	296	30838N
7	R	187	130	126	200	355	1396	2950	3124	2583	2191	1843	1661	1681	1561	1589	1681	1678	1703	1611	1152	923	742	604	392	32063N
8	F	229	168	143	189	362	1263	2754	2932	2479	2120	1841	1821	1906	1861	1815	1821	1840	1905	1866	1501	1200	996	734	550	34296N
9	A	378	188	195	198	226	438	831	1122	1476	1790	2049	2210	2124	2145	2218	2211	2130	1960	1718	1351	1284	1067	818	613	30740N
10	S	376	242	162	169	197	321	502	642	874	1453	1759	1825	1873	1869	1930	1873	1932	1827	1632	1542	1130	912	604	423	26069N
11	M	243	202	144	191	462	1384	3031	3254	2773	2160	1744	1554	1637	1633	1724	1617	1622	1614	1418	994	824	723	488	322	31758N
12	T	205	154	122	206	421	1377	3122	3233	2622	2132	1866	1484	1665	1551	1556	1617	1484	1578	1391	1090	760	663	463	287	31049N
13	W	198	149	114	201	386	1361	2969	3248	2721	2222	1865	1747	1726	1660	1594	1634	1661	1674	1486	1083	820	704	520	322	32065N
14	R	199	152	139	206	400	1359	2921	3233	2630	2228	2456	3102	1668	306	1060	1650	1653	1807	1574	1215	948	810	582	398	32696A
15	F	240	181	174	226	385	1233	2662	3084	2559	2061	2015	1839	1756	1768	1954	1881	1915	1886	1955	1763	1250	1193	988	569	35537N
16	A	396	249	191	178	258	502	829	1056	1573	1916	2176	2300	2135	2433	2166	1989	2062	2163	1995	1604	1244	1154	917	554	32040N
17	S	414	239	150	128	196	307	497	621	942	1511	1883	1901	1922	1914	2004	1823	1876	1935	1952	1694	1406	1288	838	494	27935A
18	M	279	182	157	223	413	1456	2943	3303	2690	2052	1859	1716	1760	1760	1631	1613	1554	1559	1481	1051	850	721	447	358	32058N
19	T	218	143	149	188	392	1414	2959	3264	2681	2092	1891	1597	1671	1570	1565	1594	1547	1584	1390	1054	877	724	461	310	31335N
20	W	223	147	134	201	398	1362	3051	3577	2792	2169	1903	1817	1751	1587	1587	1547	1599	1691	1430	1079	904	707	472	353	32481N
21	R	214	167	150	194	393	1428	2962	3231	2618	2169	1785	1511	1440	1516	1553	1628	1677	1822	1632	1371	1026	811	581	435	32314N
22	F	274	193	163	229	373	1219	2816	3115	2536	2144	1976	1887	1916	1910	2055	2177	2002	2282	2204	1941	1335	1114	822	585	37268N
23	A	392	259	212	198	233	462	887	1090	1546	2026	2112	2383	2547	2825	2622	2275	2194	2132	1884	1451	1191	1076	832	596	33425A
24	S	372	259	156	144	182	313	491	587	934	1402	1857	2051	1913	1913	1739	1832	1657	1698	1418	1542	979	815	624	349	25227N
25	M	276	176	149	198	435	1369	3011	3214	2601	2151	1897	1606	1734	1650	1666	1611	1591	1632	1419	1067	889	644	467	322	31775N
26	T	207	125	133	213	388	1386	3076	3233	2713	2160	1893	1657	1685	1605	1506	1508	1569	1622	1420	1061	762	723	487	292	31424N
27	W	214	134	129	188	418	1350	2982	3157	2714	2236	1879	1713	1678	1545	1609	1609	1568	1592	1475	1149	834	768	522	362	31825N
28	R	227	157	147	211	405	1295	2933	3201	2702	2168	1918	1749	1714	1770	1774	1668	1956	1736	1524	1187	860	864	583	360	33109N
29	F	285	166	179	242	376	1208	2767	3076	2591	2143	2139	1846	1757	1735	2085	2029	2050	1957	2007	1734	1248	1070	908	621	36219N
30	A	377	261	199	222	257	448	756	1067	1559	1834	2022	1964	2018	1973	1926	1944	1919	1960	1881	1556	1238	1047	825	609	29862N

WEEKDAY AVERAGE = 32566 SATURDAY AVERAGE = 31368 SUNDAY AVERAGE = 26038 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 947916
MONTHLY AVERAGE = 31463

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
06/02, 16, 22, 24, 29: AMALIE ARENA EVENTS (TIMES VARY)
6/17: FATHER'S DAY

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JULY 2018

COUNTY NAME: HILLSBOROUGH STATION: 9955 DIRECTION: N LANE: 0
DESCRIPTION: SR-93/I-275, 3 MI S OF I-75, HILLS CO.
LOCATION: COUNTY 10 SECTION 320 SUBSECTION 000 MILEPOST 13.076 ROUTES: I-275 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	S	517	384	289	282	260	310	507	774	971	1238	1563	1738	1901	1900	1794	1873	1851	1810	1597	1363	1093	952	789	516	26272N
2	M	326	219	162	162	267	532	930	1255	1317	1368	1487	1528	1663	1716	1882	2095	2777	3054	2510	1776	1318	1040	761	501	30646N
3	T	329	213	169	158	243	451	899	1233	1183	1241	1391	1476	1723	1937	2290	2647	2967	1834	1711	2018	1276	1087	872	608	29956A
4	W	422	292	225	191	193	305	539	777	846	960	1171	1238	1374	1406	1408	1483	1370	1243	1211	1040	786	836	1225	1031	21572H
5	R	535	294	151	138	220	439	895	1264	1356	1292	1490	1633	1668	1793	1979	2372	2903	3020	1828	1876	1065	1084	891	538	30724A
6	F	360	228	133	194	263	529	961	1226	1320	1454	1621	1802	1821	1974	2177	2429	3013	2994	2370	1777	1327	1258	1009	733	32973N
7	A	545	367	302	339	353	516	865	1153	1451	1682	2002	1991	2015	1977	1697	1758	1885	1881	1728	1603	1323	1241	1122	910	30706N
8	S	624	416	315	294	274	360	573	827	1037	1311	1715	1836	2053	2075	1965	1950	1794	1681	1512	1436	1020	953	761	518	27300N
9	M	329	203	147	187	262	526	967	1325	1321	1425	1454	1544	1561	1711	1886	2358	2702	3085	2583	1918	1279	991	790	570	31124N
10	T	392	197	160	162	248	436	956	1178	1227	1276	1385	1433	1612	1707	1932	2388	2708	3064	2691	1892	1365	1222	846	534	31011N
11	W	359	249	141	165	227	470	907	1191	1234	1315	1445	1474	1636	1740	1930	2388	3065	3130	2687	1884	1395	1178	816	581	31607N
12	R	345	225	154	171	249	439	951	1251	1330	1496	1462	1666	1708	1750	2066	2408	2810	3099	2724	2009	1424	1190	953	619	32499N
13	F	425	242	172	191	249	490	910	1254	1387	1455	1599	1698	1841	2157	2150	2665	2713	3179	2602	1953	1437	1247	1098	1009	34123N
14	A	644	443	332	281	341	513	885	1198	1330	1689	1818	1883	1905	1925	1945	1918	1861	1818	1605	1542	1304	1218	1087	800	30285N
15	S	581	390	322	297	226	317	513	725	876	1217	1526	1654	1869	2008	1940	1925	1763	1634	1455	1299	1050	903	733	521	25744N
16	M	283	205	201	166	242	516	929	1172	1325	1423	1532	1612	1586	1703	1923	2294	2904	3184	2591	1753	1266	990	705	475	30980N
17	T	330	215	162	167	210	444	935	1185	1234	1198	1370	1438	1590	1689	1995	2439	2961	3167	2682	1802	1404	1116	754	546	31033N
18	W	309	206	174	165	222	412	928	1181	1239	1375	1367	1480	1633	1642	1950	2295	2762	3007	2717	1919	1239	1340	776	538	30876N
19	R	366	240	182	159	243	477	976	1259	1329	1437	1468	1586	1635	1797	1963	2413	2966	3172	2673	1952	1499	1243	938	608	32581N
20	F	396	255	206	227	284	502	973	1266	1273	1479	1680	1715	1950	1942	2186	2334	2949	2910	2568	1919	1395	1274	1082	915	33680N
21	A	633	414	289	334	321	434	704	1095	1345	1655	1987	1938	1810	1933	1859	1867	1897	1745	1637	1416	1307	1276	1241	941	30078N
22	S	585	441	329	377	243	266	492	757	904	1172	1620	1831	2073	2030	1998	1860	1904	1849	1582	1323	1139	961	643	441	26820N
23	M	305	228	152	169	249	451	810	1304	1303	1378	1536	1552	1606	1701	1813	2329	2882	3136	2612	1693	1249	1049	778	609	30894N
24	T	322	220	155	157	234	499	876	1251	1249	1304	1328	1425	1503	1616	1835	2325	2924	3081	2644	1890	1329	1191	964	560	30882N
25	W	322	224	181	161	206	442	865	1150	1305	1305	1384	1475	1590	1724	1988	2411	3035	3089	2716	1946	1531	1260	846	705	31861N
26	R	474	266	193	169	246	474	965	1237	1381	1396	1414	1651	1703	1724	2006	2193	2344	3060	2855	2071	1434	1203	893	626	31978N
27	F	411	238	201	209	285	511	918	1266	1363	1466	1639	1744	1947	2036	2287	2571	2991	3112	2625	1972	1609	1325	1085	825	34636N
28	A	590	442	351	327	320	459	899	1149	1394	1596	1850	2005	1999	1900	1831	2067	1966	1800	1562	1553	1322	1179	1114	855	30530N
29	S	550	409	307	296	218	304	491	702	893	1212	1690	1906	2032	1993	2035	1902	1587	1715	1513	1431	1053	829	711	515	26294N
30	M	324	239	171	177	223	512	902	1353	1322	1454	1549	1561	1642	1680	1949	2350	3006	3097	2575	1803	1279	976	712	445	31301N
31	T	298	236	162	143	229	434	873	1197	1278	1281	1283	1521	1571	1699	1917	2455	2855	3035	2595	2091	1388	1181	969	851	31542A

WEEKDAY AVERAGE = 31330 SATURDAY AVERAGE = 30400 SUNDAY AVERAGE = 26486 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 942508
MONTHLY AVERAGE = 30505

COMMENTS:
7/4: INDEPENDENCE DAY

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JULY 2018

COUNTY NAME: HILLSBOROUGH STATION: 9955 DIRECTION: S LANE: 0
DESCRIPTION: SR-93/I-275, 3 MI S OF I-75, HILLS CO.
LOCATION: COUNTY 10 SECTION 320 SUBSECTION 000 MILEPOST 13.076 ROUTES: I-275 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	S	398	256	177	160	225	312	518	609	868	1451	1867	1892	1809	1983	1858	1698	1843	1792	1596	1412	1229	913	699	396	25961N
2	M	292	190	167	194	380	1289	2890	3076	2596	2147	1916	1750	1867	1681	1695	1535	1649	1546	1409	1099	882	614	517	398	31779N
3	T	206	157	143	197	367	1239	2786	3083	2578	2126	1827	1779	1767	1774	1755	1723	1637	1669	1530	1193	1024	877	653	431	32521N
4	W	335	214	159	169	236	395	649	745	977	1248	1473	1620	1661	1672	1646	1454	1371	1322	1242	1043	948	737	740	429	22485H
5	R	285	142	150	171	341	1115	2422	2817	2509	2049	1846	1703	1731	1774	1688	1606	1684	1666	1619	1100	820	749	473	350	30810N
6	F	213	165	143	189	378	1136	2393	2830	2414	2127	1814	1812	1873	1878	1517	1541	1624	1603	1716	1646	1428	1004	705	537	32686N
7	A	378	241	186	185	243	485	769	961	1368	1818	1913	2063	2201	2249	2127	2142	2103	2072	1962	1545	1304	1112	794	557	30778N
8	S	397	251	196	162	200	327	517	586	891	1429	1721	1700	1885	1857	1896	1835	1705	1821	1724	1508	1276	1009	666	360	25919N
9	M	276	171	173	272	415	1443	2976	3245	2673	2219	1815	1692	1637	1688	1676	1607	1581	1757	1395	1133	873	693	485	326	32221N
10	T	192	119	133	217	392	1354	3042	3234	2683	2273	1814	1646	1697	1613	1476	1456	1539	1633	1470	1048	788	688	474	334	31315N
11	W	220	153	134	212	405	1314	2911	3278	2700	2162	1877	1745	1690	1639	1492	1552	1615	1681	1430	1029	875	751	508	334	31707N
12	R	175	167	145	203	391	1342	2849	3143	2630	2252	1942	1786	1835	1667	1752	1674	1694	1809	1569	1233	910	803	604	377	32952N
13	F	263	168	167	199	399	1199	2703	3065	2682	2158	1959	1828	1920	1897	1845	1928	1706	1961	2056	1964	1284	1119	802	570	35842N
14	A	384	271	195	200	267	460	789	1084	1542	1795	2031	2141	2226	2253	2261	2352	2057	1968	1831	1363	1176	1091	772	564	31073N
15	S	395	234	158	129	188	299	485	606	892	1443	1752	1630	1751	1808	1887	1770	1808	1813	1634	1501	1104	920	653	384	25244N
16	M	287	158	184	214	439	1376	2849	3258	2672	2249	1846	1739	1709	1677	1692	1582	1580	1600	1452	1026	846	704	428	330	31897N
17	T	187	139	133	181	382	1361	2925	3194	2692	2099	1850	1611	1677	1669	1591	1517	1574	1669	1441	1070	799	688	472	280	31201N
18	W	174	163	140	211	393	1337	2936	3276	2730	2039	1757	1666	1589	1655	1576	1516	1527	1578	1453	1080	953	691	481	341	31262N
19	R	200	169	153	198	377	1308	2911	3280	2706	2113	1883	1786	1792	1644	1643	1695	1774	1745	1598	1191	973	820	621	367	32947N
20	F	271	186	158	196	394	1224	2662	2935	2565	2094	1942	1867	1735	1942	1923	1845	1929	1877	1799	1560	1335	1186	845	520	34990N
21	A	428	264	196	187	248	472	740	980	1449	1796	2068	2240	2031	1962	1972	2005	2186	2170	2085	1560	1217	1061	877	583	30777N
22	S	426	277	190	162	167	304	507	549	789	1349	1571	1732	1839	1894	1823	1872	1653	1778	1686	1366	1101	859	789	470	25153N
23	M	290	177	158	221	400	1444	2348	2577	3017	2064	1811	1704	1679	1672	1615	1759	1619	1707	1490	1087	863	747	520	330	31299N
24	T	216	151	128	204	435	1331	3003	3201	2716	2171	1716	1529	1612	1582	1526	1581	1647	1622	1515	1127	828	704	460	325	31330N
25	W	224	128	154	211	382	1347	2909	3281	2689	2072	2006	1743	1702	1640	1673	1654	1664	1827	1593	1118	906	740	477	358	32498N
26	R	225	145	125	222	400	1324	2905	3232	2787	2093	1791	1695	1713	1759	1667	1473	1596	1749	1478	1112	913	805	582	372	32163N
27	F	254	164	161	210	378	1193	2677	3045	2636	2211	1857	1998	1829	1875	1963	1934	1913	2033	1997	1788	1283	1018	804	557	35778N
28	A	362	247	190	172	242	481	819	1076	1448	1783	1930	2164	2109	2283	2119	2060	2092	1900	1961	1513	1133	1090	880	549	30603N
29	S	375	253	142	173	165	335	542	582	881	1405	1693	1718	1889	1855	1966	1879	1825	1793	1897	1524	1136	835	661	422	25946N
30	M	270	208	159	224	457	1386	2938	3319	2671	2081	1798	1645	1764	1733	1599	1649	1667	1596	1443	1045	875	660	500	351	32038N
31	T	209	157	138	205	408	1358	2968	3261	2640	2126	1841	1577	1712	1614	1616	1664	1760	1589	1571	1110	810	636	478	312	31760N

WEEKDAY AVERAGE = 32000 SATURDAY AVERAGE = 30808 SUNDAY AVERAGE = 25645 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 954935
MONTHLY AVERAGE = 30922

COMMENTS:
7/4: INDEPENDENCE DAY

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
AUGUST 2018

COUNTY NAME: HILLSBOROUGH STATION: 9955 DIRECTION: N LANE: 0
DESCRIPTION: SR-93/I-275, 3 MI S OF I-75, HILLS CO.
LOCATION: COUNTY 10 SECTION 320 SUBSECTION 000 MILEPOST 13.076 ROUTES: I-275 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	W	396	232	171	158	226	442	912	1190	1329	1406	1463	1469	1567	1635	2033	2425	2924	3193	2542	2013	1402	1197	844	895	32064A
2	R	452	243	187	158	219	491	904	1202	1307	1370	1486	1513	1560	1783	2053	2460	2860	3136	2886	2072	1472	1224	834	589	32461N
3	F	392	256	182	207	268	475	932	1232	1324	1431	1601	1728	1850	2047	2153	2751	3045	3024	2716	2066	1566	1359	1118	960	34683N
4	A	616	439	320	356	304	452	770	1054	1303	1613	1766	2026	2009	2101	2034	2141	2039	1968	1783	1684	1402	1511	1401	1265	32357N
5	S	711	499	347	274	212	282	470	723	929	1210	1675	1830	2067	2053	2052	2081	1984	1878	1781	1511	1156	958	682	465	27830N
6	M	332	170	163	178	234	478	930	1300	1327	1347	1479	1482	1591	1604	1921	2439	2901	2925	3021	1866	1379	1054	746	438	31305N
7	T	337	218	137	129	210	388	935	1252	1192	1307	1416	1514	1654	1620	1959	2513	2909	3241	2554	2083	1314	1055	840	537	31314N
8	W	301	199	171	168	194	448	907	1216	1318	1294	1344	1464	1482	1646	1932	2425	2963	3147	2830	2038	1455	1305	859	583	31689N
9	R	343	228	157	155	247	455	944	1272	1431	1342	1498	1615	1703	1798	1997	2417	2950	3160	2564	1979	1465	1198	934	637	32489N
10	F	425	297	170	204	259	469	951	1309	1370	1474	1571	1642	1781	2139	2256	2654	2971	3223	2703	1989	1489	1301	1039	790	34476N
11	A	632	399	317	295	263	417	707	1103	1315	1409	1654	1761	1636	1498	1527	1979	1889	1751	1504	1463	1270	1234	1045	965	28033N
12	S	688	412	292	310	187	271	426	663	833	1080	1423	1726	1969	2063	1973	1999	1882	1678	1574	1276	974	783	557	414	25453N
13	M	316	222	151	155	208	445	980	1283	1299	1341	1382	1471	1494	1626	1825	2397	2884	3063	2296	1874	1325	1014	678	431	30160N
14	T	331	225	124	148	188	454	948	1262	1268	1293	1427	1475	1628	1578	1828	2304	2624	2985	2789	1997	1325	1066	870	1117	31254S
15	W	1066	309	164	163	232	443	983	1318	1393	1359	1616	1627	1656	1742	2045	2604	2446	2881	2949	2073	1458	1167	735	487	32916A
16	R	338	209	148	141	211	459	966	1303	1400	1329	1468	1475	1596	1711	2024	2448	3056	3144	2525	2076	1529	1205	847	570	32178N
17	F	433	239	192	183	246	506	1023	1344	1377	1469	1566	1767	1835	1990	2293	2806	3032	3127	2726	2138	1515	1316	1056	893	35072N
18	A	614	424	299	306	233	400	684	1029	1303	1585	1835	1962	1990	2067	2023	1960	1996	1854	1666	1578	1341	1256	1107	1051	30563N
19	S	645	409	288	285	207	251	410	661	881	1190	1581	1696	2041	2069	1992	1858	1935	1756	1623	1340	1020	783	573	404	25898N
20	M	265	174	115	134	217	472	941	1316	1318	1313	1441	1413	1543	1685	1742	2138	2935	2909	2676	2088	1334	1020	766	420	30375N
21	T	296	195	149	135	205	432	941	1210	1323	1256	1288	1420	1470	1654	1971	2483	2892	3167	2851	1919	1489	1107	727	463	31043N
22	W	314	212	149	144	234	418	951	1294	1397	1247	1310	1337	1421	1639	1960	2479	2846	3122	2824	1863	1490	1257	809	490	31207N
23	R	330	199	162	171	236	465	971	1271	1265	1230	1370	1466	1476	1630	2034	2540	2980	3154	2870	1942	1574	1230	896	579	32041N
24	F	357	231	159	175	245	496	925	1234	1362	1434	1478	1654	1807	1958	2336	2861	3063	3222	2656	1883	1311	1172	1015	1096	34130N
25	A	806	457	299	269	230	374	650	984	1232	1377	1610	1724	1830	1859	1902	2023	2089	1875	1617	1411	1147	1253	1213	729	28960N
26	S	483	392	319	298	225	237	440	639	795	1069	1453	1678	1814	1920	1823	1888	2019	1858	1597	1396	1053	823	602	398	25219N
27	M	275	170	120	122	228	449	970	1328	1316	1242	1283	1425	1540	1599	1774	2469	2912	2947	2784	1735	1321	1003	654	422	30088N
28	T	256	186	142	128	223	434	921	1203	1329	1149	1205	1281	1369	1534	1924	2434	2553	2835	2627	1980	1280	1031	705	434	29163N
29	W	298	176	131	109	233	433	932	1238	1361	1271	1164	1360	1514	1635	1959	2425	2447	3033	2634	2202	1386	1076	676	469	30162N
30	R	299	213	150	163	223	496	972	1303	1310	1323	1337	1450	1531	1770	1974	2463	3025	3167	2728	2032	1547	1238	1088	768	32570N
31	F	446	248	170	184	279	544	1032	1303	1485	1449	1614	1788	1953	2217	2578	2914	2805	2868	2549	2054	1481	1149	947	732	34789N

WEEKDAY AVERAGE = 31952 SATURDAY AVERAGE = 29978 SUNDAY AVERAGE = 26100 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 961942
MONTHLY AVERAGE = 30834

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
08/01, 04, 11, 17, 18 & 25: AMALIE ARENA EVENTS (TIMES VARY)
08/10: PUBLIC SCHOOLS OPEN FOR 2018-19 ACADEMIC YEAR
08/14: TAYLOR SWIFT @ RAYMOND JAMES STADIUM - 7PM
08/24, 30: TAMPA BAY BUCS PRESEASON HOME GAMES (TIMES VARY)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
AUGUST 2018

COUNTY NAME: HILLSBOROUGH STATION: 9955 DIRECTION: S LANE: 0
DESCRIPTION: SR-93/I-275, 3 MI S OF I-75, HILLS CO.
LOCATION: COUNTY 10 SECTION 320 SUBSECTION 000 MILEPOST 13.076 ROUTES: I-275 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	W	221	146	126	211	402	1348	2981	3283	2729	2131	1844	1713	1738	1732	1638	1671	1744	1909	1739	1141	888	762	485	328	32910N
2	R	223	149	161	226	377	1382	2993	3257	2647	2127	1944	1761	1788	1726	1722	1688	1651	1666	1651	1169	849	801	476	406	32840N
3	F	275	160	157	209	386	1231	2649	3245	2668	2092	2009	1878	1952	1987	2037	1958	1961	1949	2063	1774	1357	1155	894	571	36617N
4	A	403	290	192	209	241	498	882	1176	1593	1931	2183	2250	2280	2218	2358	2280	1962	2101	2094	1617	1317	1169	855	612	32711N
5	S	372	255	157	165	171	357	512	618	951	1384	1828	1848	1908	1961	1882	1871	1836	1856	1847	1565	1193	852	611	394	26394N
6	M	271	139	150	203	429	1358	2901	3287	2647	2116	1845	1631	1636	1641	1625	1635	1672	1624	1409	1082	852	726	509	298	31686N
7	T	216	154	120	176	402	1321	2979	3220	2669	2192	1895	1706	1660	1656	1612	1578	1616	1700	1486	1068	840	696	496	320	31778N
8	W	200	138	145	195	403	1353	3058	3306	2755	2188	1944	1730	1691	1644	1685	1672	1685	1767	1558	1101	820	799	510	353	32700N
9	R	212	165	138	174	409	1349	2901	3140	2537	1996	1851	1882	1797	1642	1737	1731	1755	1735	1618	1284	909	800	568	373	32703N
10	F	243	169	158	194	380	1252	3005	3098	2619	2089	1937	1789	1754	1794	1867	1900	1841	1742	1893	1588	1246	1096	814	575	35043N
11	A	345	232	170	190	226	438	808	1040	1497	1716	1889	1964	1967	1927	1922	1964	1892	2019	1847	1454	1182	1095	849	607	29240N
12	S	422	258	145	159	165	356	484	542	873	1357	1684	1677	1756	1829	1875	1864	1792	1623	1615	1460	1001	824	598	375	24734N
13	M	252	178	145	197	407	1353	3133	3148	2407	2103	2028	1650	1615	1470	1549	1534	1493	1614	1398	986	759	669	477	298	30863N
14	T	202	122	125	177	397	1400	3351	3384	2659	2108	1862	1526	1518	1642	1671	1821	1978	2136	1815	1145	820	647	434	326	33266S
15	W	225	134	122	203	380	1402	3325	3483	2532	2139	1846	1644	1510	1506	1597	1508	1616	1742	1501	1042	798	709	444	290	31698N
16	R	167	138	134	180	401	1363	3247	3466	2615	2111	1731	1686	1556	1552	1682	1617	1744	1730	1632	1124	911	672	531	370	32360N
17	F	234	133	148	195	373	1296	3027	3243	2667	2082	1921	1851	1712	1749	1869	1856	1894	1960	1898	1719	1252	1080	906	533	35598N
18	A	370	229	147	157	230	451	848	1030	1545	1896	1986	2025	2125	2165	2033	2056	2090	2166	1919	1471	1172	1084	794	596	30585N
19	S	408	212	141	118	147	333	480	539	816	1372	1581	1658	1722	1773	1887	1870	1751	1856	1725	1327	1034	835	606	357	24548N
20	M	236	140	136	190	402	1474	3302	3525	2593	1980	1719	1548	1550	1514	1560	1527	1554	1592	1358	1019	861	701	432	286	31199N
21	T	192	127	125	205	402	1360	3381	3436	2631	2058	1775	1531	1405	1578	1481	1486	1445	1665	1382	1047	790	650	444	259	30855N
22	W	182	107	127	184	413	1374	3356	3399	2581	2046	1821	1531	1491	1408	1505	1517	1543	1711	1509	1026	816	680	469	306	31102N
23	R	197	99	130	180	408	1404	3289	3468	2590	2028	1788	1583	1534	1500	1639	1649	1663	1791	1484	1195	860	739	508	304	32030N
24	F	224	148	136	196	376	1292	3148	3373	2476	2059	1894	1774	1762	1737	1886	1898	1949	1901	1868	1471	1028	966	786	763	35111S
25	A	336	216	141	161	238	423	780	1069	1541	1845	2045	2098	2144	2064	1992	2023	2042	1894	1821	1283	1080	960	744	574	29514N
26	S	338	226	137	125	160	324	489	586	822	1363	1822	1816	1741	1806	1735	1777	1712	1748	1659	1243	948	758	564	379	24278N
27	M	207	149	121	190	447	1425	3319	3469	2579	1963	1720	1527	1402	1459	1482	1465	1528	1653	1341	958	777	626	477	279	30563N
28	T	172	127	123	187	398	1413	3440	3480	2635	1957	1776	1447	1429	1452	1456	1465	1462	1408	1343	1014	675	562	431	259	30111N
29	W	174	109	132	166	375	1398	3306	3473	2616	2058	1811	1539	1465	1421	1474	1501	1405	1634	1302	885	688	631	449	256	30268N
30	R	177	105	107	192	418	1389	3337	3271	2655	2127	1810	1506	1566	1487	1711	1645	1577	1810	1620	1145	896	773	577	343	32244N
31	F	256	178	151	204	394	1189	2956	3267	2354	2014	1879	1763	1827	1835	1926	1912	1654	1691	1868	1657	1422	1307	900	672	35276N

WEEKDAY AVERAGE = 32456 SATURDAY AVERAGE = 30513 SUNDAY AVERAGE = 24989 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 970825
MONTHLY AVERAGE = 31112

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
08/01, 04, 11, 17, 18 & 25: AMALIE ARENA EVENTS (TIMES VARY)
08/10: PUBLIC SCHOOLS OPEN FOR 2018-19 ACADEMIC YEAR
08/14: TAYLOR SWIFT @ RAYMOND JAMES STADIUM - 7PM
08/24, 30: TAMPA BAY BUCS PRESEASON HOME GAMES (TIMES VARY)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
SEPTEMBER 2018

COUNTY NAME: HILLSBOROUGH STATION: 9955 DIRECTION: N LANE: 0
DESCRIPTION: SR-93/I-275, 3 MI S OF I-75, HILLS CO.
LOCATION: COUNTY 10 SECTION 320 SUBSECTION 000 MILEPOST 13.076 ROUTES: I-275 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	A	568	394	305	331	309	380	660	961	1255	1588	1836	2032	1991	2004	1980	1980	1855	1709	1542	1518	1310	1311	995	714	29528A
2	S	468	345	272	333	198	234	418	630	747	1028	1317	1562	1698	1813	1830	1923	1780	1541	1396	1199	1042	907	661	521	23863N
3	M	409	239	203	202	202	286	537	813	985	1159	1586	1831	2042	1917	1984	1879	1683	1529	1298	1154	994	792	544	357	24625H
4	T																									27722B
5	W	196	182	107	120	211	441	959	1194	1302	1274	1310	1354	1448	1585	1872	2446	2909	3139	2558	1782	1459	1181	688	464	30181N
6	R	297	195	128	152	203	429	902	1300	1345	1224	1246	1342	1399	1541	1938	2416	2784	3173	2762	1900	1427	1169	733	500	30505N
7	F	326	205	138	191	223	445	902	1182	1254	1200	1438	1547	1719	1852	2270	2720	3029	3107	2719	2009	1404	1232	1022	973	33107N
8	A	525	349	283	335	242	346	652	971	1285	1448	1740	1735	1986	1983	2113	2066	2152	1896	1681	1415	1172	1166	879	650	29070N
9	S	499	362	277	302	227	237	352	608	771	1022	1341	1495	1820	1863	1801	1760	1743	1740	1383	1277	1108	824	523	373	23708N
10	M	277	161	117	141	231	419	877	1249	1388	1329	1304	1384	1507	1523	1806	2498	2896	3106	2435	1741	1288	996	645	495	29813N
11	T	258	186	125	137	191	409	924	1168	1244	1256	1276	1334	1405	1580	1940	2525	3016	3162	2699	1771	1418	1121	818	490	30453N
12	W	268	187	131	137	190	426	920	1286	1365	1251	1218	1348	1489	1615	1993	2512	2865	3149	2752	1843	1471	1164	775	505	30860N
13	R	288	195	139	159	178	386	902	1242	1257	1265	1257	1375	1577	1616	2046	2485	3010	2740	2544	2189	1470	1126	783	540	30769N
14	F	366	205	146	168	203	429	933	1208	1349	1250	1366	1556	1679	1863	2215	2482	2992	3192	2799	1931	1548	1260	1094	964	33198N
15	A	535	419	270	236	211	395	693	971	1149	1391	1775	1869	1890	1902	1908	1900	1903	1776	1645	1479	1305	1144	1179	800	28745N
16	S	704	407	302	287	201	223	407	599	806	1096	1383	1558	1944	1923	1819	1929	1959	2425	1652	1348	1081	819	542	543	25957S
17	M	293	198	136	144	228	472	994	1161	1410	1409	1495	1492	1525	972	1805	2347	2529	2957	2589	1861	1317	987	629	472	29422A
18	T	295	201	128	122	206	416	944	1198	1269	1214	1245	1345	1497	1609	1850	2570	2957	3078	2541	1753	1383	1127	933	491	30372N
19	W	284	219	142	138	233	400	915	1170	1294	1233	1285	1302	1475	1530	1929	2487	2867	3182	2886	1913	1516	1237	811	479	30927N
20	R	314	189	147	159	241	420	985	1277	1299	1294	1351	1503	1642	1718	2073	2536	2997	3122	2405	2203	1601	1202	853	504	32035N
21	F	377	204	167	182	269	451	945	1287	1384	1344	1507	1675	1807	1898	2103	2595	3063	3159	2687	2017	1450	1291	1057	1111	34030N
22	A	566	449	294	302	218	336	655	993	1314	1481	1552	1666	1783	1832	1840	1986	1719	1854	1665	1500	1285	1233	1288	1134	28945N
23	S	823	479	303	280	212	259	368	638	777	1110	1432	1724	1976	1966	1981	2007	1911	1810	1497	1332	1096	754	577	405	25717N
24	M	253	159	123	146	218	444	955	1259	1323	1307	1407	1372	1513	1643	1901	2396	2978	3144	2388	1402	1236	999	793	738	30097S
25	T	1059	458	179	143	215	423	956	1227	1259	1197	1249	1397	1469	1617	1941	2480	2896	3103	2718	1854	1394	1113	987	539	31873A
26	W	287	191	132	152	196	437	936	1218	1382	1314	1310	1316	1549	1570	1865	2162	2891	3307	2747	1976	1564	1149	819	577	31047N
27	R	317	224	145	143	187	444	875	1238	1418	1292	1403	1539	1473	1644	1949	2557	2984	3050	2793	1998	1549	1319	812	582	31935N
28	F	330	217	148	165	256	433	935	1282	1379	1337	1453	1607	1758	1936	2304	2645	3050	3136	2537	1910	1623	1252	1031	982	33706N
29	A	625	406	277	263	237	358	568	972	1264	1466	1630	1722	1576	1666	1920	1912	1954	1868	1654	1566	1381	1284	1038	813	28420N
30	S	606	463	325	292	201	235	385	625	772	1065	1374	1638	1846	1915	1818	1789	1830	1756	1570	1504	1150	835	581	422	24997N

WEEKDAY AVERAGE = 30993 SATURDAY AVERAGE = 28942 SUNDAY AVERAGE = 24848 NUMBER OF GOOD DAYS 29 TOTAL MONTHLY COUNT = 857905
MONTHLY AVERAGE = 29822

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
09/01: ELON 6PM; 09/08: GA TECH 12PM; 09/22: E CAROLINA 8PM @ USF
09/01: CHARLESTON SO 7:30PM; 09/08: KENTUCKY 7:30PM; 09/15: COL ST 4PM @ UF
09/03: LABOR DAY
09/07, 14-16, 18, 21-23, 25: AMALIE ARENA EVENTS (TIMES VARY)
09/16: PHILADELPHIA 1PM; 09/24: PITTSBURGH 8:15PM @ TAMPA BAY BUCS

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
SEPTEMBER 2018

COUNTY NAME: HILLSBOROUGH STATION: 9955 DIRECTION: S LANE: 0
DESCRIPTION: SR-93/I-275, 3 MI S OF I-75, HILLS CO.
LOCATION: COUNTY 10 SECTION 320 SUBSECTION 000 MILEPOST 13.076 ROUTES: I-275 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	A	409	275	233	197	240	423	746	1002	1367	1738	2008	2098	2150	2114	2056	1984	1939	1849	1722	1379	1157	1002	795	686	29569N
2	S	525	313	151	135	178	279	439	545	865	1391	1767	1865	1794	1822	1844	1624	1516	1637	1502	1201	1001	786	601	484	24265A
3	M	269	179	159	130	189	327	598	565	823	1043	1412	1588	1729	1724	1722	1835	1719	1641	1691	1539	1166	865	602	386	23901H
4	T																									29988B
5	W	121	101	127	179	390	1428	3270	3433	2566	2123	1820	1550	1424	1450	1500	1551	1524	1589	1387	980	759	650	400	259	30581N
6	R	156	111	124	169	392	1410	3271	3499	2492	2097	1776	1560	1492	1453	1470	1552	1584	1577	1502	1113	803	676	447	317	31043N
7	F	190	114	121	189	388	1329	3196	3314	2433	1949	1841	1663	1702	1642	1701	1808	1762	1908	1884	1501	1106	941	734	515	33931N
8	A	337	232	154	176	208	475	881	1104	1591	1944	2137	2165	1947	1881	1887	1814	1734	1639	1577	1174	982	905	687	564	28195N
9	S	479	467	219	133	199	302	477	579	793	1474	1797	1920	1895	1819	1811	1679	1759	1680	1430	1245	1036	741	571	307	24812A
10	M	208	146	116	204	391	1427	3306	3540	2566	2108	1649	1518	1503	1484	1488	1390	1504	1493	1336	898	671	559	395	257	30157N
11	T	191	122	122	175	385	1441	3355	3517	2497	2110	1774	1482	1515	1475	1562	1536	1617	1671	1437	1033	814	647	444	305	31227N
12	W	219	119	137	220	393	1412	3410	3549	2525	2087	1933	1679	1604	1408	1609	1641	1612	1649	1547	989	820	711	474	342	32089N
13	R	238	146	168	213	420	1404	3262	3475	2548	2170	1882	1591	1590	1451	1670	1667	1638	1624	1552	1042	827	677	493	297	32045N
14	F	198	131	153	196	376	1291	3079	3233	2446	2049	1941	1632	1550	1671	1833	1850	1884	1980	1865	1558	1193	1000	776	500	34385N
15	A	333	214	176	168	206	471	886	1072	1503	1746	1979	2022	2014	2018	1915	1940	1957	1887	1779	1351	1304	1213	893	576	29623N
16	S	439	196	154	141	163	326	484	573	978	1654	2065	2063	1850	1671	1675	1611	1599	1668	1596	1323	970	711	410	255	24575S
17	M	345	120	145	160	449	1394	2169	2574	2920	2183	1848	1601	1549	1440	1421	1493	1484	1603	1288	886	663	608	463	272	29078A
18	T	208	99	134	198	362	1453	3473	3357	2498	2007	1809	1619	1404	1439	1466	1471	1486	1635	1471	1009	740	588	407	271	30604N
19	W	165	110	110	183	361	1425	3364	3470	2531	2017	1753	1517	1452	1412	1479	1535	1554	1774	1415	1004	818	666	422	276	30813N
20	R	155	110	115	193	422	1432	3325	3389	2542	2151	1833	1569	1535	1582	1577	1569	1727	1776	1501	1031	859	683	452	327	31855N
21	F	197	142	136	196	358	1300	3168	3253	2372	2017	1810	1716	1783	1883	1702	1754	1926	2028	2052	1682	1223	1022	799	495	35014N
22	A	353	246	177	160	221	469	833	1075	1464	1878	1942	2110	2107	2050	1925	1981	2109	2171	1848	1546	1170	966	693	529	30023N
23	S	365	228	133	119	178	299	474	583	921	1453	1840	1801	1758	1824	1816	1758	1763	1846	1670	1430	1022	772	556	332	24941N
24	M	234	157	147	203	429	1438	3352	3342	2499	1983	1753	1587	1651	1547	1680	1698	1888	1861	1733	1061	717	566	393	290	32209S
25	T	219	133	130	177	404	1315	3920	3151	3747	3049	1561	1529	1436	1482	1506	1519	1565	1648	1497	927	730	592	373	284	32894A
26	W	162	126	127	175	371	1407	3384	3388	2417	2043	1809	1557	1570	1466	1550	1533	1580	1698	1412	1020	830	648	411	294	30978N
27	R	177	100	144	208	393	1383	3315	2831	2176	2130	1875	1851	1551	1492	1638	1614	1599	1665	1440	1191	839	714	530	307	31163N
28	F	192	113	152	209	392	1240	3315	3093	2299	2043	1958	1696	1677	1637	1884	1894	1910	1967	2000	1502	1165	979	740	575	34632N
29	A	336	233	143	188	200	440	822	1063	1445	1808	1907	2047	2024	1935	1926	1965	1992	2037	1794	1409	1141	1019	728	529	29131N
30	S	365	205	145	141	155	346	508	554	897	1450	1663	1747	1832	1792	1696	1759	1734	1886	1682	1335	1092	802	613	355	24754N

WEEKDAY AVERAGE = 31509 SATURDAY AVERAGE = 29308 SUNDAY AVERAGE = 24669 NUMBER OF GOOD DAYS 29 TOTAL MONTHLY COUNT = 868487
MONTHLY AVERAGE = 30217

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
09/01: ELON 6PM; 09/08: GA TECH 12PM; 09/22: E CAROLINA 8PM @ USF
09/01: CHARLESTON SO 7:30PM; 09/08: KENTUCKY 7:30PM; 09/15: COL ST 4PM @ UF
09/03: LABOR DAY
09/07, 14-16, 18, 21-23, 25: AMALIE ARENA EVENTS (TIMES VARY)
09/16: PHILADELPHIA 1PM; 09/24: PITTSBURGH 8:15PM @ TAMPA BAY BUCS

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
OCTOBER 2018

COUNTY NAME: HILLSBOROUGH STATION: 9955 DIRECTION: N LANE: 0
DESCRIPTION: SR-93/I-275, 3 MI S OF I-75, HILLS CO.
LOCATION: COUNTY 10 SECTION 320 SUBSECTION 000 MILEPOST 13.076 ROUTES: I-275 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	M	292	180	139	139	219	462	958	1276	1386	1368	1265	1377	1473	1661	1833	2458	2916	3174	2585	1713	1315	954	679	432	30254N
2	T	283	176	143	132	214	392	939	1214	1177	1268	1258	1329	1420	1586	1890	2329	2997	3553	3314	2613	1698	1238	751	458	32372N
3	W	295	187	161	139	193	438	908	1216	1276	1212	1266	1363	1494	1670	1948	2425	2979	3277	2694	1946	1538	1129	782	502	31038N
4	R	335	203	139	151	202	429	996	1200	1250	1363	1393	1534	1556	1738	2057	2559	2909	3218	2822	2086	1627	1178	869	530	32344N
5	F	403	260	173	170	220	502	994	1310	1403	1422	1516	1672	1827	2092	2382	2724	3044	3265	2837	2101	1573	1291	1091	831	35103N
6	A	648	440	323	245	244	368	678	1048	1449	1754	1875	1969	1852	1813	1918	1890	1834	1705	1512	1534	1400	1130	1251	779	29659N
7	S	609	597	349	264	239	253	438	702	764	1181	1491	1635	1884	1933	1972	1980	1954	1857	1513	1375	1067	721	602	438	25818N
8	M	284	208	145	164	241	489	1008	1340	1366	1219	1445	1602	1661	1593	1892	2432	2865	2970	2443	1672	1284	984	640	380	30327N
9	T	285	220	137	146	218	435	928	1254	1216	1225	1281	1277	1490	1496	1930	2491	2913	3161	2701	1905	1359	1038	672	476	30254N
10	W	305	198	159	137	171	352	819	1115	1188	1062	1111	1269	1374	1427	1782	2350	2806	2943	2642	1984	1420	1080	713	446	28853N
11	R	309	173	163	133	181	409	892	1323	1309	1282	1302	1335	1550	1719	2043	2489	2888	3171	2640	1930	1563	1238	1558	855	32455S
12	F	464	306	212	189	257	467	1047	1297	1386	1435	1562	1738	1749	1975	2398	2780	2938	3133	2673	2108	1622	1352	1121	976	35185N
13	A	819	504	305	277	253	409	757	1051	1315	1580	1737	1889	1868	1966	1857	2095	1995	1966	1631	1699	1452	1191	1305	937	30858N
14	S	711	547	360	321	199	288	473	686	905	1120	1565	1806	1946	1957	1987	1894	1918	1799	1543	1477	1174	805	577	468	26526N
15	M	395	228	134	167	209	488	1027	1274	1459	1453	1427	1550	1573	1658	1940	2448	2958	3179	2721	1859	1319	975	650	456	31547N
16	T	290	185	145	145	199	405	957	1242	1238	1219	1237	1365	1468	1586	1869	2455	2795	3141	2640	2040	1542	1150	942	635	30890N
17	W	319	203	146	131	222	427	939	1198	1373	1252	1384	1441	1534	1668	2031	2532	2826	3184	2656	2040	1501	1210	789	538	31544N
18	R	336	205	152	157	228	437	990	1266	1339	1431	1436	1582	1590	1765	2004	2572	2923	3077	2738	2103	1708	1200	925	794	32958N
19	F	446	298	199	178	232	510	884	1200	1199	1154	1476	1650	1412	2276	2375	2430	3171	3040	2422	2124	1621	1317	1172	939	33725N
20	A	680	486	292	282	280	402	742	1139	1411	1624	1751	1782	1941	1908	1923	1941	1968	1802	1665	1661	1394	1301	1332	1172	30879N
21	S	717	536	403	332	240	303	427	670	865	1196	1522	1657	1997	1980	1962	1940	2049	2334	1999	1585	1185	839	716	446	27900S
22	M	329	226	141	154	253	513	997	1334	1311	1456	1463	1493	1531	1611	1873	2446	2865	3093	2552	1746	1263	953	631	435	30669N
23	T	297	173	136	135	211	441	958	1205	1285	1280	1248	1406	1469	1592	1963	2517	2993	3264	2624	2048	1366	1076	671	438	30796N
24	W	315	208	150	122	234	427	913	1273	1293	1254	1319	1347	1521	1659	1970	2604	2700	3131	2785	2020	1589	1213	828	530	31405N
25	R	322	204	133	162	241	469	1054	1287	1439	1254	1415	1519	1724	1818	2045	2555	3004	3312	2662	2221	1655	1224	850	603	33172N
26	F	422	309	191	180	289	498	1029	1286	1387	1346	1581	1802	1982	2116	2259	2880	3087	3274	2766	2032	1562	1362	1269	860	35769N
27	A	642	465	292	312	252	380	722	1014	1188	1441	1526	1757	1847	1892	1784	2071	1962	1806	1651	1694	1454	1131	1016	873	29172N
28	S	742	580	421	368	250	274	432	680	913	1081	1512	1624	1891	1909	1996	1831	1865	1712	1612	1496	1158	798	584	445	26174N
29	M	330	255	147	154	233	508	1037	1309	1494	1386	1270	1414	1507	1610	1824	2331	2940	3177	2634	1812	1353	993	686	459	30863N
30	T	291	187	141	118	221	414	937	1219	1214	1179	1200	1392	1465	1591	1926	2496	2836	3120	2760	2044	1454	1227	928	588	30948N
31	W	381	189	163	133	185	382	895	1192	1234	1212	1256	1355	1491	1679	2034	2696	2986	3304	2803	1586	1138	1096	675	503	30568N

WEEKDAY AVERAGE = 32029 SATURDAY AVERAGE = 30142 SUNDAY AVERAGE = 26605 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 960025
MONTHLY AVERAGE = 30984

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
10/06: LSU @ FL GATORS 3:30PM
10/06, 11, 13, 16, 18, 30: TAMAP BAY LIGHTNING HOME GAMES (TIMES VARY)
10/11: USMNT VS. COLOMBIA - INT'L FRIENDLY SOCCER MATCH - 7:30PM
10/20: CONNECTICUT @ USF 7PM
10/21: CLV BROWNS @ TAMPA BAY 1PM
10/31: HALLOWEEN

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
OCTOBER 2018

COUNTY NAME: HILLSBOROUGH STATION: 9955 DIRECTION: S LANE: 0
DESCRIPTION: SR-93/I-275, 3 MI S OF I-75, HILLS CO.
LOCATION: COUNTY 10 SECTION 320 SUBSECTION 000 MILEPOST 13.076 ROUTES: I-275 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	M	252	152	134	195	413	1466	3372	3490	2457	2065	1810	1582	1624	1434	1510	1460	1487	1538	1396	1005	758	608	443	278	30929N
2	T	162	126	126	197	382	1464	3441	3392	2548	2061	1724	1508	1563	1356	1429	1532	1718	2216	1786	1244	703	598	403	267	31946A
3	W	160	120	137	177	428	1447	3521	3398	2518	2076	1753	1582	1489	1435	1538	1516	1564	1558	1466	1028	853	666	422	292	31144N
4	R	172	109	141	195	406	1476	3387	3674	2717	2113	1763	1655	1524	1591	1625	1648	1597	1745	1412	1159	895	780	586	400	32770N
5	F	222	149	171	189	423	1334	3150	3425	2388	2047	1892	1704	1709	1726	1949	1910	1826	1821	2022	1749	1268	1061	822	538	35495N
6	A	410	256	151	174	198	458	799	1142	1501	1788	1902	2033	2019	1931	2017	1990	2030	2120	1835	1346	1208	1256	1201	815	30580S
7	S	424	352	183	162	182	297	508	568	898	1450	1794	1922	1931	1991	2066	1867	1774	1837	1565	1609	1220	809	608	436	26453N
8	M	244	138	148	193	387	1345	3111	3406	2451	1991	1831	1619	1646	1546	1682	1602	1645	1692	1452	1073	827	704	516	380	31629N
9	T	202	163	145	225	446	1502	3438	3341	2518	2013	1745	1556	1496	1517	1518	1604	1623	1717	1394	1049	796	600	411	334	31353N
10	W	198	146	119	198	407	1432	3257	3287	2324	2006	1633	1518	1351	1356	1339	1347	1310	1398	1191	804	642	527	378	244	28412N
11	R	155	99	107	165	395	1427	3242	3399	2457	2074	1773	1587	1436	1495	1504	1656	1829	2045	1916	1134	840	724	531	376	32366N
12	F	224	165	148	213	402	1323	3163	3235	2482	2018	1973	1762	1774	1779	1899	1612	1770	2172	2083	1940	1277	1019	795	547	35775N
13	A	393	267	159	178	245	526	869	1056	1565	1700	1946	2065	2207	2077	2100	1947	2213	2175	1939	1488	1219	1062	797	529	30722N
14	S	385	305	190	162	188	382	530	573	831	1401	1717	1829	1811	1844	1821	1799	1806	1818	1689	1419	1212	749	600	462	25523N
15	M	280	206	157	200	427	1491	3275	3221	2434	2099	1852	1777	1748	1634	1676	1735	1651	1630	1424	1102	851	660	458	373	32361N
16	T	221	138	154	195	374	1472	3418	3399	2519	2154	1773	1602	1564	1453	1465	1448	1478	1753	1538	1054	795	628	422	360	31377N
17	W	215	123	138	193	382	1435	3348	3305	2604	2211	1875	1623	1560	1450	1639	1646	1648	1703	1438	1124	834	739	497	353	32083N
18	R	177	150	127	217	391	1445	3274	3315	2426	2182	1996	1686	1591	1579	1691	1774	1795	2258	2032	1283	901	791	575	355	34011N
19	F	242	152	142	201	382	1320	3011	3198	2325	2089	1821	1749	1694	1915	2028	1818	1523	1542	2132	2266	1396	1001	819	608	35374A
20	A	424	287	170	168	211	470	794	1149	1608	1802	1949	2053	2136	2069	2090	2060	2156	2239	2078	1477	1300	1024	865	652	31231N
21	S	453	311	195	176	215	389	583	548	972	1583	1981	2276	2018	1906	1884	1914	1887	1926	1803	1653	1252	797	604	432	27758N
22	M	241	166	128	180	432	1501	3187	3398	2590	2072	1860	1619	1537	1517	1679	1518	1639	1596	1387	1065	727	589	445	297	31370N
23	T	207	109	140	203	385	1464	3314	3445	2523	2111	1744	1551	1532	1392	1596	1541	1631	1693	1456	1061	742	644	473	350	31307N
24	W	174	103	121	197	384	1472	3384	3359	2542	2091	1850	1600	1622	1487	1557	1704	1665	1696	1545	1101	761	715	463	343	31936N
25	R	177	110	129	206	404	1420	3366	3404	2526	2079	1927	1652	1625	1599	1702	1816	1710	1831	1638	1191	903	752	620	393	33180N
26	F	219	161	136	202	396	1349	3045	3082	2429	1977	1990	1841	1712	1729	1856	2005	1823	1920	2079	1594	1284	1044	800	585	35258N
27	A	359	269	185	202	235	416	801	1002	1378	1809	1849	1929	1927	1994	1976	2045	1949	2087	1878	1627	1325	1105	941	679	29967N
28	S	491	342	201	199	206	329	504	573	882	1367	1701	1722	1900	1950	1943	1955	1982	2033	1915	1652	1255	855	634	463	27054N
29	M	296	188	154	213	440	1497	3363	3372	2542	2081	1826	1619	1693	1699	1650	1658	1632	1751	1396	1122	792	640	482	342	32448N
30	T	199	140	135	209	380	1470	3316	3426	2511	2090	1811	1630	1536	1462	1543	1546	1636	1761	1543	1108	798	632	439	369	31690N
31	W	176	130	137	185	379	1438	3349	3393	2503	2034	1734	1560	1455	1607	1510	1526	1595	1646	1313	900	926	938	643	389	31466A

WEEKDAY AVERAGE = 32570 SATURDAY AVERAGE = 30625 SUNDAY AVERAGE = 26697 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 974968
MONTHLY AVERAGE = 31453

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
10/06: LSU @ FL GATORS 3:30PM
10/06, 11, 13, 16, 18, 30: TAMAP BAY LIGHTNING HOME GAMES (TIMES VARY)
10/11: USMNT VS. COLOMBIA - INT'L FRIENDLY SOCCER MATCH - 7:30PM
10/20: CONNECTICUT @ USF 7PM
10/21: CLV BROWNS @ TAMPA BAY 1PM
10/31: HALLOWEEN

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
NOVEMBER 2018

COUNTY NAME: HILLSBOROUGH STATION: 9955 DIRECTION: N LANE: 0
DESCRIPTION: SR-93/I-275, 3 MI S OF I-75, HILLS CO.
LOCATION: COUNTY 10 SECTION 320 SUBSECTION 000 MILEPOST 13.076 ROUTES: I-275 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	R	311	242	175	243	234	448	918	1259	1316	1341	1370	1418	1603	1669	2062	2339	2775	3223	2769	2121	1535	1207	1038	665	32281A
2	F	407	221	161	174	265	460	940	1275	1376	1347	1550	1615	1865	1965	2358	2431	2883	2939	2704	2086	1385	1164	989	726	33286N
3	A	471	323	245	281	249	332	707	1048	1410	1601	1851	1946	1903	1889	1875	1943	1965	1941	1848	1928	1435	1122	987	1075	30375S
4	S																									25674B
5	M	264	157	116	143	229	476	1044	1269	1270	1400	1364	1454	1541	1684	1952	2462	3045	3114	2618	1790	1309	941	652	438	30732N
6	T	262	175	115	150	217	410	1025	1244	1240	1285	1291	1339	1567	1647	2049	2587	2993	3120	2632	1828	1360	1047	829	596	31008N
7	W	317	178	143	137	199	388	961	1262	1281	1285	1256	1390	1531	1723	1986	2558	2818	3108	2685	1932	1578	1182	811	1398	32107S
8	R	864	298	155	128	218	503	1021	1271	1408	1457	1418	1591	1633	1863	2061	2625	2999	3254	2602	2095	1546	1224	1110	675	34019A
9	F	410	231	164	168	285	486	1054	1367	1411	1466	1665	1698	1994	2028	2513	2580	2904	3363	2886	2209	1525	1245	985	811	35448N
10	A	512	360	255	253	266	352	750	1359	1674	1699	1893	1705	2051	2036	2053	2009	2028	1704	1767	1559	1092	1076	1235	859	30547N
11	S	571	358	266	297	181	260	385	755	915	1212	1529	1620	1850	1963	1937	1865	2192	2048	1752	1331	1077	840	628	479	26311H
12	M	290	184	140	168	260	537	1052	1364	1417	1463	1593	1738	1706	1865	1981	2427	2771	3002	2339	1663	1189	936	598	454	31137N
13	T	334	174	132	139	193	470	999	1347	1286	1354	1373	1475	1564	1584	1954	2518	2966	3193	2722	1978	1375	1095	723	473	31421N
14	W																									30246B
15	R	347	213	145	166	225	446	993	1318	1329	1418	1463	1589	1697	1866	2112	2530	3072	3042	2779	1906	1591	1137	860	567	32811N
16	F	387	269	210	214	309	521	1119	1390	1486	1427	1644	1783	1968	2168	2419	2974	3142	3428	2857	2337	1567	1282	1134	816	36851N
17	A	615	386	302	283	339	510	917	1353	1791	1855	1808	1844	1961	2062	2167	2174	2139	1953	1786	1614	1257	1156	1112	796	32180N
18	S	627	419	256	268	254	332	521	906	1046	1294	1605	1812	1957	1992	1941	1934	1872	1756	1593	1324	1030	836	625	438	26638N
19	M	294	204	120	157	268	578	1015	1346	1324	1512	1644	1692	1730	1852	2056	2575	2942	3094	2250	1834	1471	971	745	512	32186N
20	T	369	251	129	154	286	565	1069	1352	1374	1399	1614	1658	1916	2014	2331	2617	3021	3191	2748	2055	1556	1206	838	618	34331A
21	W	362	263	179	205	343	642	1095	1333	1379	1501	1820	2052	2352	2465	2663	3053	3110	2991	2386	1950	1379	1138	1178	766	36605A
22	R	545	343	270	242	233	335	588	825	1069	1349	1729	1953	2047	1725	1518	1568	1430	1610	1652	1502	1307	1068	804	459	26171H
23	F	287	206	160	171	223	411	658	1042	1234	1462	1890	1910	2059	1979	1955	2048	2005	1886	1806	1751	1869	1234	1193	671	30110A
24	A	455	356	269	285	346	438	780	1083	1341	1694	1956	1952	1857	1793	1972	1923	1974	1918	1732	1565	1187	1086	886	700	29548N
25	S	470	385	294	331	352	490	646	894	1161	1554	1917	1912	1955	2039	1920	1942	2187	2054	1645	1370	1100	802	781	453	28654A
26	M	265	198	160	185	292	561	1092	1399	1502	1479	1533	1524	1600	1685	2004	2546	2840	3145	2659	1787	1214	860	593	398	31521N
27	T	299	216	135	141	202	432	969	1298	1312	1236	1356	1389	1506	1566	1887	2485	2988	3212	2711	2075	1373	1100	974	532	31394N
28	W	331	190	139	126	191	407	921	1256	1278	1241	1341	1353	1441	1653	1929	2455	2978	3168	2780	2013	1396	1107	747	485	30926N
29	R	284	196	121	145	222	419	950	1308	1333	1235	1329	1448	1605	1688	2088	2543	2973	3185	2576	2029	1404	1131	977	748	31937N
30	F	370	220	157	168	250	429	884	1321	1411	1361	1459	1565	1763	1942	2227	2777	3019	3072	2530	2056	1509	1293	1099	886	33768N

WEEKDAY AVERAGE = 32397 SATURDAY AVERAGE = 30663 SUNDAY AVERAGE = 27201 NUMBER OF GOOD DAYS 28 TOTAL MONTHLY COUNT = 884303
MONTHLY AVERAGE = 31407

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
11/01, 6, 8, 10, 21, 23, 27, 29: TB LIGHTNING GAMES @ AMALIE ARENA (TIMES VARY)
11/03: TULANE (3:30PM); 11/23: UCF (4PM) @ USF
11/03: MISSOURI (4PM); 11/10: SO CAROLINA (12PM); 11/17: IDAHO @ UF (12PM)
11/04: DAYLIGHT SAVING TIME ENDS; 11/06: 2018 MID-TERM ELECTION DAY
11/07: ED SHEERAN @ RAYMOND JAMES STADIUM (7PM)
11/11: WASHINGTON REDSKINS @ TAMPA BAY BUCS (1PM)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
NOVEMBER 2018

COUNTY NAME: HILLSBOROUGH STATION: 9955 DIRECTION: S LANE: 0
DESCRIPTION: SR-93/I-275, 3 MI S OF I-75, HILLS CO.
LOCATION: COUNTY 10 SECTION 320 SUBSECTION 000 MILEPOST 13.076 ROUTES: I-275 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	R	208	141	133	192	408	1459	3266	3329	2569	2180	1936	1664	1651	1650	1632	1716	1730	1919	1822	1205	879	755	533	390	33367N
2	F	207	154	164	229	395	1395	3068	3131	2497	2123	1911	1681	1681	1717	1848	1718	1720	1575	1913	1462	1150	944	764	529	33976N
3	A	349	206	159	150	249	498	927	1128	1543	1829	1997	2175	2136	2295	2243	2091	2052	2115	1902	1531	1289	1300	969	649	31782N
4	S																									26045B
5	M	216	156	140	201	417	1523	3526	3504	2520	2093	1840	1663	1588	1497	1636	1541	1597	1645	1419	924	681	579	389	302	31597N
6	T	169	136	123	208	440	1531	3426	3514	2454	2118	1866	1603	1533	1452	1516	1612	1626	1684	1636	944	614	628	387	282	31502N
7	W	163	113	124	198	436	1534	3445	3580	2431	2134	1931	1621	1665	1675	1785	1836	2079	2294	1963	1055	756	596	469	273	34156S
8	R	183	123	138	206	428	1478	3408	3499	2611	2222	1965	1649	1590	1654	1675	1685	1802	1965	1820	1073	868	725	533	319	33619N
9	F	198	163	152	213	397	1405	3057	3558	2620	2091	1964	1873	1802	1746	1894	1961	1865	1999	1995	1541	1236	1106	804	502	36142N
10	A	327	206	169	163	248	496	945	1252	1646	1807	1956	2077	2024	2097	2089	2150	2176	2414	2077	1583	1289	1086	763	558	31598N
11	S	317	223	145	139	172	313	578	644	1041	1706	2057	2270	2076	2083	2025	2020	1941	1878	1749	1469	1056	760	591	379	27632H
12	M	211	157	133	195	406	1219	2648	2699	2387	2116	1920	1780	1873	1674	1736	1722	1681	1699	1610	1105	858	625	445	312	31211N
13	T	212	124	120	206	456	1503	3444	2604	2518	2134	1825	1652	1541	1496	1570	1586	1574	1737	1465	942	724	596	400	269	30698N
14	W																									29995B
15	R	165	127	126	208	427	1443	3452	3492	2674	2151	1877	1679	1634	1599	1749	1767	1766	1774	1577	1144	866	733	492	341	33263N
16	F	201	151	148	226	428	1382	3248	3272	2448	2110	2056	1859	1823	1846	1931	1974	2016	2093	2112	1745	1335	1101	788	553	36846N
17	A	331	266	182	203	250	520	988	1253	1640	2066	2124	2208	2198	2131	2124	2200	2368	2315	2138	1682	1298	1208	761	539	32993N
18	S	291	229	165	181	214	357	552	578	941	1518	1858	1966	2056	1879	1936	2035	2006	1930	1793	1499	1236	878	635	385	27118N
19	M	238	152	150	207	415	1470	3022	3078	2618	2167	1986	1903	1853	1810	1857	1751	1851	1799	1650	1178	824	739	532	365	33615N
20	T	220	141	160	206	372	1436	2839	3097	2487	2177	2070	1870	1942	1876	1785	1864	1889	1951	1805	1329	1118	969	783	492	34878A
21	W	301	222	207	232	411	1259	2610	2796	2400	2033	2121	1934	2030	1822	1930	2165	2167	2094	1926	1510	1363	1273	882	602	36290A
22	R	404	294	195	202	251	367	482	449	692	987	1406	1704	1871	1705	1500	1403	1443	1595	1794	1797	1697	1408	1112	874	25632H
23	F	687	385	221	190	248	580	1046	1180	1324	1494	1868	2066	2322	2281	2318	2154	2131	2028	1993	1498	1277	1135	988	586	32000A
24	A	328	213	170	196	249	422	605	881	1085	1454	1752	1990	2007	2022	2063	2132	2249	2203	2070	1868	1447	1229	1040	646	30321A
25	S	426	287	212	244	241	367	525	604	869	1577	2022	2211	2117	2003	2009	2006	2099	2200	2045	1615	1320	1176	801	554	29530A
26	M	336	199	170	228	467	1525	3322	3540	2486	1997	1826	1616	1657	1644	1716	1782	1808	1746	1321	1064	795	607	444	328	32624N
27	T	177	124	152	193	427	1519	3329	3591	2604	2119	1786	1523	1508	1475	1542	1622	1809	1831	1661	1027	767	571	436	260	32053N
28	W	182	112	128	176	396	1444	3413	3859	2665	2001	1825	1555	1550	1437	1548	1557	1682	1727	1529	932	770	609	455	267	31819N
29	R	143	126	118	181	412	1449	3246	3588	2452	2185	1838	1700	1643	1546	1721	1733	1706	1830	1666	1027	811	675	468	310	32574N
30	F	182	140	129	186	355	1339	3148	3417	2413	2112	1928	1754	1709	1746	1821	1912	1895	2083	1881	1437	1134	1036	744	492	34993N

WEEKDAY AVERAGE = 33023 SATURDAY AVERAGE = 31674 SUNDAY AVERAGE = 28093 NUMBER OF GOOD DAYS 28 TOTAL MONTHLY COUNT = 903829
MONTHLY AVERAGE = 32126

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
11/01, 6, 8, 10, 21, 23, 27, 29: TB LIGHTNING GAMES @ AMALIE ARENA (TIMES VARY)
11/03: TULANE (3:30PM); 11/23: UCF (4PM) @ USF
11/03: MISSOURI (4PM); 11/10: SO CAROLINA (12PM); 11/17: IDAHO @ UF (12PM)
11/04: DAYLIGHT SAVING TIME ENDS; 11/06: 2018 MID-TERM ELECTION DAY
11/07: ED SHEERAN @ RAYMOND JAMES STADIUM (7PM)
11/11: WASHINGTON REDSKINS @ TAMPA BAY BUCS (1PM)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
DECEMBER 2018

COUNTY NAME: HILLSBOROUGH STATION: 9955 DIRECTION: N LANE: 0
DESCRIPTION: SR-93/I-275, 3 MI S OF I-75, HILLS CO.
LOCATION: COUNTY 10 SECTION 320 SUBSECTION 000 MILEPOST 13.076 ROUTES: I-275 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	A	596	382	288	275	244	375	655	916	1197	1420	1481	1691	1875	1892	2020	2164	1897	1999	1692	1540	1290	1191	1115	947	29142N
2	S	608	425	357	302	219	246	401	649	847	1092	1344	1452	1754	1887	1913	1822	2132	2165	1716	1366	1009	860	620	380	25566S
3	M	318	163	122	151	249	502	966	1313	1280	1330	1400	1436	1579	1670	1889	2453	2959	2882	2402	1973	1227	975	641	428	30308N
4	T	279	179	116	133	192	409	869	1224	1250	1202	1253	1387	1470	1612	1931	2507	2878	3274	2818	1931	1466	1142	784	473	30779N
5	W	300	174	136	138	226	420	886	1215	1285	1259	1253	1408	1478	1669	1999	2348	2797	3005	2651	1994	1468	1198	820	493	30620N
6	R	351	184	127	149	219	437	935	1207	1334	1263	1279	1399	1486	1742	2072	2562	2847	3111	2625	2093	1585	1266	1240	716	32229N
7	F	377	212	155	165	210	465	908	1241	1362	1365	1452	1624	1917	1986	2308	2813	3107	3182	2550	2054	1567	1361	1337	930	34648N
8	A	617	349	299	271	273	320	568	1038	1222	1510	1734	1774	1825	1985	1966	2014	2059	1857	1792	1670	1369	1436	1574	1118	30640A
9	S	587	428	315	286	200	241	361	549	749	835	1096	1402	1644	1766	1781	1751	2138	2098	1554	1295	1038	838	658	474	24084S
10	M	279	145	127	166	243	473	1038	1295	1318	1337	1476	1552	1579	1693	1916	2574	3028	3028	2700	1801	1265	985	985	527	31530A
11	T	308	171	127	132	213	411	924	1259	1241	1254	1358	1408	1526	1654	1932	2384	2798	2943	2774	2107	1323	1142	681	436	30506N
12	W	314	175	155	146	204	399	934	1174	1334	1231	1288	1413	1541	1719	2071	2651	3105	3149	2733	2114	1501	1249	790	497	31887N
13	R	346	198	144	136	203	407	988	1190	1327	1348	1417	1543	1656	1778	2143	2560	3001	3241	2734	1986	1642	1219	942	764	32913N
14	F	459	227	166	178	242	465	945	1249	1290	1260	1457	1550	1905	1953	2452	2772	2975	2788	2453	1698	1320	1128	1245	1037	33214N
15	A	574	380	271	230	265	350	568	924	1196	1442	1658	1785	1687	1969	1991	2045	1982	1949	1747	1604	1330	1266	1261	1313	29787A
16	S	666	446	283	289	238	272	392	693	821	1173	1582	1756	1984	1963	1875	1936	1841	1812	1812	1455	1164	969	947	559	26928A
17	M	364	205	129	189	261	529	968	1243	1362	1341	1454	1583	1651	1780	1883	2601	2983	3179	2696	1941	1301	1007	718	493	31861N
18	T	311	185	127	146	219	428	937	1219	1362	1217	1339	1484	1560	1755	2133	2659	2954	3013	2622	1928	1533	1099	783	570	31583N
19	W	339	191	136	167	261	476	988	1318	1385	1340	1438	1611	1628	1923	2186	2557	2801	2932	2695	2126	1548	1167	942	526	32681N
20	R	365	234	145	152	225	407	733	1001	1245	1211	1253	1390	1556	1662	1907	2450	2802	2822	2419	1699	1313	1051	982	742	29766N
21	F	519	294	221	197	302	549	1003	1218	1334	1433	1669	1790	2071	2157	2586	2845	2850	2869	2453	1914	1922	1463	1264	879	35802N
22	A	604	428	327	336	430	581	877	1197	1506	1753	2056	2302	2152	2167	2144	1931	2030	2018	1963	1763	1487	1403	1180	933	33568A
23	S	585	396	323	304	266	327	530	677	968	1395	1687	1869	2027	2073	1987	2043	2035	1835	1723	1531	1251	1010	830	576	28248A
24	M	421	228	197	152	172	309	492	756	975	1204	1445	1743	2011	2029	2113	2215	1991	1770	1683	1402	1227	1142	973	764	27414A
25	T	485	297	183	123	113	166	298	452	641	910	1240	1441	1576	1649	1584	1480	1463	1464	1481	1353	1162	815	679	434	21489H
26	W	262	163	137	170	337	578	1003	1225	1356	1516	1845	1969	1890	1918	2128	1958	2977	2861	2201	1642	1243	1128	868	524	31899N
27	R	330	232	166	170	281	533	907	1348	1393	1577	1893	1772	1965	1909	2217	2505	2902	2999	2312	1888	1374	1191	961	764	33589N
28	F	449	281	206	218	287	526	954	1286	1436	1538	1795	1975	2099	2190	2413	2650	3059	2976	2315	1861	1469	1303	1083	748	35117N
29	A	549	430	281	349	331	489	719	1133	1390	1756	1880	2079	2040	2032	2070	1991	2074	1814	1832	1639	1396	1106	1189	769	31338A
30	S	558	441	330	349	323	385	558	843	1014	1317	1743	1731	2036	1895	1960	1964	2112	2178	1730	1577	1298	1103	878	693	29016A
31	M	390	255	172	204	242	391	736	999	1094	1366	1532	1603	1943	2007	2031	2334	2315	1948	1655	1384	1075	837	702	513	27728A

WEEKDAY AVERAGE = 31390 SATURDAY AVERAGE = 30895 SUNDAY AVERAGE = 26768 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 945880
MONTHLY AVERAGE = 30659

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
12/02: CAROLINA; 12/09: NO SAINTS; 12/30: ATLANTA @ TB BUCS (1PM)
12/06-16: COLLEGES & UNIVERSITIES - 2018 FALL SEMESTER ENDS
12/20: GASPARILLA BOWL - RAYMOND JAMES STADIUM (8PM)
12/24-01/07: PUBLIC SCHOOLS CLOSED FOR WINTER BREAK
12/25: CHRISTMAS DAY

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
DECEMBER 2018

COUNTY NAME: HILLSBOROUGH STATION: 9955 DIRECTION: S LANE: 0
DESCRIPTION: SR-93/I-275, 3 MI S OF I-75, HILLS CO.
LOCATION: COUNTY 10 SECTION 320 SUBSECTION 000 MILEPOST 13.076 ROUTES: I-275 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	A	286	211	166	159	227	481	883	1161	1572	1817	1892	1979	2009	1972	2070	2046	2009	2047	1915	1535	1377	1028	784	508	30134N
2	S	321	197	156	127	169	313	526	703	1048	1627	2033	2091	1930	1702	1814	1805	1685	1713	1618	1161	963	723	474	310	25209N
3	M	190	149	148	194	423	1476	3385	3573	2485	2034	1740	1606	1642	1478	1587	1551	1524	1529	1299	834	666	557	399	280	30749N
4	T	185	121	125	190	413	1443	3404	3596	2568	2176	1813	1543	1550	1377	1541	1628	1541	1662	1372	970	686	617	419	244	31184N
5	W	183	116	135	168	369	1348	3213	3463	2588	2136	1879	1656	1540	1515	1586	1645	1605	1776	1596	1010	728	665	465	272	31657N
6	R	166	114	142	199	407	1430	3231	3555	2558	2042	1886	1691	1635	1488	1652	1740	1751	1902	1745	1136	808	753	500	358	32889N
7	F	193	141	137	197	431	1354	3007	3341	2393	2139	1916	1869	1724	1844	1914	1953	2101	2180	2111	1582	1256	965	821	526	36095N
8	A	315	219	153	167	245	547	981	1230	1572	1831	2066	2137	2095	1935	2201	2267	2276	2404	2053	1462	1167	1043	929	562	31857N
9	S	353	226	145	152	159	331	506	562	897	1088	1352	1780	1747	1741	1641	1655	1673	1688	1545	1145	974	799	491	329	22979N
10	M	190	157	128	204	413	1473	3253	3604	2513	2113	1750	1649	1640	1517	1553	1602	1665	1709	1601	956	732	551	402	293	31668N
11	T	178	124	141	192	406	1441	3268	3509	2350	2062	1951	1570	1483	1454	1614	1574	1536	1638	1480	998	733	679	446	290	31117N
12	W	165	130	127	193	418	1433	3271	3433	2537	2104	1915	1721	1609	1638	1658	1655	1684	1835	1581	1004	904	674	516	298	32503N
13	R	174	148	127	181	424	1453	3213	3294	2494	2293	1771	1600	1654	1540	1730	1756	1787	1947	1766	1282	1080	876	556	336	33482N
14	F	232	144	147	206	393	1341	2983	3269	2423	1997	1873	1634	1592	1669	1699	1746	1789	1906	1863	1473	1050	843	749	486	33507N
15	A	300	203	167	166	226	463	751	985	1426	1620	1803	1961	2047	2054	2195	2167	2194	2349	2268	1652	1276	1064	956	700	30993N
16	S	439	241	229	172	206	360	567	533	918	1440	1824	1886	1943	2237	2040	2024	1949	2075	2084	1467	1118	863	611	360	27586N
17	M	223	144	130	211	423	1471	3212	3457	2489	2135	1951	1818	1752	1608	1762	1699	1721	1674	1476	1059	780	688	510	287	32680N
18	T	192	136	136	186	383	1392	3253	3513	2517	2109	1944	1774	1632	1648	1724	1639	1668	1669	1521	1096	850	725	486	288	32481N
19	W	181	118	140	181	410	1445	3252	3463	2519	2240	1987	1893	1978	1804	1701	1752	1640	1760	1541	1074	930	741	602	374	33726N
20	R	217	154	156	222	433	1296	2637	2824	2266	1824	1637	1552	1444	1508	1601	1534	1555	1695	1571	1150	922	771	620	414	30003N
21	F	296	184	154	207	416	1194	2704	3030	2311	2042	2001	2001	1873	1860	1908	1872	1814	2129	2163	1745	1485	1226	944	754	36313N
22	A	492	337	252	221	304	485	768	982	1501	1770	1845	2461	2211	2248	2375	2254	2196	2350	2260	1918	1666	1610	1360	823	34689A
23	S	546	325	245	260	286	354	535	639	912	1493	1926	2123	2263	2187	2157	2207	2350	2112	2102	1616	1416	1118	746	540	30458A
24	M	366	232	140	180	234	562	1034	1329	1395	1389	1660	1773	1774	1893	1825	1646	1825	1763	1634	1195	1048	991	891	610	27389A
25	T	417	286	174	131	131	226	279	264	432	718	973	1384	1540	1581	1537	1521	1642	1747	1876	1778	1534	1243	830	557	22801H
26	W	297	173	144	214	403	1061	2065	2185	2031	1854	1884	2231	2243	2140	2140	2112	2070	2106	1898	1554	1329	1136	713	515	34498A
27	R	356	267	248	309	435	1127	2268	2391	2376	2158	2220	2278	2064	2194	2073	2180	2366	2150	2012	1588	1304	987	721	504	36576A
28	F	331	239	198	273	402	1062	2149	2308	2276	1999	1995	2060	1816	1969	1823	1803	1937	1957	1874	1810	1561	1264	891	695	34692N
29	A	453	312	236	234	329	470	722	887	1321	1623	2034	2434	2257	2105	2268	2303	2275	2375	2269	1920	1555	1105	825	615	32927A
30	S	446	289	197	200	218	342	516	565	915	1506	2048	2353	2248	2012	1967	1966	2156	1952	1998	1731	1253	938	676	496	28988A
31	M	302	222	137	199	308	845	1623	1866	1773	1747	1841	1867	1906	1884	1991	1955	1784	1750	1686	1439	1299	1106	840	422	30792A

WEEKDAY AVERAGE = 32308 SATURDAY AVERAGE = 32120 SUNDAY AVERAGE = 27044 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 972622
MONTHLY AVERAGE = 31529

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
12/02: CAROLINA; 12/09: NO SAINTS; 12/30: ATLANTA @ TB BUCS (1PM)
12/06-16: COLLEGES & UNIVERSITIES - 2018 FALL SEMESTER ENDS
12/20: GASPARILLA BOWL - RAYMOND JAMES STADIUM (8PM)
12/24-01/07: PUBLIC SCHOOLS CLOSED FOR WINTER BREAK
12/25: CHRISTMAS DAY

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JANUARY 2018

COUNTY NAME: PASCO STATION: 0190 DIRECTION: N LANE: 0
DESCRIPTION: SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO.
LOCATION: COUNTY 14 SECTION 140 SUBSECTION 000 MILEPOST 2.640 ROUTES: I-75 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	M	729	1044	665	544	551	702	1084	1635	1952	2658	3150	3580	3500	3127	3054	2934	3523	2493	1982	1691	1299	964	769	507	44137H
2	T	385	245	280	378	680	1300	2172	2869	3276	3463	3932	3667	3381	3190	3479	3828	4244	4383	3131	2185	1656	1257	964	640	54985A
3	W	448	353	281	316	456	774	1426	1987	2220	2315	2458	2660	2706	2760	2815	3343	4127	4167	3071	2216	1656	1187	889	650	45281N
4	R	455	297	255	287	451	777	1624	2169	2388	2530	2680	2826	2804	2778	3176	3599	4420	4457	3422	2311	1765	1282	982	674	48409N
5	F	456	319	267	313	465	887	1715	2186	2495	2705	2556	3217	3309	3318	3671	4054	4691	4634	3493	2658	2020	1630	1178	867	53104N
6	A	625	406	336	348	518	764	1266	1905	2364	2768	3141	3258	3329	3334	3258	3240	3076	3149	2519	2083	1713	1557	1099	855	46911N
7	S	615	436	305	320	331	530	843	1314	1645	2064	2552	2872	2989	3006	3039	3034	3020	2651	2388	1955	1462	1044	777	551	39743N
8	M	412	250	225	301	449	858	1717	2044	2198	2498	2487	2473	2575	2653	2888	3590	4268	4394	3244	2120	1626	1098	830	542	45740N
9	T	393	297	253	271	361	717	1537	2009	2160	2199	2402	2399	2289	2473	2721	3508	4270	4221	3214	2235	1631	1284	960	694	44498N
10	W	385	294	223	259	404	755	1429	2065	2266	2338	2377	2414	2462	2502	2886	3563	4504	4334	3337	2298	1715	1357	861	584	45612N
11	R	390	292	237	266	429	768	1617	2040	2382	2378	2504	2610	2562	2711	3005	3487	4531	4289	3524	2517	1974	1437	1161	728	47839N
12	F	431	347	297	317	457	833	1672	2138	2351	2602	2737	2960	3047	3256	3585	4120	4567	4591	3500	2741	1895	1588	1247	921	52200N
13	A	655	448	396	358	408	688	1217	1724	2264	2390	2895	2990	2972	3063	3133	3051	2887	2667	2260	1811	1601	1465	1518	1130	43991S
14	S	675	412	332	283	310	455	754	1031	1449	1907	2416	2551	2685	2736	2722	2690	2717	2613	2210	1802	1401	1113	799	604	36667N
15	M	396	257	214	316	483	907	1568	2221	2420	2751	2972	3145	3036	3061	3204	3764	4319	4110	2986	2245	1648	1321	872	605	48821H
16	T	409	295	234	278	394	778	1642	2073	2058	2271	2580	2431	2446	2425	2871	3580	4335	4371	3358	2268	1697	1295	830	590	45509N
17	W	394	246	236	264	376	775	1536	1948	2182	2326	2406	2344	2407	2589	3041	3801	4397	4400	3621	2245	1648	1160	873	615	45830N
18	R	352	290	235	260	380	689	1551	1922	2072	2403	2312	2475	2488	2562	3003	3784	4587	4394	3646	2253	1712	1262	1131	721	46484N
19	F	419	279	244	255	456	797	1609	2102	2319	2414	2569	2878	2914	3049	3526	4119	4814	4480	3811	2905	1979	1624	1218	829	51609N
20	A	604	424	364	348	369	614	1144	1618	2336	2623	2721	1830	2601	2781	2840	3163	3000	2889	2513	2212	1720	1325	1164	923	42126A
21	S	605	404	346	330	279	436	736	1097	1502	2130	2597	2749	2759	2852	2912	2864	2699	2504	2231	1931	1438	986	767	534	37688N
22	M	373	227	210	288	467	903	1786	2084	2325	2693	2563	2612	2558	2510	2829	3506	4235	4348	3073	2111	1561	1092	810	502	45666N
23	T	399	279	223	271	408	757	1492	1976	2173	2354	2462	2462	2399	2408	2724	3554	4313	4223	3395	2145	1629	1221	871	574	44712N
24	W	382	256	259	297	424	775	1566	2063	2166	2274	2381	2453	2472	2540	2945	3594	4463	4341	3643	2182	1695	1342	872	605	45990N
25	R	416	277	243	286	435	792	1597	2070	2410	2452	2590	2440	2527	2638	3042	3644	4463	4380	3405	2227	1809	1414	1026	629	47212N
26	F	453	316	249	325	484	755	1589	2110	2452	2476	2702	2804	3083	3165	3519	4151	4691	4694	3438	2579	2115	1654	1397	996	52197N
27	A	668	486	332	340	364	629	1168	1847	2596	2920	3198	3248	3152	2952	2932	2981	2896	2620	2488	2276	1870	1598	1278	969	45808N
28	S	664	517	333	339	305	482	717	1203	1581	2399	3059	3420	3392	3578	3459	3340	2865	2429	1851	1791	1448	983	679	515	41349A
29	M	335	235	192	330	452	903	1720	2222	2545	2916	2957	2922	2739	2612	2873	3539	4441	4412	3145	2042	1552	1123	807	546	47560N
30	T	360	283	242	321	393	833	1679	2126	2426	2478	2467	2563	2449	2419	2794	3476	4383	4332	3362	2288	1713	1306	883	555	46131N
31	W	377	299	246	309	418	822	1783	2140	2554	2656	2722	2776	2811	2653	2944	3641	4406	4277	3433	2273	1729	1414	980	641	48304N

WEEKDAY AVERAGE = 47904 SATURDAY AVERAGE = 44709 SUNDAY AVERAGE = 38862 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 1432113
MONTHLY AVERAGE = 46156

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
01/01: NEW YEARS DAY
01/05, 13, 20: AMALIE ARENA EVENTS (TIMES VARY)
01/08: NCAA NTL CHAMP GAME @ 8PM
01/15: MARTIN LUTHER KING JR DAY
01/26-28: NHL ALL-STAR WEEKEND - AMALIE ARENA

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JANUARY 2018

COUNTY NAME: PASCO STATION: 0190 DIRECTION: S LANE: 0
DESCRIPTION: SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO.
LOCATION: COUNTY 14 SECTION 140 SUBSECTION 000 MILEPOST 2.640 ROUTES: I-75 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	M	590	674	432	313	267	351	476	547	903	1673	2451	2984	3203	3205	3333	3381	3068	2795	2550	2054	1771	1546	1140	836	40543H
2	T	588	393	322	379	657	1726	3294	3360	3044	2671	2812	3044	3184	3200	3231	3312	3209	3215	2726	2127	1618	1336	914	805	51167A
3	W	563	394	354	436	644	1706	3225	3458	2979	2601	2475	2373	2373	2660	2728	2691	2893	2812	2348	1750	1249	1063	799	499	45073A
4	R	397	302	272	346	639	1687	3325	3611	3127	2702	2751	2863	2777	2858	2969	2970	3020	3173	2676	2087	1506	1232	915	661	48866N
5	F	491	360	327	362	642	1725	3229	3566	3172	2779	2865	3001	3070	3153	3300	3391	3351	3393	2859	2345	1751	1386	965	737	52220N
6	A	527	405	290	281	401	613	1027	1254	1768	2378	2961	3320	3227	3424	3430	3317	3572	3182	2924	2284	1856	1471	1105	787	45804N
7	S	591	357	253	245	239	407	601	740	1158	1755	2461	2873	3200	3217	3415	3590	3418	3248	2929	2259	1946	1463	995	687	42047N
8	M	477	322	285	333	685	1902	3765	3985	3295	2777	2829	2725	2794	2866	2889	2774	2650	2689	2260	1602	1135	845	604	425	46913N
9	T	331	233	237	297	613	1812	3880	4082	3314	2722	2416	2414	2283	2388	2489	2492	2695	2663	2186	1486	1067	852	646	438	44036N
10	W	324	248	250	346	646	1958	3942	4032	3447	2896	2665	2627	2556	2635	2612	2740	2812	2761	2284	1657	1258	1018	690	444	46848N
11	R	322	250	255	384	695	1910	3872	4078	3394	3068	2796	2640	2749	2722	2839	2898	2976	3094	2531	1785	1299	1104	763	520	48944N
12	F	381	331	323	368	703	1810	3805	3885	3260	2932	2866	2888	3046	2976	3219	3505	3353	2607	2956	3038	1664	1748	1187	794	53645A
13	A	551	407	305	290	357	666	1008	1437	1963	2536	3072	3348	3339	3200	3411	3460	3237	3089	2504	1821	1500	1230	988	711	44430N
14	S	443	308	253	222	243	378	525	721	1112	1790	2411	2793	2892	2955	3019	3004	3100	2706	2748	1871	1633	1244	902	612	37885N
15	M	418	325	253	311	603	1555	2972	2867	2816	2569	3090	3163	3133	3301	3405	3401	3177	2934	2531	1936	1403	1100	724	524	48511H
16	T	362	268	253	322	663	1986	3971	4181	3392	2895	2612	2499	2594	2451	2585	2537	2654	2668	2098	1548	1123	921	630	440	45653N
17	W	326	233	260	321	656	1881	3969	3970	3422	2989	2729	2590	2490	2367	2487	2461	2613	2533	2089	1584	1074	867	686	425	45022N
18	R	330	209	223	300	597	1779	3822	3994	3289	2892	2610	2552	2590	2502	2616	2608	2848	2851	2434	1690	1281	922	714	485	46138N
19	F	355	289	259	326	623	1788	3719	3887	3213	2979	2934	2797	2898	2874	3263	3314	3129	3265	2837	2277	1799	1365	989	704	51883N
20	A	497	360	253	294	354	618	1051	1463	2090	2604	3064	3327	3312	3231	3198	3120	3247	2971	2472	1882	1589	1289	968	695	43949N
21	S	406	317	202	212	218	396	540	751	1236	1866	2543	2876	3014	3167	3108	3126	2903	2629	2515	1934	1521	1149	836	562	38027N
22	M	366	255	249	308	687	1927	4040	4029	3365	2836	2734	2588	2568	2649	2637	2572	2518	2598	2100	1473	1094	813	580	415	45401N
23	T	248	170	230	340	694	1935	3845	3985	3270	2763	2570	2261	2280	2399	2488	2462	2489	2570	2081	1511	1154	849	585	400	43579N
24	W	296	264	257	335	619	2005	3980	4044	3460	2897	2592	2512	2425	2296	2467	2532	2601	2739	2257	1638	1228	882	660	471	45457N
25	R	326	258	267	333	675	1937	4023	4014	3320	2892	2788	2684	2605	2566	2765	2817	2851	2839	2413	1834	1322	1081	809	524	47943N
26	F	394	293	325	341	686	1833	3749	3831	3233	2964	2951	2888	3048	3105	3329	3470	3692	3835	3502	2856	2147	1663	1187	874	56196S
27	A	569	361	280	288	382	637	1133	1616	2200	2999	3383	3558	3217	3252	3224	3343	3155	3001	2481	1922	1575	1365	1022	701	45664N
28	S	458	289	230	177	239	370	621	680	1198	1923	2536	2972	3043	2986	3037	3041	2829	2552	2141	1667	1481	1203	776	561	37010N
29	M	357	264	264	332	622	1962	3976	4080	3339	2931	2745	2667	2677	2588	2617	2610	2619	2550	1987	1419	1095	849	595	394	45539N
30	T	290	240	237	321	663	1963	4028	4086	3182	2957	2766	2566	2478	2455	2541	2531	2705	2677	2217	1536	1109	818	573	450	45389N
31	W	319	267	256	306	640	1905	4094	4024	3335	2946	2910	2769	2700	2660	2793	2750	2441	2886	2629	1652	1278	1067	742	471	47840N

WEEKDAY AVERAGE = 47771 SATURDAY AVERAGE = 44962 SUNDAY AVERAGE = 38742 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 1427622
MONTHLY AVERAGE = 46080

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
01/01: NEW YEARS DAY
01/05, 13, 20: AMALIE ARENA EVENTS (TIMES VARY)
01/08: NCAA NTL CHAMP GAME @ 8PM
01/15: MARTIN LUTHER KING JR DAY
01/26-28: NHL ALL-STAR WEEKEND - AMALIE ARENA

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
FEBRUARY 2018

COUNTY NAME: PASCO STATION: 0190 DIRECTION: N LANE: 0
DESCRIPTION: SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO.
LOCATION: COUNTY 14 SECTION 140 SUBSECTION 000 MILEPOST 2.640 ROUTES: I-75 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	R	376	308	236	313	442	804	1713	2232	2438	2544	2687	2658	2635	2783	3036	3753	4409	4390	3502	2378	1803	1418	988	661	48507N
2	F	460	293	307	348	505	837	1668	2141	2468	2582	2740	2854	2992	3270	3520	4204	4813	4664	3622	2876	1970	1631	1267	952	52984N
3	A	640	446	346	379	382	597	1122	1702	2300	2715	3193	3091	2987	2945	3003	2974	2976	2703	2422	2116	1766	1437	1501	1088	44831N
4	S	658	423	358	364	306	473	750	1109	1497	1915	2455	2600	2729	2786	2811	2601	2469	2241	1620	1211	975	844	882	790	34867S
5	M	384	242	199	314	440	930	1786	2108	2566	3391	3661	3596	2718	2753	2849	3554	4342	4391	3156	2104	1609	1223	907	575	49798N
6	T	390	282	249	291	444	766	1627	2079	2389	2431	2383	2467	2409	2468	2806	3501	4476	4334	3322	2278	1592	1347	956	622	45909N
7	W	393	277	241	282	418	747	1573	2172	2265	2552	2447	2538	2521	2606	2942	3648	4372	4469	3312	2381	1802	1411	978	625	46972N
8	R	446	276	227	330	435	834	1663	2040	2352	2602	2671	2648	2659	2712	3095	3441	4205	4396	3384	2377	1909	1533	1298	771	48304N
9	F	470	361	286	368	432	899	1702	2311	2547	2671	2977	3051	3229	3267	3848	4152	4672	4715	3564	2818	2090	1724	1374	1171	54699N
10	A	742	477	375	384	395	646	1301	1966	2447	2956	3256	3376	3191	3150	3330	3157	3139	2916	2511	2161	2002	1698	1460	1178	48214N
11	S	816	516	391	374	290	409	767	1261	1650	2327	2841	3063	3027	3055	3162	3253	3300	2974	2698	2260	1722	1222	848	580	42806N
12	M	408	255	208	314	511	1020	1883	2324	2644	2806	2958	2791	2625	2671	3032	3553	3985	4262	3668	2307	1642	1320	904	558	48649N
13	T	407	271	270	301	420	807	1657	2104	2397	2437	2574	2547	2605	2572	2943	3607	4575	4430	3481	2486	1899	1510	1033	640	47973N
14	W	436	275	243	270	434	781	1669	2047	2310	2470	2519	2598	2708	2598	3039	3598	4555	4493	3578	2492	1812	1529	1121	927	48502S
15	R	533	327	251	332	496	820	1715	2392	2497	2542	2765	2960	2707	2691	3602	3995	4659	4600	3400	2726	2174	1672	1285	869	52010N
16	F	572	383	331	341	522	955	1831	2445	2742	2976	3085	3266	3398	3484	3683	4512	4952	4809	3816	3105	2431	1894	1475	1112	58120N
17	A	701	507	402	363	420	691	1351	2167	2804	3234	3383	3404	3298	3144	3372	3497	3297	3010	2770	2454	2224	1906	1695	1233	51327N
18	S	837	547	349	362	349	517	798	1343	1829	2435	3225	3277	3295	3245	3330	3269	3469	3045	2913	2540	2074	1536	981	651	46216N
19	M	421	281	275	330	584	1027	2053	2532	2922	3203	3407	3313	3324	3146	3436	4061	4186	4474	3423	2455	1954	1370	918	692	53787N
20	T	432	305	291	308	455	847	1770	2329	2488	2744	2845	2822	2706	2707	3006	3520	3886	4488	3736	2669	1776	1453	963	698	49244N
21	W	405	306	261	330	429	848	1697	1964	2515	2754	2805	2734	2790	2812	3009	3752	4368	4444	3622	2548	1839	1471	1076	694	49473N
22	R	460	302	256	310	500	836	1803	2309	2512	2751	2822	2965	2822	3014	3246	3899	4608	4519	3603	2637	2201	1595	1244	759	51973N
23	F	483	350	309	389	521	913	1906	2427	2699	3047	3351	3422	3280	3516	3796	4384	4989	4915	3719	3267	2467	1903	1454	1054	58561N
24	A	699	473	399	420	432	827	1686	2330	3045	3370	3473	3479	3577	3595	3749	4145	3663	3468	2895	2599	2265	1762	1790	1482	55623S
25	S	746	460	385	379	377	522	938	1390	2111	2688	3316	3451	3294	3343	3534	3297	3297	3180	2825	2508	2040	1339	898	608	46926N
26	M	397	269	238	305	596	1105	1983	2527	2797	3161	3094	3011	2517	2594	3000	3501	4275	4460	3382	2430	1772	1414	975	774	50577N
27	T	453	310	229	334	519	932	1876	2295	2555	2882	2902	2853	2684	2790	3079	3765	4525	4438	3652	2399	1961	1442	999	604	50478N
28	W	399	304	278	352	520	996	2071	2452	2827	3109	3753	3576	3283	3159	3323	4121	4679	4528	3562	2647	2067	1644	1154	756	55560A

WEEKDAY AVERAGE = 51104 SATURDAY AVERAGE = 49999 SUNDAY AVERAGE = 42704 NUMBER OF GOOD DAYS 28 TOTAL MONTHLY COUNT = 1392890
MONTHLY AVERAGE = 49746

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
02/03, 24: RAYMOND JAMES STADIUM EVENTS (TIMES VARY)
02/04: SUPERBOWL - PHILADELPHIA EAGLES VS NE PATRIOTS - MINNEAPOLIS, MN -6:30 PM
02/09, 14, 16, 21: AMALIE ARENA EVENTS (TIMES VARY)
02/14: VALENTINE'S DAY; 02/19: PRESIDENT'S DAY

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
FEBRUARY 2018

COUNTY NAME: PASCO STATION: 0190 DIRECTION: S LANE: 0
DESCRIPTION: SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO.
LOCATION: COUNTY 14 SECTION 140 SUBSECTION 000 MILEPOST 2.640 ROUTES: I-75 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	R	350	248	255	361	669	2013	4044	4034	3521	3360	3586	3537	3422	3282	3286	3160	2992	2997	2482	1835	1421	1063	758	504	53180N
2	F	388	276	289	373	669	1833	3777	3896	3325	2963	2917	2921	3047	2948	3182	3278	3355	3291	2895	2343	1765	1433	1042	715	52921N
3	A	486	325	262	273	377	651	1064	1554	2043	2592	3069	3403	3287	3229	3436	3401	3296	3244	2668	1936	1505	1319	1080	762	45262N
4	S	493	320	215	206	244	381	574	738	1261	1875	2498	2778	3008	3070	2871	2843	2707	2533	2019	1451	1260	1073	1196	784	36398S
5	M	426	264	264	315	602	1911	4004	4048	3369	3033	3023	2943	2754	2504	2764	2609	2550	2670	2183	1593	1151	939	649	432	47000N
6	T	326	242	249	324	684	1981	4119	4090	3393	2868	2706	2510	2462	2382	2497	2500	2570	2596	2111	1570	1118	905	595	393	45191N
7	W	293	265	266	344	653	2013	4074	4035	3463	2958	2762	2600	2415	2479	2539	2567	2786	2736	2237	1623	1225	928	676	445	46382N
8	R	347	247	243	347	634	1988	4024	4086	3217	2933	2793	2816	2790	2789	2761	2857	3059	3054	2575	1827	1350	1149	809	536	49231N
9	F	372	262	277	375	704	1781	3649	3918	3262	3153	3067	3046	3038	3069	3338	2754	2739	2897	2775	2365	2503	2219	1780	847	54190A
10	A	551	363	304	286	371	667	1209	1715	2224	2963	3466	3649	3515	3410	3493	3430	3363	3266	2738	2095	1687	1368	1041	789	47963N
11	S	521	345	236	227	238	387	644	825	1365	2158	2797	3121	3184	3265	3384	3313	3315	3131	2841	2263	1793	1212	939	661	42165N
12	M	418	278	283	314	666	2086	4138	4119	3413	3137	3008	2724	2694	2524	2692	2711	2688	2526	2096	1527	1172	920	622	396	47152N
13	T	318	272	238	333	666	1992	4067	4035	3466	3025	2803	2547	2444	2466	2606	2601	2747	2774	2304	1586	1129	986	662	457	46524N
14	W	328	254	254	345	682	2022	4050	4025	3374	3133	2891	2652	2726	2633	2691	2676	2902	2860	2462	1645	1226	937	675	532	47975N
15	R	335	326	270	356	698	1981	4026	4060	3448	3121	3028	2961	2836	2752	2854	3052	3051	3189	2634	1862	1595	1323	972	659	51389N
16	F	461	391	314	395	710	1927	3849	3898	3379	3150	3236	3191	3323	3295	3452	3808	3678	3810	3634	2931	2220	1843	1406	920	59221N
17	A	683	479	338	302	408	717	1204	1706	2338	2945	3754	3894	3835	3853	3807	3796	3580	3420	2906	2384	1989	1526	1215	862	51941N
18	S	594	394	281	245	222	407	632	933	1491	2493	3120	3497	3681	3713	3528	3569	3523	3318	2906	2500	1923	1482	1092	751	46295N
19	M	519	312	298	378	668	1868	3715	3728	3161	3158	3215	3234	3139	3105	3245	3265	3234	3085	2422	1779	1425	988	723	577	51241N
20	T	350	245	266	353	675	2091	4130	4169	3541	3082	2947	2620	2507	2560	2551	2709	2739	2735	2136	1666	1143	997	688	499	47399N
21	W	315	277	255	357	703	2159	4059	4110	3417	3023	2857	2607	2605	2536	2554	2604	2803	2762	2322	1723	1160	753	693	606	47260N
22	R	495	334	285	384	742	2039	4180	4081	3447	3234	2962	2839	2756	2677	2886	2853	2887	2955	2586	1910	1393	1198	864	631	50618N
23	F	406	338	311	396	720	1959	3867	4012	3490	3136	3312	3182	3174	3259	3441	3587	3621	3478	3200	2607	1975	1580	1299	888	57238N
24	A	582	399	287	291	421	746	1161	1875	2553	3354	3788	3750	3697	3604	3460	3474	3438	3272	2770	2120	2285	2039	1133	798	51297S
25	S	567	332	241	250	319	438	643	931	1382	1900	3837	3466	3271	3341	3404	3415	3269	3269	3004	2375	1823	1349	961	705	44492A
26	M	448	283	283	377	706	2157	4202	4187	3518	3037	2997	2869	2836	2718	2826	2780	2810	2725	2280	1587	1123	854	636	480	48719N
27	T	296	283	243	368	692	2176	4176	4165	3404	3045	2860	2625	2679	2644	2526	2623	2797	2704	2265	1651	1186	927	606	447	47388N
28	W	292	261	279	351	716	2103	4160	4186	3540	3182	2965	2882	2789	2854	2777	2851	2975	2961	2499	1738	1322	989	768	487	49927N

WEEKDAY AVERAGE = 50008 SATURDAY AVERAGE = 49116 SUNDAY AVERAGE = 42338 NUMBER OF GOOD DAYS 28 TOTAL MONTHLY COUNT = 1365959
MONTHLY AVERAGE = 48785

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
02/03, 24: RAYMOND JAMES STADIUM EVENTS (TIMES VARY)
02/04: SUPERBOWL - PHILADELPHIA EAGLES VS NE PATRIOTS - MINNEAPOLIS, MN -6:30 PM
02/09, 14, 16, 21: AMALIE ARENA EVENTS (TIMES VARY)
02/14: VALENTINE'S DAY; 02/19: PRESIDENT'S DAY

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
MARCH 2018

COUNTY NAME: PASCO STATION: 0190 DIRECTION: N LANE: 0
DESCRIPTION: SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO.
LOCATION: COUNTY 14 SECTION 140 SUBSECTION 000 MILEPOST 2.640 ROUTES: I-75 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	R	480	338	280	350	578	1042	2180	2537	2882	3379	3554	3451	3149	3186	3421	4004	4644	4565	3686	2652	1986	1561	1093	723	55721N
2	F	500	344	296	374	537	977	1972	2500	2534	2921	3263	3576	3538	3560	3808	4492	5059	4880	3842	3125	2382	1886	1487	1048	58901N
3	A	669	505	393	452	503	910	1680	2651	3410	3584	3753	3468	3451	3349	3502	3344	3476	3466	2907	2558	2120	1849	1482	1110	54592N
4	S	664	467	349	369	393	618	1054	1608	2140	2673	3134	3175	3376	3291	3401	3619	3568	3403	2854	2499	1959	1476	1028	572	47690N
5	M	406	286	239	334	536	1053	2030	2425	2650	3085	2990	2999	2895	2830	3154	3763	4487	4360	3576	2421	1812	1400	902	684	51317N
6	T	395	329	265	312	453	921	1739	2230	2459	2676	2729	2730	2645	2830	3028	3709	4614	4566	3656	2568	1984	1498	1112	750	50198N
7	W	482	327	246	272	438	879	1758	2247	2613	2978	2966	3024	2924	2855	3265	3800	4450	4457	3708	2557	1926	1621	1042	654	51489N
8	R	457	332	261	347	498	923	1928	2347	2565	2780	2884	3096	3155	3068	3373	3723	4711	4728	3890	2720	2088	1622	1436	831	53763N
9	F	561	366	298	340	570	1003	1937	2337	2909	3181	3439	3702	3254	3806	3883	4495	5237	5088	4212	3413	2577	1980	1516	1097	61201N
10	A	740	522	380	476	620	1054	1805	2629	3294	3653	3684	3741	3584	3442	3596	3577	3862	3562	3059	2648	2096	1747	1326	1058	56155N
11	S																									49069B
12	M	480	332	243	338	542	1089	2001	2386	2678	2920	3109	3229	3135	3050	3039	3644	4348	4522	3308	2411	1817	1419	1019	688	51747N
13	T	475	339	262	304	488	834	1829	2269	2502	2685	2861	2865	2909	2900	3150	3798	4412	4551	3451	2539	1984	1463	1196	786	50852N
14	W	464	379	269	325	481	891	1819	2396	2565	2779	3085	3111	3081	3007	3256	3871	4595	4599	3492	2503	2107	1624	1072	761	52532N
15	R	491	331	284	350	512	982	1911	2425	2561	2675	3183	3366	3107	3238	3469	4137	4551	4691	3691	2806	2176	1694	1247	841	54719N
16	F	542	407	324	396	668	1106	2065	2543	2825	3267	3633	3764	3740	3732	4021	4480	4807	4623	3887	3018	2851	2228	1646	1159	61732N
17	A	756	573	436	471	687	1171	1934	2952	3707	4053	3886	3462	3710	3518	3500	3530	3347	3062	2703	2331	2045	2004	1847	1144	56829N
18	S	734	543	424	441	455	737	1215	1847	2296	2858	3473	3698	3586	3538	3418	3494	3323	2970	2998	2472	2252	1582	1156	714	50224N
19	M	452	307	288	329	631	1092	1880	2290	2446	2843	3171	3188	3036	2957	3178	3856	4393	4439	3314	2256	1798	1441	1057	679	51321N
20	T	459	304	292	329	447	902	1703	2080	2178	2548	2726	2627	2665	2667	2997	3447	4051	3824	2696	2032	1652	1337	1183	699	45845N
21	W	476	306	302	301	503	922	1819	2179	2476	2768	3048	2946	2955	2877	3034	3824	4374	4268	3654	2593	1968	1680	1142	690	51105N
22	R	456	329	279	351	515	1001	1723	2197	2373	3119	3255	3157	3109	3076	3259	3934	4465	4508	3691	2857	2147	1714	1304	772	53591N
23	F	520	373	287	364	568	1001	1954	2483	2823	3236	3423	3524	3657	3597	3987	4552	4871	4856	3984	3175	2678	2081	1612	1118	60724N
24	A	741	541	470	469	632	1029	1852	2680	3273	3605	3788	3826	3565	3414	3298	3369	3585	3355	2793	2333	2019	1773	1625	1111	55146N
25	S	764	516	398	417	445	752	1203	1779	2023	2859	3341	3448	3447	3472	3592	3505	3384	3201	2843	2267	2024	1636	1074	717	49107N
26	M	432	285	267	355	596	1135	2053	2437	2736	3218	3158	3149	3095	2873	3202	3827	4468	4619	3457	2377	1890	1483	1105	713	52930N
27	T	443	338	304	353	576	1030	2062	2409	2712	2997	3119	3147	2981	3011	3223	3804	4499	4460	3566	2506	2101	1559	1143	739	53082N
28	W	468	344	281	358	657	1181	2134	2632	2723	3221	3556	3332	3041	3149	3371	3976	4542	4513	3683	2791	2174	1705	1203	758	55793N
29	R	526	345	299	395	680	1274	2305	2786	2906	3445	3908	3775	3485	3345	3694	3978	4665	4821	4087	3146	2575	1964	1442	887	60733N
30	F	567	418	450	486	813	1494	2601	3151	3594	3858	4118	4035	3895	3964	4131	4367	4804	4481	3807	3135	2496	2183	1670	1158	65676A
31	A	823	565	498	616	1108	1867	2654	3483	4149	4483	4448	4231	3957	3650	3594	3529	3210	2916	2594	2299	1961	1786	1545	1376	61342A

WEEKDAY AVERAGE = 54381 SATURDAY AVERAGE = 56813 SUNDAY AVERAGE = 49007 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1636057
MONTHLY AVERAGE = 53961

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
03/11: DAYLIGHT SAVING TIME BEGINS
03/17: ST. PATRICK'S DAY
03/19-23: PUBLIC SCHOOLS - SPRING BREAK

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
MARCH 2018

COUNTY NAME: PASCO STATION: 0190 DIRECTION: S LANE: 0
DESCRIPTION: SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO.
LOCATION: COUNTY 14 SECTION 140 SUBSECTION 000 MILEPOST 2.640 ROUTES: I-75 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	R	382	282	311	408	749	2210	4186	4175	3629	3485	3649	3475	3430	3262	3423	3184	3063	3168	2579	1956	1569	1335	867	607	55384N
2	F	421	340	329	392	740	2094	3949	4013	3401	3195	3327	3344	3320	3365	3457	3507	3581	3653	3362	3065	2204	1720	1262	861	58902N
3	A	595	400	318	336	427	740	1216	1761	2386	3366	3966	4152	4097	3883	3692	3705	2742	3088	3874	2421	1941	1620	1206	829	52761N
4	S	540	333	232	255	306	448	689	984	1540	2404	3230	3482	3457	3603	3612	3513	3574	3474	3055	2456	1846	1436	1089	679	46237A
5	M	438	303	279	415	706	2085	4177	4047	3386	3064	3058	2918	2825	2820	2762	2829	2827	2790	2263	1766	1218	954	650	401	48981N
6	T	319	247	232	387	704	2117	4141	4110	3458	3160	2941	2737	2678	2563	2741	2664	2735	2827	2333	1619	1230	916	698	482	48039N
7	W	325	234	281	320	716	2037	4047	4178	3354	3080	2946	2888	2598	2668	2786	2701	2850	2846	2448	1766	1284	1013	775	517	48658N
8	R	380	289	286	366	695	2099	4101	4155	3538	3319	3123	3068	2900	2828	2914	3126	3093	3151	2655	1911	1531	1240	934	588	52290N
9	F	480	363	328	412	716	1947	3844	3905	3384	3230	3304	3208	3283	3000	3421	3631	3641	3451	3151	2995	2131	2688	1455	1008	58976A
10	A	655	473	352	386	477	769	1396	1830	2636	3275	4090	4206	4102	3584	3696	3737	3825	3567	3251	2496	2047	1665	1253	832	54600N
11	S																									45155B
12	M	543	370	322	400	695	2034	3608	3646	3181	2906	2809	2876	2873	3005	2930	2916	2939	2833	2276	1800	1485	1046	799	537	48829N
13	T	375	301	277	370	698	2022	3823	3708	3284	3023	2863	2761	2785	2632	2584	2796	2853	2829	2398	1837	1413	1062	837	513	48044N
14	W	371	305	329	388	658	1982	3709	3772	3369	3149	2881	2869	2739	2674	2710	2903	2927	2976	2531	1926	1447	1177	892	574	49258N
15	R	349	280	278	371	662	1901	3699	3714	3366	2993	2925	2970	2994	2864	2926	2962	3101	3016	2725	2181	1734	1410	1007	719	51147N
16	F	487	382	325	411	662	1805	3337	3482	3231	3094	3209	3386	3133	3440	3473	3641	3390	3515	3330	2688	2268	1793	1407	944	56833N
17	A	635	458	315	330	461	705	1182	1518	2068	2844	3426	3753	3747	3762	3805	3684	3687	3262	2987	2539	2166	1800	1355	916	51405N
18	S	596	387	308	266	304	446	676	835	1300	2117	2864	3305	3590	3669	3584	3591	3593	3596	3389	3040	2553	1747	1225	805	47786A
19	M	556	397	334	423	739	2031	3841	3790	3115	2817	2757	2743	2853	2865	2878	2663	2669	2731	2151	1631	1316	913	671	523	47407N
20	T	377	294	259	363	700	1952	3857	3750	3260	2684	2670	2518	2482	2347	2284	2275	2139	2432	1958	1456	1110	910	741	478	43296N
21	W	368	278	259	332	658	1909	3922	3854	3281	3000	2947	2818	2800	2574	2773	2651	2708	2682	2331	1702	1349	1095	777	560	47628N
22	R	373	286	266	393	637	1911	3958	3813	3220	3021	2981	2954	2814	2744	2923	2847	2939	3039	2559	2055	1560	1269	911	595	50068N
23	F	399	305	307	427	671	1791	3643	3693	3264	3089	3274	3398	3428	3471	3568	3472	3582	3509	3275	2881	2347	1807	1348	977	57926N
24	A	693	446	311	362	426	718	1272	1805	2497	3298	4129	4385	4424	4346	3900	3493	3578	3809	3529	3108	2225	1836	1547	1096	57233N
25	S	656	361	278	288	339	489	634	879	1410	2349	3050	3396	3581	3526	3671	3602	3558	3409	3231	2889	2639	1775	1172	788	47970A
26	M	550	320	287	410	702	2107	4102	4042	3406	3008	2949	2565	2704	3111	2845	2838	2862	2882	2356	1766	1397	1047	686	479	49421N
27	T	365	280	276	339	684	1998	4079	4140	3426	2980	2795	2668	2551	2586	2582	2685	2661	2781	2334	1698	1405	1033	744	477	47567N
28	W	359	257	306	373	670	2039	4075	4068	3553	3042	2954	2742	2692	2652	2685	2803	2945	2955	2373	1738	1570	1356	846	586	49639N
29	R	395	322	299	385	729	2037	4076	4110	3406	3233	3123	3144	3145	3003	3166	3108	3166	3324	2957	2208	1962	1591	1139	613	54641N
30	F	710	601	391	507	714	1785	3347	3587	3380	3462	3724	4040	3934	3956	3720	3441	3818	3903	3448	3298	2771	2765	2041	1388	64731A
31	A	981	742	551	499	525	746	1270	1687	2438	3167	4025	4324	4302	4353	4018	3614	4760	4172	3324	3470	2785	1945	1537	1024	60259A

WEEKDAY AVERAGE = 51275 SATURDAY AVERAGE = 55252 SUNDAY AVERAGE = 47331 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1555916
MONTHLY AVERAGE = 51279

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
03/11: DAYLIGHT SAVING TIME BEGINS
03/17: ST. PATRICK'S DAY
03/19-23: PUBLIC SCHOOLS - SPRING BREAK

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
APRIL 2018

COUNTY NAME: PASCO STATION: 0190 DIRECTION: N LANE: 0
DESCRIPTION: SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO.
LOCATION: COUNTY 14 SECTION 140 SUBSECTION 000 MILEPOST 2.640 ROUTES: I-75 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	S	813	524	414	428	505	820	1221	1682	2337	3072	3655	3801	3659	3410	3408	3408	3356	3154	2789	3155	2505	1999	1169	704	51988S
2	M	458	302	266	377	707	1244	2346	2833	3013	3616	3753	3786	3702	3181	3371	3893	4369	4472	3460	2406	1870	1460	1041	637	56563N
3	T	465	350	271	349	551	1202	2181	2524	2684	3259	3764	3435	3395	3008	3230	3570	4696	4521	3375	2500	2074	1644	1250	798	55096N
4	W	489	345	277	363	604	1100	2168	2630	2842	3123	3440	3531	3122	3092	3303	3734	4039	4410	3461	2335	1967	1600	1103	756	53834N
5	R	481	379	318	373	636	1190	2161	2443	2875	3654	3929	3686	3363	3334	3583	4153	4705	4740	3675	2840	2301	1812	1230	838	58699N
6	F	534	413	302	479	778	1421	2520	2973	3239	4188	4005	3892	3900	3857	4272	4533	5083	4967	4190	3531	2838	2339	1903	1493	67650N
7	A	927	638	584	838	1479	2020	3033	3745	4129	4214	4264	4094	4269	4088	4075	3719	3452	3242	2827	2501	1962	1712	1411	1032	64255N
8	S	706	522	387	427	563	948	1548	2148	2836	3358	3794	3843	3740	3492	3434	3559	3341	3064	2717	2238	1791	1441	957	616	51470N
9	M	413	283	230	382	588	1163	2110	2659	3000	3155	3208	3095	2890	2954	3080	3794	4220	4512	3199	1953	1557	1167	878	609	51099N
10	T	402	299	269	341	516	989	1943	2283	2509	2820	2531	2796	2848	2676	2637	3316	4145	3730	3470	2017	1612	1274	914	616	46953N
11	W	411	286	271	327	532	1019	1946	2423	2769	2156	2959	3027	2872	2843	3144	3727	4439	4458	3644	2478	1921	1616	1131	863	51262N
12	R	514	341	250	360	560	1030	2077	2465	2648	2852	3142	3134	3070	2993	3222	3961	4689	4702	3526	2517	2060	1684	1339	753	53889N
13	F	527	383	324	402	586	1066	2026	2632	2954	3226	3326	3299	3472	3479	3671	4478	4844	4794	4061	2816	2356	1856	1509	1122	59209N
14	A	750	556	407	455	568	1034	1906	2541	3429	3640	3818	3734	3466	3293	3281	3213	3127	2904	2657	2303	1882	1801	1561	1181	53507A
15	S	787	527	388	381	420	607	1101	1606	2169	2642	3104	3340	3358	3187	3200	2708	2352	2192	2016	1645	1379	997	751	550	41407A
16	M	353	254	219	354	623	1129	2167	2657	2860	3116	3220	3099	2901	2749	2981	3739	4373	4379	3314	2202	1762	1357	1041	627	51476N
17	T	443	300	292	340	506	913	1884	2417	2485	2699	2745	2762	2659	2682	3070	3615	4396	4400	3415	2423	1862	1527	1057	644	49536N
18	W	415	326	256	358	485	997	1886	2422	2692	2803	2913	2828	2808	2842	3155	3779	4382	4471	3531	2311	1914	1586	1094	686	50940N
19	R	458	346	274	308	541	1015	1953	2316	2679	3054	2996	3052	3019	2904	3339	4105	4588	4570	3692	2638	2036	1708	1160	752	53503N
20	F	527	401	337	379	554	1031	2031	2584	2715	2865	3223	3580	3560	3632	3838	4362	4775	4783	3371	2834	2541	1900	1479	1156	58458N
21	A	934	632	441	421	584	967	1776	2553	2934	3334	3903	3674	3355	3222	3165	3192	2859	2914	2690	2260	1871	1726	1516	1426	52349A
22	S	1044	591	397	388	452	588	1048	1495	2168	2808	3454	3561	3414	3538	3409	3267	3160	2934	2444	2089	1681	1306	854	593	46683A
23	M	363	253	234	347	526	1023	1879	2439	2665	2878	2925	2930	2793	2851	2978	3719	4438	4415	3159	2051	1721	1279	951	680	49497N
24	T	444	296	281	321	515	1003	1768	2368	2481	2950	2797	2746	2636	2611	3081	3735	4476	4421	3533	2313	1827	1451	997	675	49726N
25	W	428	311	271	336	516	995	1969	2475	2706	2993	3194	2970	2820	2913	3118	3697	4389	4320	3197	2370	1987	1497	1025	794	51291N
26	R	627	340	291	371	577	1046	2092	2571	2675	2981	3220	2969	3204	3155	3365	4023	4523	4484	3628	2471	1995	1726	1248	819	54401N
27	F	534	371	363	408	589	1132	2119	2657	3077	3299	3454	3655	3698	3667	4002	4479	4826	4789	3788	2928	2184	1842	1446	1007	60314N
28	A	718	493	447	421	593	1054	1913	2843	3666	3816	3906	3915	3588	3242	3175	3089	3223	2857	2507	2286	1957	1780	1488	1134	54111A
29	S	678	437	354	417	432	674	1128	1778	2310	2783	3424	3380	3439	3370	3230	3259	3213	2917	2765	2343	1776	1498	1046	626	47277N
30	M	401	295	278	357	577	1142	2141	2446	2747	2981	2978	3188	3063	2875	3269	3681	4646	4466	3177	2192	1730	1310	1161	701	51802N

WEEKDAY AVERAGE = 54156 SATURDAY AVERAGE = 56056 SUNDAY AVERAGE = 47765 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1598245
MONTHLY AVERAGE = 53514

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
04/01: EASTER SUNDAY; 04/17: FEDERAL TAX DAY
04/11, 20, 29: AMALIE ARENA EVENTS (TIMES VARY)
04/21: KENNEY CHESNEY @ RAYMOND JAMES STADIUM

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
APRIL 2018

COUNTY NAME: PASCO STATION: 0190 DIRECTION: S LANE: 0
DESCRIPTION: SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO.
LOCATION: COUNTY 14 SECTION 140 SUBSECTION 000 MILEPOST 2.640 ROUTES: I-75 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	S	651	457	340	276	301	482	647	761	1291	2072	2915	3283	3646	3675	3334	3462	3444	3944	3917	3559	2812	2177	1324	939	49709S
2	M	571	349	333	404	736	2114	3918	4049	3492	3065	2990	3029	3054	2988	3146	3086	3033	2937	2472	1947	1587	1154	838	583	51875N
3	T	399	344	274	371	702	2102	3938	4152	3495	3137	2820	2712	2650	2661	2692	2709	2841	3001	2595	1825	1413	1064	798	524	49219N
4	W	379	280	285	404	673	2095	4034	4076	3289	3016	2837	2679	2690	2634	2713	2757	2854	2845	2495	1815	1346	1096	769	543	48604N
5	R	391	310	320	414	722	2105	3998	4047	3399	3105	2986	2831	2766	2777	2906	2991	2959	2976	2576	2027	1534	1295	957	636	51028N
6	F	481	313	307	386	653	1867	3840	4052	3286	3023	3082	3054	3089	3285	3280	3335	3348	3367	3317	2670	2095	1669	1264	891	55954N
7	A	533	378	296	339	375	742	1204	1760	2375	3030	3233	3502	3542	3480	3510	3241	3274	3183	2511	2254	1601	1503	1166	762	47794N
8	S	470	363	259	210	252	439	642	908	1319	2129	2718	3082	3112	3243	3326	3451	3458	3297	2728	2416	1898	1469	988	706	42883N
9	M	445	308	299	353	681	2069	4056	4099	3343	2992	2724	2636	2702	2542	2654	2545	2660	2574	2187	1680	1328	973	616	526	46992N
10	T	322	249	265	352	628	1945	3934	3960	3411	2766	2435	2321	2138	2235	2355	2269	2278	2253	1820	1422	1116	870	627	438	42409N
11	W	311	260	265	350	677	2046	4080	4101	3366	2921	2773	2645	2353	2454	2596	2609	2651	2740	2317	1674	1325	1023	742	482	46761N
12	R	338	270	298	390	644	2041	3908	4014	3381	2952	2681	2591	2524	2598	2735	2701	2923	3053	2454	1817	1541	1225	865	591	48535N
13	F	408	320	302	396	634	1962	3796	3830	3265	2970	2905	2909	2628	3103	3185	3272	3400	3324	3001	2568	2031	1675	1133	822	53839N
14	A	568	386	290	342	377	686	1182	1789	2313	2787	3241	3433	3381	3180	3226	3111	3254	2937	2656	2375	2096	1657	1320	897	47484N
15	S	592	422	266	224	261	417	657	853	1313	2054	2714	2995	3204	3110	3069	2390	2709	2480	2668	2015	1721	1356	910	609	39009A
16	M	381	277	316	325	694	2138	4022	4166	3407	2910	2744	2618	2466	2593	2609	2626	2554	2790	2194	1616	1257	1016	652	478	46849N
17	T	334	255	263	359	648	2048	3987	4154	3420	2898	2517	2420	2338	2396	2472	2509	2524	2650	2211	1547	1287	969	681	453	45340N
18	W	310	243	268	312	622	2050	4085	4075	3322	2895	2786	2601	2545	2427	2489	2611	2575	2855	2271	1668	1298	1041	727	566	46642N
19	R	357	271	274	371	666	2071	4088	4067	3419	2967	2783	2752	2554	2519	2738	2784	2964	2880	2477	1847	1495	1207	845	568	48964N
20	F	434	296	272	382	686	1956	3841	3902	3236	2973	2896	2857	2961	3101	3371	3351	3474	3489	3184	2632	2086	1673	1184	842	55079N
21	A	619	393	289	303	382	683	1238	1675	2196	2872	3172	3524	3618	3646	3624	3368	3171	2997	2467	1996	1677	1498	1192	852	47452N
22	S	506	345	227	237	238	389	619	830	1379	2075	2706	3109	3163	3459	3302	3466	3322	3219	2876	2255	1875	1389	1014	631	42631N
23	M	475	336	259	334	673	2139	4055	4214	3339	2778	2462	2695	2465	2437	2629	2565	2573	2530	2158	1558	1222	936	648	515	45995N
24	T	364	214	243	317	730	2077	4126	4149	3380	2859	2537	2411	2260	2220	2417	2400	2547	2594	2179	1654	1164	1049	657	473	45021N
25	W	341	289	260	375	671	2099	4115	4057	3338	3084	2636	1444	2756	2471	2361	2577	2690	2756	2347	1711	1280	1147	850	512	46167A
26	R	398	292	273	364	674	2038	4072	4094	3286	2899	2656	2408	2506	2501	2660	2679	2903	2831	2458	1891	1466	1256	852	635	48092N
27	F	453	356	328	379	654	1910	3904	3783	3230	3003	2836	2780	2840	2808	3146	3198	3389	3355	3209	2497	2021	1858	1216	872	54025N
28	A	570	356	348	304	348	688	1144	1696	2303	2689	3085	3514	3230	3321	3354	3403	3346	3280	2783	2154	1784	1592	1252	830	47374N
29	S	599	397	269	240	266	407	665	903	1568	2031	2637	3039	3170	3420	3187	3385	3332	3379	2965	2397	1960	1634	1225	783	43858N
30	M	474	393	351	415	698	2176	4041	4122	3338	2873	2629	2616	2607	2631	2624	2655	2780	2653	2196	1668	1396	1004	740	531	47611N

WEEKDAY AVERAGE = 48857 SATURDAY AVERAGE = 47526 SUNDAY AVERAGE = 43618 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1433195
MONTHLY AVERAGE = 47918

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
04/01: EASTER SUNDAY; 04/17: FEDERAL TAX DAY
04/11, 20, 29: AMALIE ARENA EVENTS (TIMES VARY)
04/21: KENNEY CHESNEY @ RAYMOND JAMES STADIUM

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
MAY 2018

COUNTY NAME: PASCO STATION: 0190 DIRECTION: N LANE: 0
DESCRIPTION: SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO.
LOCATION: COUNTY 14 SECTION 140 SUBSECTION 000 MILEPOST 2.640 ROUTES: I-75 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	T	436	336	263	374	525	998	1926	2194	2555	2948	3275	3011	2867	2831	3062	3811	4498	4386	3417	2335	1817	1448	946	672	50931N
2	W	480	336	260	333	460	1030	1944	2386	2570	2878	2962	2867	2902	2901	3158	3786	4437	4424	3383	2310	1873	1481	1075	725	50961N
3	R	500	362	284	361	523	1027	1977	2519	2834	3167	3078	2955	2931	3101	3285	4019	4668	4592	3456	2771	2066	1638	1203	807	54124N
4	F	523	405	308	425	646	1095	2224	2631	2871	3417	3463	3445	3565	3618	3916	4400	4974	4789	3890	3007	2290	1860	1581	1088	60431N
5	A	734	504	447	435	587	939	1796	2562	3029	3343	3543	3636	3538	3430	3382	3282	3230	2858	2487	2282	1916	1659	1292	1144	52055N
6	S	878	509	419	362	422	671	1181	1588	2113	2691	3022	3515	3200	3160	3161	3056	2935	2813	2629	2166	1644	1195	858	554	44742A
7	M	424	290	204	360	576	1060	1992	2283	2326	3123	2936	2891	2838	2936	3041	3679	4372	4505	3279	2167	1707	1362	917	643	49911N
8	T	410	314	263	342	536	941	1885	2301	2538	2698	2703	2726	2664	2546	2214	3857	4304	4415	3256	2318	1767	1485	1054	720	48257N
9	W	457	308	265	334	547	969	1736	2314	2703	2775	2779	2936	2834	2722	3011	3719	4489	4458	3569	2293	1866	1543	1048	718	50393N
10	R	459	349	278	342	563	1042	1998	2489	2672	2921	2959	2827	2910	2893	3164	4025	4647	4518	3473	2418	1932	1460	1144	787	52270N
11	F	546	407	307	381	609	998	1941	2397	2756	3031	3159	3331	3192	3392	3711	4264	4775	4670	3662	2892	2189	1778	1547	1291	57226N
12	A	731	517	417	449	541	822	1464	2186	2882	3157	3491	3530	3421	3420	3363	3227	3118	2838	2689	2268	1882	1837	1455	986	50691N
13	S	661	462	339	329	340	501	813	1303	1832	2478	3134	3359	3470	3194	3504	3503	3408	3197	2840	2344	1794	1271	845	786	45707N
14	M	393	266	216	318	539	1024	1825	2200	2475	2820	2949	2677	2885	2825	2836	3124	3156	3205	3153	2465	1893	1166	903	672	45985N
15	T	398	295	249	319	471	886	1796	2158	2377	2544	2650	2596	2523	2547	2800	3703	4264	4325	3212	2117	1694	1410	925	797	47056N
16	W	555	312	263	352	464	847	1730	2200	2656	2626	2505	2614	2577	2672	3091	3828	4322	4455	3032	2202	1802	1525	1043	684	48357N
17	R	475	351	259	330	515	918	1877	2398	2625	2765	2852	2861	2855	2802	3064	3830	4150	4129	3875	2465	1748	1450	1039	823	50456N
18	F	560	376	291	356	575	955	1922	2332	2669	2867	3161	3218	3164	3231	3763	4181	4612	4596	3593	2617	2099	1903	1431	1025	55497N
19	A	729	516	394	432	546	861	1539	2112	2661	2922	3207	3217	3121	3006	2961	3015	2846	2489	2152	2018	1609	1339	1304	971	45967N
20	S	665	435	362	335	372	527	858	1286	1668	2144	2677	2950	2986	3008	2984	2872	2809	2376	2219	1772	1523	1027	826	580	39261N
21	M	410	265	251	358	500	980	1951	2404	2636	2693	2821	2683	2749	2709	3041	3737	4315	4346	3064	2222	1557	1240	898	696	48526N
22	T	475	332	268	308	497	945	1849	2256	2497	2641	2682	2579	2462	2623	2947	3412	4199	4305	3617	2353	1680	1377	1075	871	48250N
23	W	501	357	273	346	553	1016	1902	2451	2682	2845	2797	2783	2908	3031	3103	3693	4566	4553	3352	2506	1878	1556	1157	996	51805N
24	R	569	362	291	381	578	1030	2089	2445	2733	2908	2935	2958	3005	3082	3446	3881	4672	4594	3721	2695	2144	1789	1521	853	54682N
25	F	604	395	330	434	693	1123	2101	2581	2758	2876	3292	3243	3585	4009	4367	4467	4548	4640	4006	2814	2239	2114	1782	1216	60217N
26	A	834	551	456	485	623	899	1500	2112	2524	3061	3353	3236	3120	3091	2946	2867	2790	2335	2193	1962	1617	1530	1133	787	46005N
27	S	643	453	349	336	344	458	721	1074	1365	1751	2245	2567	2724	2481	2493	2295	2158	1973	1764	1643	1327	1080	883	758	33885A
28	M	548	326	240	295	365	581	965	1453	1872	2257	2808	3120	3147	3072	2891	2908	2616	2334	2108	1789	1381	1155	802	592	39625H
29	T	400	267	247	325	529	1083	2087	2428	2609	2778	2856	2855	2797	2796	3076	3681	4505	4347	3643	2168	1662	1339	957	656	50091N
30	W	441	338	259	327	492	931	1700	2014	2299	2702	2613	2716	2658	2800	3032	3481	4252	4309	3209	2171	1744	1465	983	704	47640N
31	R	497	340	258	364	522	1021	1961	2382	2655	2845	2925	2924	2959	2940	3213	3815	4354	4218	3406	2676	1971	1541	1102	777	51666N

WEEKDAY AVERAGE = 51149 SATURDAY AVERAGE = 48680 SUNDAY AVERAGE = 40899 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 1532670
MONTHLY AVERAGE = 49332

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
05/02-12: COLLEGES & UNIVERSITIES - END OF 2018 SPRING SEMESTER
05/12, 15: AMALIE ARENA EVENTS (TIMES VARY)
05/13: MOTHER'S DAY; 05/28: MEMORIAL DAY
05/25: PUBLIC SCHOOLS 2017-18 YEAR CLOSES
05/26-28: TS ALBERTO IMPACTS TRAFFIC

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
MAY 2018

COUNTY NAME: PASCO STATION: 0190 DIRECTION: S LANE: 0
DESCRIPTION: SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO.
LOCATION: COUNTY 14 SECTION 140 SUBSECTION 000 MILEPOST 2.640 ROUTES: I-75 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	T	297	268	249	329	658	2092	4098	4242	3377	2842	2386	2525	2386	2435	2601	2486	2622	2624	2232	1634	1282	1045	656	469	45835N
2	W	344	319	303	336	721	2021	4039	4109	3345	2895	2628	2449	2424	2440	2562	2565	2681	2730	2366	1682	1317	1066	708	524	46574N
3	R	322	290	268	383	683	2110	4056	4102	3288	2712	2127	2607	2934	2855	2907	2821	3009	3075	2612	1988	1553	1221	1050	628	49601N
4	F	449	328	333	415	667	1948	3795	3926	3368	2951	2841	2983	2970	3033	3330	3537	3403	3227	3166	2708	2072	1796	1340	971	55557N
5	A	630	374	374	299	403	739	1243	1718	2265	2750	3004	3359	3449	3213	3360	3464	3322	3124	2568	2204	1880	1641	1303	959	47645N
6	S	612	385	304	217	266	427	666	842	1269	2001	2590	3051	3311	3384	3357	3071	2768	3243	3192	2869	2341	1471	1184	938	43759N
7	M	520	374	295	369	671	2163	4054	4200	3416	2837	2681	2720	2578	2575	2741	2646	2788	2730	2302	1706	1328	1060	737	515	48006N
8	T	384	245	265	330	663	2171	4066	4169	3391	2919	2528	2327	2346	2335	2433	2361	2679	2612	2181	1633	1275	1052	693	500	45558N
9	W	366	266	243	363	661	2086	4083	4151	3296	2688	2625	2473	2478	2508	2462	2396	2554	2685	2197	1717	1317	1120	709	503	45947N
10	R	424	317	278	369	656	2044	4081	4115	3255	2889	2617	2447	2468	2574	2640	2649	2663	2895	2480	1862	1427	1219	881	573	47823N
11	F	429	350	326	403	644	1955	3831	3947	3269	3006	2902	2794	2920	2947	3258	3084	3262	3483	3320	2732	1972	1639	1302	938	54713N
12	A	603	380	329	313	387	699	1137	1629	2251	2925	3105	3261	3267	3270	3249	3241	3387	3021	2571	2148	1852	1553	1219	875	46672N
13	S	523	339	244	206	235	390	592	744	1256	1995	2739	2974	3130	3077	3065	3257	3349	3365	2846	2544	2151	1678	1335	810	42844N
14	M	491	345	292	363	655	2064	3853	4082	3156	2720	2386	2358	2611	2482	2380	2413	2480	2467	1980	1479	1180	946	637	454	44274N
15	T	331	267	251	361	617	2076	3982	4216	3246	2674	2357	2337	2280	2408	2414	2536	2636	2455	2149	1601	1064	923	696	459	44336N
16	W	400	282	275	361	666	2009	4040	4077	3343	2764	2364	2370	2298	2345	2467	2423	2542	2602	2145	1689	1281	1040	714	506	45003N
17	R	340	298	262	373	632	2065	3986	4124	3214	2839	2550	2491	2479	2453	2828	2681	2626	2478	2453	1911	1298	1201	819	574	46975N
18	F	419	343	299	368	679	1941	3852	3891	3151	2912	2759	2715	2752	2796	3097	3176	3246	3146	2998	2461	1767	1578	1242	811	52399N
19	A	571	427	300	327	352	768	1238	1504	2067	2480	2802	3135	3162	3144	3116	3206	3074	2832	2347	1816	1540	1322	1023	714	43267N
20	S	507	340	239	211	248	391	612	788	1191	1557	2107	2379	2695	2824	2662	2695	3109	3173	2744	2144	1757	1380	967	773	37493N
21	M	476	338	269	361	694	2145	4103	4113	3310	2777	2611	2528	2578	2568	2609	2445	2685	2558	2145	1610	1310	970	680	496	46379N
22	T	342	269	270	351	687	2072	4072	4210	3343	2736	2434	2428	2284	2325	2430	2487	2541	2649	2250	1575	1176	1039	643	466	45079N
23	W	355	272	281	353	646	2119	4165	4179	3291	2975	2649	2506	2426	2423	2512	2575	2793	2767	2458	1798	1359	1079	752	560	47293N
24	R	407	313	287	399	679	2044	3962	4070	3286	2919	2573	2592	2618	2592	2930	2894	2970	2942	2627	2078	1635	1398	944	675	49834N
25	F	540	390	420	469	711	1882	3588	3668	3028	2973	2975	3123	3105	2963	3351	3471	3373	3594	3254	2840	2375	1789	1538	1055	56475A
26	A	771	560	385	261	361	658	1174	1477	1909	2464	3027	3397	3461	3366	3352	3064	2816	2721	2443	1903	1587	1406	1097	873	44533A
27	S	564	377	240	244	266	397	571	656	1016	1559	2028	2304	2615	2542	2417	2506	2365	2215	2090	1701	1520	1268	898	688	33047A
28	M	489	368	267	249	311	527	743	847	1207	1629	2054	2662	2958	2987	3171	2993	2867	2891	2623	2167	1785	1380	705	812	38692H
29	T	458	338	322	349	651	2127	3922	3962	3319	2713	2582	2411	2396	2438	2542	2495	2455	2245	2333	2072	1065	1359	749	464	45767A
30	W	372	268	299	339	662	2074	3761	3761	3170	2590	2374	2266	2336	2172	2380	2279	2417	2597	2152	1599	1315	1033	730	536	43482N
31	R	349	235	275	364	686	2067	3899	3889	3260	2908	2654	2685	2528	2640	2463	2477	2730	2843	2354	1811	1382	1168	829	620	47116N

WEEKDAY AVERAGE = 47674 SATURDAY AVERAGE = 45529 SUNDAY AVERAGE = 39286 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 1431978
MONTHLY AVERAGE = 46169

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
05/02-12: COLLEGES & UNIVERSITIES - END OF 2018 SPRING SEMESTER
05/12, 15: AMALIE ARENA EVENTS (TIMES VARY)
05/13: MOTHER'S DAY; 05/28: MEMORIAL DAY
05/25: PUBLIC SCHOOLS 2017-18 YEAR CLOSES
05/26-28: TS ALBERTO IMPACTS TRAFFIC

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JUNE 2018

COUNTY NAME: PASCO STATION: 0190 DIRECTION: N LANE: 0
DESCRIPTION: SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO.
LOCATION: COUNTY 14 SECTION 140 SUBSECTION 000 MILEPOST 2.640 ROUTES: I-75 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	F	528	368	311	397	604	992	1907	2475	2645	2868	3052	3291	3205	3435	3665	4167	4540	4637	3773	2667	2103	1792	1389	1007	55818N
2	A	738	504	423	477	565	826	1702	2288	2803	2988	3566	3407	2957	3257	3017	2892	2907	2688	2440	2171	1811	1657	1489	1164	48737N
3	S	843	463	396	383	399	616	1125	1560	1881	2429	2857	3030	2973	3061	3140	2875	2730	2634	2354	2072	1502	1188	908	719	42138N
4	M	388	293	267	312	507	1011	1810	2264	2506	2673	2811	2766	2855	2706	2873	3475	4233	4368	3389	2200	1658	1383	977	640	48365N
5	T	461	299	276	320	468	958	1816	2245	2274	2563	2504	2538	2489	2631	2877	3642	4168	4203	2628	2643	1743	1443	1042	731	46962N
6	W	443	310	264	316	510	954	1800	2278	2422	2555	2581	2626	2710	2422	2891	3582	4289	4516	3111	2325	1721	1474	1028	706	47834N
7	R	481	337	303	357	497	930	1891	2282	2486	2639	2795	2828	2787	2847	3173	3849	4406	4545	3493	2405	1855	1611	1194	750	50741N
8	F	537	386	311	389	559	1002	1817	2406	2592	2881	3115	3264	3287	3375	3670	4000	4703	4150	3716	2524	2064	1762	1404	1003	54917N
9	A	716	474	378	446	576	925	1673	2443	2986	3288	3666	3556	3257	3068	3146	2871	2981	2654	2358	2143	1824	1713	1373	993	49508N
10	S	712	488	388	361	412	584	979	1479	1960	2362	3060	3207	3083	3066	3027	3176	2891	2730	2562	2050	1706	1389	1037	682	43391N
11	M	465	319	278	324	561	998	1786	2339	2546	2609	2770	2819	2780	2676	3053	3595	4256	4381	3335	2108	1749	1425	1042	679	48893N
12	T	498	331	293	308	485	872	1818	2324	2368	2511	2531	2667	2570	2406	2814	3802	4245	4345	3523	2283	1718	1542	1044	754	48052N
13	W	455	329	317	312	490	929	1794	2320	2480	2579	2798	2690	2794	2830	3040	3705	4315	4561	3143	2565	1925	1555	1119	713	49758N
14	R	492	331	299	354	581	964	1871	2440	2614	2867	2874	2893	2988	2982	3223	3686	4500	4528	3477	2550	1935	1603	1230	856	52138N
15	F	543	386	345	368	616	1131	1904	2434	2772	2925	3172	3351	3413	3557	3687	4178	4784	4680	4046	2931	2329	1856	1527	1061	57996N
16	A	708	529	413	490	598	955	1780	2488	3077	3411	3780	3894	3464	3295	3176	3076	2967	2724	2529	2208	1880	1703	1488	1243	51876N
17	S	797	487	352	366	343	549	914	1444	1968	2533	3057	3492	3336	3492	3349	3427	3214	3020	2692	2297	1936	1419	1146	851	46481S
18	M	487	302	271	352	552	1092	1983	2448	2616	2882	3030	3130	2878	2901	3044	3592	4353	4428	3230	2316	1720	1398	973	632	50610N
19	T	474	305	293	351	522	971	1889	2276	2403	2560	2673	2701	2595	2692	2964	3455	4215	4348	3443	2409	1740	1509	985	696	48469N
20	W	455	323	294	332	513	945	1699	2269	2493	2657	2792	2596	2639	2826	2983	3550	3870	4278	3392	2404	1797	1558	1060	774	48499N
21	R	493	346	258	338	591	1033	1865	2383	2586	2737	2920	2764	2809	2854	3205	3879	4473	4532	3429	2438	1948	1577	1148	813	51419N
22	F	555	385	288	396	587	1051	1712	2298	2843	2886	3318	3469	3502	3425	3712	4268	4165	4414	3687	2964	2250	1862	1624	1479	57140N
23	A	898	566	450	471	622	997	1790	2424	3047	3583	3836	3967	3538	3272	3189	3021	2923	2710	2402	2180	2018	1732	1520	1428	52584N
24	S	1087	599	409	403	402	619	1005	1563	2137	2539	3196	3416	3392	3252	3307	3021	2847	2906	2470	2169	1701	1207	879	627	45153A
25	M	404	261	277	335	559	1055	1954	2324	2641	2631	2787	2993	2978	2851	3022	3612	4219	4487	3377	2303	1551	1352	1004	691	49668N
26	T	430	364	258	291	516	891	1865	2238	2423	2662	2583	2684	2552	2661	2936	3636	4368	4414	3236	2328	1785	1452	1019	692	48284N
27	W	460	319	286	319	502	975	1856	2349	2448	2701	2827	2749	2768	2825	3183	3807	4462	4330	3376	2421	1881	1473	1123	733	50173N
28	R	455	363	267	366	574	989	1925	2571	2827	2967	3085	2960	2934	2866	3052	3834	4316	4623	3565	2482	1894	1632	1260	805	52612N
29	F	521	361	367	417	662	1180	2134	2575	2837	3093	3415	3296	3582	3529	4085	4507	4895	4514	3665	3000	2202	1859	1548	1120	59364N
30	A	785	551	453	531	673	1323	2054	2689	3370	3552	3927	3644	3632	3571	3139	2995	2731	2441	2242	2084	1838	1445	1355	1098	52123N

WEEKDAY AVERAGE = 51033 SATURDAY AVERAGE = 50966 SUNDAY AVERAGE = 44291 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1509703
MONTHLY AVERAGE = 50061

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
06/02, 16, 22, 24, 29: AMALIE ARENA EVENTS (TIMES VARY)
6/17: FATHER'S DAY

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JUNE 2018

COUNTY NAME: PASCO STATION: 0190 DIRECTION: S LANE: 0
DESCRIPTION: SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO.
LOCATION: COUNTY 14 SECTION 140 SUBSECTION 000 MILEPOST 2.640 ROUTES: I-75 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	F	404	190	363	419	677	1904	3551	3725	3276	2812	2761	2754	3004	2851	2963	3224	3074	3043	2841	2743	2293	1738	1282	930	52822A
2	A	614	450	381	340	356	763	1296	1604	2137	2902	3341	3427	3539	3427	2988	3091	3452	3239	3064	2260	1874	1412	1171	858	47986N
3	S	595	411	290	249	308	428	661	860	1335	2070	2536	2926	3016	3026	3294	3009	3137	3025	2819	2133	1822	1389	965	705	41009N
4	M	506	355	352	379	717	2164	3835	3990	3471	2746	2630	2570	2690	2596	2527	2548	2577	2711	2267	1720	1292	1037	758	521	46959N
5	T	344	262	268	315	665	2074	3784	3994	3479	2816	2463	2430	2363	2387	2329	2461	2482	2665	2137	1748	1261	1122	708	530	45087N
6	W	333	274	298	374	633	1990	3763	3861	3383	2790	2466	2331	2375	2296	2468	2394	2433	2501	2195	1607	1256	1045	717	522	44305N
7	R	361	279	264	352	625	2052	3704	3931	3284	2797	2688	2538	2679	2504	2633	2575	2728	2754	2363	1928	1452	1190	881	603	47165N
8	F	458	313	306	373	641	1908	3547	3686	3270	2944	2691	2910	2881	2988	3053	2982	2925	3272	2880	2575	1941	1584	1130	839	52097N
9	A	615	402	360	328	369	746	1211	1671	2225	2760	3221	3514	3499	3670	3732	3573	3248	3057	2480	1934	2050	1516	1246	901	48328N
10	S	564	391	304	251	292	426	680	964	1319	2059	2592	2929	3095	3141	3279	3374	3355	3049	2835	2972	2141	1498	1097	781	43388N
11	M	506	391	314	387	714	2129	3869	4016	3331	2877	2614	2558	2707	2642	2674	2589	2866	2673	2320	1757	1407	1186	730	524	47781N
12	T	392	331	290	378	689	2031	3792	4046	3475	2788	2619	2377	2441	2449	2569	2564	2570	2639	2117	1765	1294	1058	803	493	45970N
13	W	356	284	272	360	632	2055	3822	4038	3399	2970	2687	2701	2596	2526	2564	2570	2646	2664	2346	1848	1341	1115	798	514	47104N
14	R	366	283	274	388	696	2014	3824	3988	3451	2892	2746	2669	2671	2705	2745	2633	2792	2891	2465	2003	1541	1179	898	666	48780N
15	F	468	358	336	440	694	1941	3461	3903	3332	2984	2905	2933	2926	3025	3227	3218	3150	3174	3278	2881	1991	2000	1388	933	54946N
16	A	628	439	357	352	399	767	1240	1662	2261	2886	3397	3674	3665	3862	3583	3400	3396	3421	3172	2675	1973	1577	1423	865	51074N
17	S	658	420	274	241	277	412	672	901	1386	2141	2646	3041	3026	3374	3347	3152	3380	3538	3355	2845	2534	2175	1443	812	46050S
18	M	511	324	342	377	712	2150	3795	4006	3422	2923	2771	2701	2754	2908	2732	2631	2656	2741	2373	1774	1347	1142	752	556	48400N
19	T	432	296	296	346	712	2086	3839	3985	3408	2813	2623	2501	2477	2475	2549	2466	2550	2611	2173	1642	1379	1138	772	515	46084N
20	W	395	301	254	374	671	2037	3819	3915	3303	2886	2629	2595	2541	2543	2663	2518	2619	2748	2274	1786	1392	1117	828	598	46806N
21	R	442	306	289	389	733	2042	3786	4097	3485	2816	2314	2003	1974	2281	2599	2742	3008	3089	2631	2516	1644	1291	915	697	48089A
22	F	480	383	336	398	688	1940	3615	3727	3182	3022	2918	3053	3112	3176	3557	3510	2813	3767	3436	3305	2127	1791	1251	979	56566A
23	A	653	450	399	366	425	751	1257	1646	2247	2929	3386	3896	4142	4388	4299	3959	3698	3524	2917	2264	1867	1623	1280	993	53359N
24	S	647	460	307	245	269	440	637	868	1358	2099	2662	3113	3118	3324	3244	3314	3046	3048	2454	2933	1857	1522	1119	715	42799N
25	M	582	309	339	377	732	2142	3836	3928	3471	2941	2780	2630	2805	2676	2730	2625	2597	2736	2428	1870	1374	1029	785	552	48274N
26	T	359	229	299	362	732	2075	3852	4044	3372	2837	2612	2466	2581	2566	2488	2464	2600	2617	2221	1775	1323	1144	783	498	46299N
27	W	394	286	287	380	714	1967	3705	4011	3475	2851	2593	2646	2557	2492	2655	2551	2568	2672	2366	1821	1385	1233	775	576	46960N
28	R	442	289	339	405	759	2005	3701	3976	3417	2958	2716	2762	2707	2825	2830	2623	2829	2785	2450	1905	1439	1393	962	621	49138N
29	F	511	271	411	429	704	1873	3495	3841	3362	3032	3008	3013	2690	2950	3435	3335	3444	3371	3295	2914	2211	1747	1407	1017	55766N
30	A	664	538	404	405	434	759	1193	1623	2298	2905	3403	3394	3659	3460	3226	3594	3639	3655	3151	2829	1915	1616	1355	990	51109N

WEEKDAY AVERAGE = 48548 SATURDAY AVERAGE = 50371 SUNDAY AVERAGE = 43312 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1450500
MONTHLY AVERAGE = 48060

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
06/02, 16, 22, 24, 29: AMALIE ARENA EVENTS (TIMES VARY)
6/17: FATHER'S DAY

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JULY 2018

COUNTY NAME: PASCO STATION: 0190 DIRECTION: N LANE: 0
DESCRIPTION: SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO.
LOCATION: COUNTY 14 SECTION 140 SUBSECTION 000 MILEPOST 2.640 ROUTES: I-75 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	S	743	500	362	384	459	648	1101	1611	2106	2599	3073	3213	3192	3116	3026	2896	2763	2687	2427	1992	1701	1342	1054	702	43697N
2	M	385	316	266	326	576	1048	1932	2407	2579	2643	2862	2984	2857	2812	3004	3427	4226	4443	3108	2316	1659	1376	1004	720	49276N
3	T	461	351	260	335	513	926	1796	2269	2401	2436	2636	2705	2834	3100	3514	4057	4458	3653	3142	2842	1861	1539	1206	821	50116A
4	W	611	405	320	320	394	625	1162	1503	1744	1853	2088	2214	2172	2135	2095	1990	1923	1699	1704	1439	1203	1093	1309	1087	33088H
5	R	619	370	267	296	502	960	1850	2460	2781	2790	3105	3139	3094	3007	3248	3641	4287	3923	2776	2581	1686	1528	1162	727	50799N
6	F	485	367	293	372	586	1095	1899	2439	2708	2965	3311	3449	3399	3413	3645	4098	4596	4777	3622	2496	2103	1878	1468	1103	56567N
7	A	789	517	425	481	668	1136	1863	2566	3129	3702	4092	4100	3849	1464	3707	2993	2906	2723	2395	2135	1830	1706	1382	1137	51695A
8	S	752	511	373	357	494	769	1251	1735	2239	2753	3404	3555	3506	3370	3263	3080	2829	2633	2342	2080	1605	1291	994	692	45878N
9	M	467	306	241	373	597	1061	1978	2507	2570	2881	2830	3005	2798	2825	2927	3584	4149	4360	3201	2269	1618	1303	982	725	49557N
10	T	504	324	250	327	482	940	1862	2268	2335	2613	2602	2588	2677	2649	3004	3560	4183	4320	3270	2335	1744	1488	1123	703	48151N
11	W	510	380	247	322	528	995	1824	2339	2462	2653	2692	2667	2794	2667	3075	3619	4402	4447	3310	2464	1842	1513	1085	727	49564N
12	R	478	344	259	332	563	993	1907	2443	2616	2824	2737	2912	2947	2974	3263	3733	4027	4478	3761	2542	1862	1566	1167	823	51551N
13	F	518	362	315	385	560	1047	1891	2545	2800	2907	3144	3286	3346	3485	3725	4312	4649	4865	3786	2892	2191	1771	1477	1197	57456N
14	A	778	498	450	372	698	1030	1956	2569	2974	3513	3633	3778	3496	3212	3015	2889	2906	2749	2320	2112	1782	1648	1367	928	50673N
15	S	708	432	377	365	389	630	1080	1428	1983	2441	3002	3062	3172	3272	3316	3071	2887	2612	2335	2032	1515	1266	1013	634	43022N
16	M	400	261	268	346	562	1108	1869	2337	2665	2790	2961	2968	2839	2770	3042	3517	4355	4591	3179	2154	1636	1265	952	621	49456N
17	T	450	323	280	301	461	931	1785	2202	2313	2470	2464	2587	2689	2631	2916	3709	4155	4439	3347	2306	1670	1450	971	697	47547N
18	W	419	289	274	342	487	886	1798	2214	2507	2633	2676	2741	2709	2708	3035	3520	4142	4377	3378	2291	1640	1555	1001	665	48287N
19	R	456	350	278	341	547	983	1889	2321	2633	2865	2672	2699	2829	2956	3138	3751	4443	4596	3425	2527	1929	1579	1134	837	51178N
20	F	496	377	348	411	600	1048	1894	2462	2275	2628	3416	3194	3441	3365	3632	3979	4742	4606	3722	2935	2038	1832	1488	1238	56167N
21	A	804	512	455	435	613	920	1613	2352	2831	3207	3978	3702	3285	3285	3099	3064	2931	2714	2478	1978	1875	1654	1487	1187	50459N
22	S	744	488	389	423	427	604	1055	1479	2045	2448	3189	3348	3377	3403	3126	2957	2942	2774	2373	1936	1610	1257	872	634	43900N
23	M	434	292	232	339	545	952	1602	2292	2567	2723	2883	2920	2892	2679	2913	3474	4179	4325	3134	2119	1597	1296	947	722	48058N
24	T	441	322	264	323	508	960	1721	2192	2173	2421	2601	2627	2641	2633	2895	3635	4345	4437	3290	2306	1684	1488	1122	757	47786N
25	W	467	316	314	330	532	949	1802	2139	2384	2756	2700	2702	2800	2682	3026	3591	4425	4481	3477	2374	1885	1628	1116	893	49769N
26	R	668	359	320	337	532	991	1923	2304	2548	2799	2911	3055	2840	2890	3238	3482	3887	4563	3683	2565	1896	1560	1150	811	51312N
27	F	554	385	339	389	586	1079	1912	2469	2610	2961	3168	3308	3382	3543	3731	4170	4628	4580	3713	2922	2278	1876	1425	1017	57025N
28	A	748	526	427	490	569	1030	1955	2499	3049	3389	3821	3796	3562	3181	3048	3076	3019	2705	2303	2030	1729	1657	1291	1035	50935N
29	S	668	449	350	347	404	606	1041	1441	1896	2478	3072	3340	3382	3189	3312	3043	2919	2687	2404	2029	1554	1152	918	646	43327N
30	M	419	331	274	323	542	1055	1807	2484	2608	2719	2845	2736	2896	2857	3159	3579	4180	4474	3342	2339	1558	1297	975	607	49406N
31	T	433	348	297	299	545	903	1717	2194	2509	2533	2520	2693	2710	2678	3056	3747	4038	3436	3355	2511	1875	1709	1177	933	48216N

WEEKDAY AVERAGE = 50141 SATURDAY AVERAGE = 50941 SUNDAY AVERAGE = 43965 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 1523918
MONTHLY AVERAGE = 49373

COMMENTS:
7/4: INDEPENDENCE DAY

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
JULY 2018

COUNTY NAME: PASCO STATION: 0190 DIRECTION: S LANE: 0
DESCRIPTION: SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO.
LOCATION: COUNTY 14 SECTION 140 SUBSECTION 000 MILEPOST 2.640 ROUTES: I-75 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	S	725	504	321	287	352	486	655	834	1381	2208	2728	3023	3228	3452	3287	3176	3249	3142	2934	2554	2407	1681	1207	788	44609N
2	M	618	388	343	427	724	2080	3672	3929	3384	2871	2791	2529	3035	2871	2793	2677	2702	2616	2479	1912	1483	1173	907	619	49023N
3	T	420	324	318	380	703	1964	3662	3752	3209	2863	2707	2683	2703	2724	2766	2727	2776	3025	2641	2165	1739	1320	1053	769	49393A
4	W	592	415	318	352	409	602	931	1136	1430	1898	2212	2442	2534	2469	2429	2176	2110	1953	1767	1489	1277	1235	1347	792	34315H
5	R	439	271	265	328	616	1744	3208	3497	3227	2726	2576	2688	2736	2802	2791	2648	2767	2789	2423	1735	1479	1116	890	594	46355N
6	F	440	274	316	365	682	1814	3162	3525	3091	2741	2758	2785	2996	3054	2114	2317	2518	2655	3095	3369	2732	1616	1157	838	50414A
7	A	583	457	380	343	411	730	1069	1527	1968	2691	3059	3287	3595	3809	3648	3393	3590	3433	3189	2410	1935	1741	1226	923	49397N
8	S	688	454	331	289	292	439	713	868	1372	2018	2524	2814	3170	3434	3481	3215	2964	3215	3280	2955	2717	1787	1206	643	44869N
9	M	585	338	395	488	799	2161	3716	4131	3480	2879	2634	2709	2703	2766	2700	2764	2751	2958	2060	2109	1475	1103	750	547	49001N
10	T	359	223	280	380	681	2081	3793	4066	3426	2811	2554	2478	2630	2565	2526	2431	2566	2664	2329	1756	1387	1048	734	523	46291N
11	W	372	312	307	413	706	2016	3719	4033	3452	2865	2699	2625	2612	2560	2412	2617	2601	2636	2382	1783	1387	1098	793	575	46975N
12	R	378	304	284	409	699	2028	3670	3963	3542	3027	2731	2627	2770	2715	2838	2704	2658	2967	2481	1967	1483	1226	907	654	49032N
13	F	490	329	317	391	705	1844	3500	3703	3391	2920	2834	3015	3062	3058	3199	3074	2711	3502	3468	3023	2020	1617	1179	848	54200N
14	A	638	470	402	372	430	742	1154	1652	2169	2774	3227	3575	3657	3782	3792	3541	3236	3298	2794	2304	1923	1629	1242	973	49776N
15	S	660	398	313	278	266	425	587	891	1309	2018	2679	2841	3119	3353	3322	3364	3271	3337	3025	2868	2030	1650	1160	737	43901N
16	M	569	325	404	416	776	2140	3709	4078	3481	2849	2772	2749	2749	2872	2596	2677	2661	2655	2360	1736	1445	1083	736	594	48432N
17	T	342	308	273	377	687	2046	3687	4021	3476	2858	2523	2389	2561	2665	2617	2533	2553	2659	2278	1677	1282	1022	690	498	46022N
18	W	359	315	289	450	690	1984	3771	4027	3475	2761	2655	2544	2539	2561	2559	2511	2473	2457	2136	1924	1572	1122	755	582	46511N
19	R	403	333	326	378	700	2091	3675	4061	3405	2920	2607	2657	2788	2649	2787	2754	2829	2919	2560	1986	1562	1295	889	645	49219N
20	F	468	362	350	426	707	1893	3479	3715	3348	2954	2678	2945	2934	3083	3244	3066	3273	3319	3125	2583	2219	1895	1237	768	54071N
21	A	747	472	344	360	427	728	1096	1554	2011	2641	3239	3528	3031	2961	3244	3490	3723	3792	3418	2342	1841	1607	1265	972	48833N
22	S	625	403	293	282	237	477	662	788	1228	1869	2480	2844	3160	3255	3211	3218	2810	2991	2907	2582	1983	1859	1562	958	42684N
23	M	555	346	360	428	713	2068	2819	3229	3405	2783	2692	2670	2738	2449	2416	2881	2710	2786	2218	1811	1390	1102	769	560	45898N
24	T	380	245	280	364	708	2105	3681	4017	3357	2847	2340	2365	2574	2494	2465	2551	2671	2676	2313	1763	1379	985	773	591	45924N
25	W	349	242	309	382	735	2022	3680	3888	3454	2786	2689	2543	2548	2532	2657	2700	2838	2838	2499	1816	1353	1107	810	581	47358N
26	R	401	316	303	403	692	2021	3649	3963	3429	2745	2589	2594	2689	2700	2644	2449	2787	2860	2310	1844	1529	1198	864	602	47581N
27	F	498	357	348	427	717	1861	3409	3700	3197	2994	2787	3042	2913	3116	3273	3146	3251	3239	3111	2712	2038	1581	1234	907	53858N
28	A	599	455	345	327	384	741	1192	1517	1981	2609	3004	3402	3521	3595	3522	3484	3347	3169	2982	2332	1895	1620	1251	916	48190N
29	S	631	440	296	285	274	459	630	822	1263	1957	2600	2820	3301	3313	3515	3368	3309	3332	3185	2931	2113	1668	1208	834	44554N
30	M	532	420	358	408	759	2109	3797	3980	3475	2839	2625	2587	2813	2737	2624	2762	2789	2713	2374	1800	1479	1129	806	608	48523N
31	T	404	294	288	389	686	2045	3697	4023	3341	2849	2491	2466	2652	2681	2649	2710	2901	2514	2434	1771	1298	1042	787	521	46933N

WEEKDAY AVERAGE = 48012 SATURDAY AVERAGE = 49049 SUNDAY AVERAGE = 44123 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 1472142
MONTHLY AVERAGE = 47605

COMMENTS:
7/4: INDEPENDENCE DAY

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
AUGUST 2018

COUNTY NAME: PASCO STATION: 0190 DIRECTION: N LANE: 0
DESCRIPTION: SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO.
LOCATION: COUNTY 14 SECTION 140 SUBSECTION 000 MILEPOST 2.640 ROUTES: I-75 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	W	461	340	279	353	517	970	1746	2354	2600	2795	2751	2622	2797	2793	3200	3687	4335	4438	3304	2414	1823	1535	1013	994	50121N
2	R	577	335	306	346	527	971	1714	2404	2510	2753	2823	2830	2754	2888	3171	3739	4318	4585	3611	2621	1917	1505	1061	749	51015N
3	F	508	372	288	393	534	1031	1805	2343	2618	2818	3064	3182	3344	3413	3588	4269	4670	4416	3416	3015	2339	1938	1446	1265	56075N
4	A	804	566	430	459	570	891	1638	2124	2761	3168	3462	3490	3479	3278	3268	3205	3270	3061	2628	2300	1954	1947	1540	1261	51554N
5	S	782	566	410	339	354	582	971	1426	1878	2276	3032	3210	3235	3241	3143	3169	3007	2824	2594	2253	1680	1316	958	705	43951N
6	M	429	267	241	321	551	981	1788	2340	2588	2657	2709	2742	2776	2662	2969	3614	4073	4122	3752	2263	1750	1385	977	656	48613N
7	T	431	330	253	290	455	877	1742	2256	2376	2470	2582	2689	2574	2651	2953	3601	4296	4441	3184	2531	1681	1333	1080	736	47812N
8	W	452	303	295	329	468	945	1759	2211	2531	2478	2482	2693	2587	2642	2991	3527	4400	4465	3566	2415	1880	1653	1096	772	48940N
9	R	461	311	278	316	519	1005	1787	2349	2607	2511	2884	2763	2796	2811	3131	3709	4364	4477	3350	2440	1904	1542	1190	871	50376N
10	F	539	372	297	382	520	965	1853	2406	2638	2804	3029	3145	3121	3419	3571	3882	4697	4716	3810	2773	2054	1745	1461	1209	55408N
11	A	752	530	380	397	489	781	1595	2211	2680	2860	3043	3227	2994	3095	3301	2709	3109	2695	2298	2028	1790	1553	1271	1313	47101N
12	S	961	513	368	383	307	510	887	1313	1639	2111	2705	3012	3084	3122	2982	2937	2830	2640	2221	1811	1512	1097	759	526	40230A
13	M	399	278	232	310	520	978	1858	2081	2561	2489	2676	2465	2513	2656	2817	3429	4147	4212	2942	2211	1662	1261	918	579	46194N
14	T	450	304	256	303	465	978	1823	2317	2431	2520	2491	2530	2567	2553	2823	3553	4166	4302	3515	2322	1662	1332	992	1150	47805S
15	W	1036	404	273	293	508	920	1843	2373	2554	2718	2797	2790	2787	2855	3014	3661	3754	4299	3777	2511	1762	1456	926	615	49926A
16	R	433	301	275	333	506	1008	1914	2467	2567	2575	2931	2716	2793	2849	3029	3882	4573	4460	3326	2608	1851	1489	1040	754	50680N
17	F	500	347	279	345	537	1054	1984	2441	2687	2944	3103	3191	3227	3357	3717	4354	4734	4636	4192	2980	2415	1871	1459	1150	57504N
18	A	833	531	396	434	457	801	1475	2069	2659	3134	3594	3632	3328	3325	3210	3105	2999	2754	2398	2179	1760	1678	1315	1210	49276N
19	S	721	508	347	311	369	465	900	1290	1901	2407	2912	3124	3313	3221	3089	2949	3063	2811	2395	1987	1401	1113	770	549	41916N
20	M	389	248	220	324	521	988	1810	2298	2464	2501	2702	2611	2572	2660	2881	3435	4378	4365	2688	2668	1693	1190	958	599	47163N
21	T	392	289	250	303	438	872	1789	2208	2274	2467	2352	2430	2552	2573	2886	3635	4421	4398	3525	2304	1762	1414	890	627	47051N
22	W	410	312	244	298	478	920	1853	2532	2505	2577	2479	2403	2427	2549	2971	3678	4302	4365	3454	2160	1789	1475	1023	650	47854N
23	R	441	299	245	344	538	982	1858	2443	2457	2425	2547	2609	2544	2653	3143	3945	4504	4404	3854	2354	1920	1576	1062	691	49838N
24	F	474	335	306	371	506	1025	1786	2270	2593	2707	2819	2942	3036	3228	3734	3982	4469	4705	3538	2624	1904	1632	1239	1173	53398N
25	A	868	523	396	368	430	761	1396	1954	2419	2710	2977	3096	3029	2896	2945	3035	2960	2614	2313	1976	1607	1529	1332	928	45062N
26	S	600	437	341	353	354	444	812	1161	1579	2044	2475	2796	3015	2891	2817	2899	2928	2737	2434	2004	1477	1108	793	587	39086N
27	M	364	266	216	282	515	990	1867	2372	2420	2535	2427	2574	2532	2528	2639	3395	4088	3927	3322	2141	1590	1201	816	563	45570N
28	T	384	296	236	298	487	880	1782	2235	2265	2267	2117	2353	2342	2359	2682	3360	3789	3576	2922	2702	1472	1279	858	603	43544N
29	W	424	274	239	281	502	942	1813	2232	2441	2458	2256	2391	2498	2523	2900	3489	3496	4007	3493	2781	1753	1338	876	581	45988N
30	R	412	316	265	347	531	1028	1877	2380	2497	2527	2603	2490	2586	2683	3215	3891	4314	4465	3582	2570	1911	1566	1231	911	50198N
31	F	566	373	307	398	638	1120	2056	2458	2798	2703	3106	3165	3380	3650	4107	4715	4358	4030	4264	3643	2363	1811	1513	1033	58555A

WEEKDAY AVERAGE = 49723 SATURDAY AVERAGE = 48248 SUNDAY AVERAGE = 41296 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 1507804
MONTHLY AVERAGE = 48308

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
08/01, 04, 11, 17, 18 & 25: AMALIE ARENA EVENTS (TIMES VARY)
08/03-05, 07-11, 16, 17, 26, 31: MID-FL CREDIT UNION AMPHITHEATER EVENTS (VARY)
08/13: PUBLIC SCHOOLS OPEN FOR 2018-19 ACADEMIC YEAR
08/14: TAYLOR SWIFT @ RAYMOND JAMES STADIUM - 7PM
08/24, 30: TAMPA BAY BUCS PRESEASON HOME GAMES (TIMES VARY)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
AUGUST 2018

COUNTY NAME: PASCO STATION: 0190 DIRECTION: S LANE: 0
DESCRIPTION: SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO.
LOCATION: COUNTY 14 SECTION 140 SUBSECTION 000 MILEPOST 2.640 ROUTES: I-75 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	W	401	269	295	389	728	2062	3783	4028	3436	2899	2659	2595	2648	2679	2787	2779	2671	2916	2446	1873	1431	1160	778	572	48284N
2	R	391	318	280	410	691	2097	3830	3932	3386	2893	2643	2692	2759	2813	2678	2813	2806	2675	2711	2051	1420	1222	810	668	48989N
3	F	432	320	314	400	697	1917	3585	3894	3379	2874	2885	2839	2945	3206	3205	3417	3402	3465	3397	2716	2179	1691	1334	891	55384N
4	A	662	482	338	387	426	791	1236	1716	2176	2823	3351	3517	3609	3508	3646	3590	3505	3179	2869	2303	1907	1571	1282	909	49783N
5	S	608	406	269	250	271	466	629	881	1339	1917	2577	2763	2971	3310	3213	3298	3224	3307	3209	2877	2008	1545	1060	790	43188N
6	M	511	281	340	386	764	2128	3686	4178	3300	2838	2584	2516	2623	2606	2674	2621	2796	2676	2374	1771	1417	1150	782	501	47503N
7	T	364	300	290	357	710	2045	3800	3879	3301	2839	2606	2427	2516	2517	2537	2493	2698	2713	2293	1737	1365	1060	766	527	46140N
8	W	342	290	285	390	739	2118	3775	4028	3325	2905	2669	2570	2588	2608	2588	2624	2762	2772	2479	1792	1356	1169	775	577	47526N
9	R	376	319	290	374	726	2073	3706	3850	3128	2522	2490	2803	2643	2535	2818	2741	2860	2934	2635	1973	1464	1175	882	602	47919N
10	F	429	323	307	387	686	1986	3671	3828	3139	2841	2657	2628	2861	2896	3076	3111	3402	3271	3255	2527	1977	1561	1132	840	52791N
11	A	578	414	326	337	363	752	1078	1635	2092	2512	2871	3087	3171	3097	3170	3378	3222	3285	2746	2077	1822	1528	1247	886	45674N
12	S	619	399	263	267	283	447	570	823	1326	1925	2517	2612	2825	3121	3067	3161	3165	2769	2772	2588	1831	1380	1027	643	40400N
13	M	476	340	346	389	746	2110	3870	3924	3129	2830	2752	2466	2510	2353	2455	2441	2455	2661	2208	1533	1238	1032	768	479	45511N
14	T	320	236	245	370	739	2129	4034	4187	3318	2739	2448	2267	2379	2467	2636	2794	3034	3182	2440	1688	1293	989	667	522	47123N
15	W	344	268	267	378	702	2183	4050	4122	3386	2829	2482	2359	2335	2465	2483	2445	2673	2746	2288	1577	1273	1084	667	534	45940N
16	R	380	283	295	385	740	2132	3993	4019	3426	2853	2556	2494	2407	2526	2663	2809	2960	2834	2514	1814	1398	1039	849	577	47946N
17	F	405	205	295	392	697	1961	3757	3985	3269	2802	2736	2744	2860	2778	3201	3177	3350	3399	3228	2725	1929	1609	1318	779	53601N
18	A	576	387	297	312	395	694	1154	1611	2148	2598	2921	3091	3207	3257	3142	3212	3195	3186	2779	2232	1820	1505	1249	866	45834N
19	S	576	372	264	215	227	431	607	868	1317	1886	2322	2666	2741	3047	3218	3250	3030	3359	3007	2337	1864	1567	1079	723	40973N
20	M	475	318	298	386	733	2286	4027	4137	3331	2804	2490	2428	2482	2479	2491	2465	2670	2693	2096	1608	1229	954	683	455	46018N
21	T	349	245	248	373	728	2098	4096	4120	3340	2778	2411	2271	2300	2340	2410	2412	2480	2625	2158	1495	1186	946	651	489	44549N
22	W	309	195	267	348	725	2106	4080	4230	3333	2801	2442	2303	2276	2342	2394	2411	2628	2787	2237	1638	1234	979	684	535	45284N
23	R	356	198	265	341	750	2180	4082	4096	3364	2803	2494	2348	2386	2316	2679	2619	2864	2905	2315	1811	1381	1074	749	536	46912N
24	F	374	309	294	383	689	2062	3787	3997	3245	2856	2679	2635	2659	2676	3038	2931	3251	3126	2412	1893	1611	1441	1296	1537	51181A
25	A	551	360	290	301	387	720	1121	1520	2193	2551	2822	3125	3170	3017	3062	3070	3036	2696	2489	2008	1551	1407	1078	797	43322N
26	S	505	369	228	198	255	400	604	780	1282	1945	2469	2770	2801	2974	3027	3153	3172	3053	2729	2131	1745	1358	967	625	39540N
27	M	401	333	278	351	739	2267	3969	4334	3364	2645	2573	2270	2384	2354	2431	2425	2494	2535	2152	1527	1182	940	641	461	45050N
28	T	294	256	249	373	734	2109	4128	4165	3436	2704	2432	2192	2231	2218	2381	2418	2297	2363	1982	1567	1158	912	626	432	43657N
29	W	304	184	250	333	699	2173	4015	4148	3430	2739	2464	2278	2256	2295	2475	2412	2262	2855	1938	1430	1176	991	657	421	44185N
30	R	309	204	249	359	742	2081	4064	4161	3299	2862	2528	2332	2470	2426	2589	2641	2702	2794	2443	1836	1469	1209	853	626	47248N
31	F	485	319	353	431	736	2005	3583	3868	2934	2677	2654	2657	2983	3025	3281	3200	2815	3185	3269	2883	2596	2274	1409	1046	54668A

WEEKDAY AVERAGE = 47792 SATURDAY AVERAGE = 46153 SUNDAY AVERAGE = 41025 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 1452123
MONTHLY AVERAGE = 46591

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
08/01, 04, 11, 17, 18 & 25: AMALIE ARENA EVENTS (TIMES VARY)
08/03-05, 07-11, 16, 17, 26, 31: MID-FL CREDIT UNION AMPHITHEATER EVENTS (VARY)
08/13: PUBLIC SCHOOLS OPEN FOR 2018-19 ACADEMIC YEAR
08/14: TAYLOR SWIFT @ RAYMOND JAMES STADIUM - 7PM
08/24, 30: TAMPA BAY BUCS PRESEASON HOME GAMES (TIMES VARY)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
SEPTEMBER 2018

COUNTY NAME: PASCO STATION: 0190 DIRECTION: N LANE: 0
DESCRIPTION: SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO.
LOCATION: COUNTY 14 SECTION 140 SUBSECTION 000 MILEPOST 2.640 ROUTES: I-75 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	A	776	538	439	451	568	869	1545	1892	2674	3116	3504	3616	3349	3285	3144	3117	2824	2506	2206	1971	1735	1519	1203	863	47710A
2	S	594	428	340	362	355	459	828	1227	1520	2160	2439	2706	2682	2664	2767	2741	2551	2297	2041	1775	1465	1238	885	662	37186N
3	M	500	314	276	295	391	595	1060	1492	1879	2370	2908	3306	3380	2900	3330	3149	2629	2304	2011	1751	1464	1075	741	478	40598H
4	T	362	259	233	281	547	1003	1898	2421	2480	2616	2547	2589	2648	2621	2873	3586	4367	4345	3252	1982	1575	1207	865	628	47185N
5	W	380	301	215	276	464	935	1767	2207	2449	2349	2389	2404	2378	2528	2837	3554	4178	4421	3192	2175	1766	1320	938	596	46019N
6	R	443	318	254	303	454	888	1723	2286	2420	2499	2417	2436	2496	2597	2863	3722	4583	4571	3624	2348	1760	1404	945	649	48003N
7	F	459	314	252	335	479	941	1781	2205	2468	2451	2647	2776	2986	3077	3694	4227	4670	4571	3553	2908	2041	1647	1266	1100	52848N
8	A	644	428	351	391	434	783	1390	1916	2356	2713	3118	3203	3193	3158	3108	3072	2976	2771	2307	2002	1580	1449	1072	751	45166S
9	S	573	430	346	366	337	393	689	1129	1441	2005	2290	2668	2765	2636	2573	2592	2694	2589	2063	1786	1484	1110	699	485	36143N
10	M	334	244	216	311	533	920	1791	2282	2446	2521	2374	2392	2472	2534	2833	3578	4282	4315	3036	2169	1583	1323	804	598	45891N
11	T	352	290	246	304	460	945	1733	2145	2316	2364	2347	2258	2445	2464	2853	3615	4381	4450	3260	2186	1680	1460	979	663	46196N
12	W	384	263	244	279	481	866	1642	2285	2358	2450	2257	2390	2474	2465	2772	3558	4307	4539	3593	2302	1842	1491	1003	599	46844N
13	R																									35583B
14	F	433	330	253	327	433	835	1676	2122	2479	2369	2545	2674	2815	3050	3511	3679	5109	4610	3816	2837	2169	1802	1361	1125	52360N
15	A	695	499	381	344	402	645	1213	1693	2139	2703	3193	3259	3015	2915	2945	2857	2824	2501	2347	2066	1747	1490	1305	1019	44197N
16	S	753	502	347	330	325	445	762	1091	1572	2179	2538	2750	3060	2872	2829	2874	2842	3176	2491	2063	1573	1124	794	609	39901S
17	M	435	255	233	329	542	944	1823	2056	2427	2789	2719	2723	2623	2187	2772	3521	4095	4255	3380	2257	1719	1283	848	628	46843N
18	T	410	305	243	284	456	874	1750	2190	2273	2395	2206	2396	2410	2533	2753	3595	4419	4358	3334	2119	1708	1402	1060	656	46129N
19	W	413	322	232	307	484	868	1760	2100	2324	2481	2332	2331	2463	2427	2893	3516	4032	3394	3703	2217	1808	1476	990	608	45481N
20	R	444	288	263	312	504	887	1829	2293	2504	2410	2550	2581	2648	2691	2995	3681	4546	4399	3159	2735	1907	1570	1118	678	48992N
21	F	511	353	282	358	542	903	1775	2137	2664	2635	2829	2979	3132	3246	3477	4270	4750	4527	3752	2940	2178	1761	1362	1091	54454N
22	A	712	522	407	391	409	709	1284	1930	2587	2686	2897	2858	2915	2764	2819	3022	2628	2626	2307	1994	1685	1579	1408	1266	44405N
23	S	823	543	339	314	342	480	716	1187	1553	2035	2506	2962	2911	2944	3050	3019	2765	2744	2480	2084	1578	1146	770	564	39855N
24	M	356	252	228	297	478	919	1816	2275	2492	2539	2541	2439	2479	2641	2764	3402	4004	4512	3077	2047	1611	1249	953	777	46148N
25	T	851	556	273	307	457	876	1779	2103	2149	2280	2260	2486	2451	2534	2846	3514	4180	4318	3501	2249	1790	1412	1063	694	46929A
26	W	408	322	234	332	464	879	1671	2179	2480	2546	2390	2425	2496	2500	2817	3286	4145	4590	3381	2272	1938	1406	920	669	46750N
27	R	445	336	232	309	468	918	1707	2247	2570	2478	2542	2586	2527	2665	3063	3715	4322	4452	3542	2524	1930	1582	963	749	48872N
28	F	448	349	231	327	541	898	1518	2075	2621	2662	2770	2803	3069	3285	3660	4051	4693	4515	3788	2770	2414	1747	1321	1265	53821N
29	A	776	505	418	365	437	682	1185	1826	2386	2696	2986	3068	2688	2804	3034	2952	2982	2694	2348	2156	1712	1568	1310	948	44526A
30	S	647	542	374	353	332	431	760	1149	1526	1983	2471	2748	2854	2911	2932	2777	2852	2793	2490	2252	1678	1259	808	533	39455N

WEEKDAY AVERAGE = 47949 SATURDAY AVERAGE = 45201 SUNDAY AVERAGE = 38508 NUMBER OF GOOD DAYS 29 TOTAL MONTHLY COUNT = 1328907
MONTHLY AVERAGE = 46208

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
09/01: ELON 6PM; 09/08: GA TECH 12PM; 09/22: E CAROLINA 8PM @ USF
09/01: CHARLESTON SO 7:30PM; 09/08: KENTUCKY 7:30PM; 09/15: COL ST 4PM @ UF
09/03: LABOR DAY
09/07, 14-16, 18, 21-23, 25: AMALIE ARENA EVENTS (TIMES VARY)
09/16: PHILADELPHIA 1PM; 09/24: PITTSBURGH 8:15PM @ TAMPA BAY BUCS

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
SEPTEMBER 2018

COUNTY NAME: PASCO STATION: 0190 DIRECTION: S LANE: 0
DESCRIPTION: SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO.
LOCATION: COUNTY 14 SECTION 140 SUBSECTION 000 MILEPOST 2.640 ROUTES: I-75 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	A	700	533	389	409	409	667	1091	1509	2014	2587	2980	3349	3377	3201	3156	2992	2881	2747	2389	1985	1685	1350	1151	1038	44589A
2	S	996	473	259	210	294	408	581	761	1272	2033	2571	2919	2921	2994	2951	2788	2700	2687	2334	1902	1779	1356	1000	796	38985A
3	M	503	299	255	249	341	496	710	864	1251	1750	2432	2897	3282	3220	3281	3425	3013	3056	3161	2982	2099	1532	1090	736	42924H
4	T	488	362	313	471	732	2254	4107	4235	3409	2889	2618	2408	2502	2616	2775	2729	2736	2727	2211	1611	1198	884	646	465	47386N
5	W	284	202	256	327	723	2137	3942	4088	3390	2722	2485	2331	2227	2350	2384	2460	2540	2482	2198	1595	1198	1001	637	439	44398N
6	R	300	226	237	351	734	2149	4093	4163	3296	2862	2425	2378	2346	2378	2509	2473	2743	2487	2433	1697	1402	1069	678	536	45965N
7	F	347	242	261	363	706	2068	3841	3971	3198	2763	2624	2576	2742	2612	2899	2963	3044	3212	2985	2249	1679	1408	1044	743	50540N
8	A	540	375	258	305	345	734	1109	1649	2157	2650	2924	2910	2928	2802	2898	2724	2569	2678	2254	1790	1453	1251	991	862	41156N
9	S	923	889	371	251	255	406	604	805	1255	2039	2533	3010	3070	3028	2997	3079	3045	3067	2570	2183	1737	1304	954	629	41004A
10	M	397	304	253	395	714	2272	4070	4195	3407	2741	2382	2362	2465	2427	2453	2380	2558	2393	2118	1509	1173	940	609	459	44976N
11	T	331	256	270	391	735	2164	4041	4300	3315	2811	2442	2288	2436	2373	2481	2566	2633	2763	2344	1675	1324	1031	793	621	46384N
12	W	399	221	333	368	724	2002	4059	4261	3516	2816	2680	2505	2588	2482	2665	2719	2731	2778	2450	1775	1407	1163	790	638	48070N
13	R																									28830B
14	F	374	269	281	345	626	1881	3720	4025	3228	2729	2668	2608	2565	2718	2923	2996	3144	3309	2968	2421	1901	1474	1065	735	50973N
15	A	520	375	280	291	348	677	1148	1488	1988	2447	2850	3069	3017	2918	2823	2923	2894	2746	2367	1991	1928	1885	1360	881	43214S
16	S	619	336	264	195	224	429	591	787	1396	2060	2717	2917	2914	2919	2839	2874	2861	2877	2524	2204	1837	1328	701	485	38898A
17	M	832	231	270	308	663	2078	2896	3156	3454	2880	2559	2435	2420	2432	2486	2378	2493	2642	2130	1490	1144	926	674	488	43465A
18	T	328	201	250	352	600	2088	4164	4131	3303	2698	2464	2242	2231	2260	2389	2270	2475	2654	2228	1590	1236	896	676	455	44181N
19	W	308	189	216	344	615	2034	4027	4134	3447	2742	2408	2292	2218	2298	2344	2556	2348	2760	2171	1626	1264	981	626	480	44428N
20	R	295	216	236	333	650	2076	4002	4062	3519	2847	2595	2401	2390	2527	2526	2607	2690	2876	2396	1768	1355	1118	723	560	46768N
21	F	376	256	277	375	624	1903	3793	3861	3188	2829	2596	2657	2720	2751	2960	3049	3261	3376	3403	2663	1935	1566	1133	823	52375N
22	A	602	415	308	310	363	680	1103	1492	2072	2475	2936	3189	3246	3278	3024	3062	3145	3170	2419	2047	1781	1359	1060	890	44426N
23	S	634	362	250	203	275	391	564	822	1260	1913	2492	2783	2948	3136	3236	3154	3236	3272	3109	2654	1894	1507	1104	692	41891N
24	M	496	380	328	395	679	2114	4028	4083	3468	2781	2546	2584	2634	2559	2758	2750	2886	2964	2506	1678	1233	932	639	511	47932S
25	T	361	259	244	349	614	1970	3731	2563	2355	2005	2270	2289	2309	2345	2443	2493	2514	2651	2337	1516	1271	968	694	462	41013A
26	W	326	245	234	358	632	1981	3996	4144	3325	2926	2563	2462	2372	2439	2429	2506	2666	2648	2228	1719	1251	965	684	504	45603N
27	R	320	202	261	348	640	2014	4063	3999	3250	2817	2692	2640	2553	2443	2647	2737	2684	2700	2405	1899	1382	1127	782	574	47179N
28	F	356	237	294	366	623	1794	3955	3768	3095	2868	2737	2687	2794	2688	3173	3352	3401	3410	3221	2534	1919	1575	1121	843	52811N
29	A	567	374	311	296	355	653	1159	1562	2102	2632	2876	3196	3178	3029	3060	3075	3108	2899	2513	2088	1655	1543	1181	849	44261N
30	S	576	330	245	211	231	422	658	779	1296	1994	2399	2867	3138	3158	3251	3252	3258	3284	2951	2483	1985	1550	1157	762	42237N

WEEKDAY AVERAGE = 46700 SATURDAY AVERAGE = 43529 SUNDAY AVERAGE = 40603 NUMBER OF GOOD DAYS 29 TOTAL MONTHLY COUNT = 1308032
MONTHLY AVERAGE = 45376

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
09/01: ELON 6PM; 09/08: GA TECH 12PM; 09/22: E CAROLINA 8PM @ USF
09/01: CHARLESTON SO 7:30PM; 09/08: KENTUCKY 7:30PM; 09/15: COL ST 4PM @ UF
09/03: LABOR DAY
09/07, 14-16, 18, 21-23, 25: AMALIE ARENA EVENTS (TIMES VARY)
09/16: PHILADELPHIA 1PM; 09/24: PITTSBURGH 8:15PM @ TAMPA BAY BUCS

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
OCTOBER 2018

COUNTY NAME: PASCO STATION: 0190 DIRECTION: N LANE: 0
DESCRIPTION: SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO.
LOCATION: COUNTY 14 SECTION 140 SUBSECTION 000 MILEPOST 2.640 ROUTES: I-75 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	M	373	256	245	294	524	922	1843	2276	2461	2557	2542	2545	2561	2534	2804	3484	4254	4489	3240	2110	1651	1284	904	579	46732N
2	T	375	269	252	281	459	854	1758	2171	2321	2397	2275	2274	2426	2524	2776	3349	3248	3361	3100	2381	1707	1369	930	606	43463N
3	W	414	293	240	310	464	905	1711	2259	2342	2346	2323	2387	2488	2673	2905	3473	4272	4158	3479	2287	1885	1470	951	660	46695N
4	R	437	299	255	342	478	920	1824	2235	2508	2545	2634	2670	2649	2812	2898	3738	4029	4554	3774	2702	2032	1501	1123	700	49659N
5	F	559	351	303	368	513	981	1841	2379	2573	2701	2799	2964	3119	3452	3897	4375	4789	4499	4014	3287	2469	1822	1408	1073	56536N
6	A	774	537	412	350	425	713	1280	2057	2616	3128	3559	3363	3233	3059	2941	2851	2788	2619	2410	2107	1816	1524	1286	929	46777N
7	S	659	676	417	352	397	507	889	1278	1535	2131	2722	2852	2939	2995	3012	2435	2655	2956	2404	2122	1626	1097	851	584	40091N
8	M	368	320	252	345	549	993	1922	2421	2694	2599	2749	2825	2823	2703	2877	3527	4274	4285	3191	2160	1713	1273	885	564	48312N
9	T	429	340	259	314	482	915	1803	2250	2269	2421	2457	2360	2490	2497	2941	3589	4371	4369	3478	2304	1701	1331	914	634	46918N
10	W	422	326	240	272	408	681	1472	1929	2151	1862	1867	2122	2170	2099	2385	3136	4021	3903	3025	1970	1568	1154	806	569	40558N
11	R	423	279	244	287	423	798	1591	2039	2555	2365	2443	2425	2662	2724	2748	3671	4385	4440	3487	2419	1974	1500	1426	952	48260N
12	F	557	421	299	396	625	1031	2008	2415	2628	2808	2943	3152	3113	3313	3708	4352	4527	4424	3729	3314	2356	1932	1468	1344	56863N
13	A	960	650	427	402	535	817	1466	1966	2567	2990	3307	3475	3212	3215	3057	3041	2970	2909	2429	2350	2002	1532	1325	1032	48636N
14	S	773	651	422	366	349	522	857	1273	1692	2311	2865	3291	3240	3314	3345	3206	3056	2896	2560	2274	1769	1187	781	665	43665N
15	M	498	339	250	332	518	987	1896	2298	2656	2794	2765	2698	2830	2660	2992	3674	4341	4462	3487	2293	1739	1378	869	624	49380N
16	T	444	308	280	310	527	914	1798	2296	2423	2417	2444	2453	2475	2576	2881	3617	4265	4532	3457	2454	1802	1393	1043	784	47893N
17	W	440	326	245	296	524	917	1818	2231	2460	2637	2539	2598	2563	2634	2978	3666	4208	4513	3449	2532	1878	1519	1004	675	48650N
18	R	474	343	271	341	545	945	1897	2332	2642	2693	2796	2787	2758	2877	3098	3811	4442	4354	3734	2710	2075	1540	1159	881	51505N
19	F	625	418	323	380	564	1090	1945	2523	2622	2754	3099	3196	3002	3746	3932	4190	4838	4672	3788	3293	2438	1874	1499	1133	57944N
20	A	765	609	430	435	530	903	1550	2164	2683	2928	3361	3230	3145	3046	3057	2980	3001	2685	2452	2273	1903	1721	1437	1215	48503N
21	S	786	594	488	385	380	551	821	1363	1709	2365	2958	3113	3300	3151	3176	3034	3131	3248	2994	2353	1760	1242	912	596	44410N
22	M	469	322	259	339	603	981	1925	2382	2500	2651	2684	2662	2648	2653	2862	3599	4250	4411	3201	2260	1661	1212	864	593	47991N
23	T	384	280	256	302	474	887	1824	2237	2410	2363	2354	2455	2475	2508	2910	3681	4336	4575	3433	2393	1732	1343	843	626	47081N
24	W	438	315	286	289	469	890	1748	2327	2469	2393	2468	2430	2554	2610	2887	3556	4062	4520	3562	2442	1938	1525	980	695	47853N
25	R	429	312	269	359	490	945	1984	2350	2634	2558	2795	2603	2598	3307	3215	3801	4612	4659	3475	2761	2070	1554	1094	748	51622N
26	F	561	432	322	375	585	981	2073	2405	2734	2663	3016	3209	3444	3731	3720	4419	4972	5125	4094	3092	2354	1877	1489	1094	58767N
27	A	784	594	388	413	459	765	1451	2072	2383	2842	3050	3111	3152	3071	2931	3150	3005	2847	2471	2282	1912	1456	1194	1033	46816N
28	S	807	639	485	377	356	453	763	1217	1693	2192	2673	2985	3010	3105	3191	2992	3036	2948	2438	2267	1717	1219	842	561	41966N
29	M	419	343	261	333	539	995	1913	2122	2737	2749	2507	2661	2562	2641	2924	3498	4339	4366	3468	2277	1756	1327	923	620	48280N
30	T	396	278	236	281	457	871	1773	2221	2405	2328	2291	2394	2498	2550	2894	3464	4207	4384	3540	2487	1857	1403	1011	755	46981N
31	W	503	308	277	304	453	812	1805	2148	2367	2283	2322	2411	2496	2578	3026	3861	4460	4515	3254	2044	1621	1468	942	608	46866N

WEEKDAY AVERAGE = 49704 SATURDAY AVERAGE = 47683 SUNDAY AVERAGE = 42533 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 1495673
MONTHLY AVERAGE = 48391

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
10/06: LSU @ FL GATORS 3:30PM
10/11: USMNT VS. COLOMBIA - INT'L FRIENDLY SOCCER MATCH - 7:30PM
10/20: CONNECTICUT @ USF 7PM
10/21: CLV BROWNS @ TAMPA BAY 1PM
10/31: HALLOWEEN

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
OCTOBER 2018

COUNTY NAME: PASCO STATION: 0190 DIRECTION: S LANE: 0
DESCRIPTION: SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO.
LOCATION: COUNTY 14 SECTION 140 SUBSECTION 000 MILEPOST 2.640 ROUTES: I-75 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	M	492	265	279	348	694	2149	4097	4207	3386	3069	2547	2702	2713	2583	2712	2678	2643	2827	2211	1605	1275	1000	748	489	47719N
2	T	343	250	249	329	651	2168	4090	4162	3434	2829	2501	2349	2366	2337	2529	2531	2649	2345	1957	1402	1097	895	691	464	44618N
3	W	294	237	245	386	692	2058	4082	3946	3336	2748	2470	2573	2508	2389	2615	2515	2724	2685	2294	1699	1268	994	724	518	46000N
4	R	339	231	265	376	688	2096	4085	3965	3224	2828	2512	2529	2395	2737	2779	2841	2954	2898	2386	1961	1496	1276	946	721	48528N
5	F	493	359	310	398	726	1955	3532	3842	3031	2802	2702	2804	2890	3029	3215	3467	3317	3294	3285	2637	2006	1569	1265	943	53871N
6	A	732	476	321	340	375	742	1181	1540	2040	2577	2934	3146	3231	3184	3249	3134	3225	3082	2515	2123	1886	2041	2083	1369	47526S
7	S	726	578	319	252	261	408	671	806	1285	2101	2796	3328	3451	3623	3825	3411	3184	3271	2878	3055	2446	1563	1179	811	46228N
8	M	558	342	349	391	654	2024	3835	3770	3225	2798	2704	2759	2826	2739	3036	2822	2969	2981	2536	2061	1608	1274	984	764	50009N
9	T	445	384	349	422	728	2178	3945	4058	3378	2888	2691	2665	2671	2713	2844	2901	2967	2951	2435	1864	1409	1064	738	652	49340N
10	W																									40164B
11	R																									45305B
12	F	459	351	276	401	697	1985	3712	3781	3035	2829	2821	2689	2983	3040	3238	2604	3337	4009	3461	2940	2016	1527	1235	846	54272N
13	A	714	454	308	317	420	790	1174	1568	2187	2504	2972	3305	3141	3153	3186	2804	3270	3219	2729	2174	1871	1656	1218	945	46079N
14	S	682	550	313	246	279	467	624	818	1316	2041	2571	2938	3279	3447	3457	3445	3500	3218	2878	2521	2335	1435	1228	962	44550N
15	M	550	426	359	406	764	2124	3967	4016	3467	3000	2921	2943	2929	3112	2875	2909	2879	3101	2466	1880	1446	1158	829	639	51166N
16	T	420	315	304	379	691	2086	3978	4133	3346	3013	2762	2551	2679	2530	2634	2675	2825	2960	2474	1653	1314	1031	787	640	48180N
17	W	383	275	283	403	698	2082	3997	4049	3493	3000	2675	2604	2613	2529	2869	2789	2984	2859	2423	1801	1402	1142	796	659	48808N
18	R	399	312	263	395	692	2083	3959	4133	3317	2978	2889	2711	2652	2658	2918	2994	3167	3187	2685	2065	1518	1320	964	677	50936N
19	F	451	359	301	422	675	1949	3671	3844	3080	2886	2842	2953	3064	3076	3315	2755	2403	2449	3620	4188	2158	1554	1285	985	54285A
20	A	779	525	306	312	380	725	1126	1572	2124	2665	3098	3314	3508	3425	3628	3587	3484	3261	2856	2124	2016	1695	1336	1050	48896N
21	S	804	577	319	260	304	459	682	809	1440	2282	2889	3531	3672	3568	3755	3847	3746	3697	3420	3029	2554	1663	1212	908	49427N
22	M	561	388	294	361	687	2134	4003	4050	3355	2997	2853	2833	3014	2869	2834	2893	2992	2984	2387	1860	1351	1010	782	546	50038N
23	T	402	311	293	380	632	2119	3879	4163	3347	2866	2713	2463	2507	2572	2547	2727	2939	2947	2350	1703	1294	1041	755	653	47603N
24	W	366	218	272	374	667	2145	3968	4072	3432	2919	2754	2562	2650	2554	2734	2862	2793	2873	2410	1718	1307	1080	795	639	48164N
25	R	400	231	253	383	728	2113	4052	4063	3388	3013	2817	2717	2738	2730	2966	2966	3012	3081	2809	2035	1518	1213	949	711	50886N
26	F	432	354	322	388	712	1982	3687	3779	3170	2798	2842	2865	3011	3261	3164	3560	3413	3342	3356	2567	2070	1556	1240	959	54830N
27	A	669	521	359	344	434	720	1137	1498	2093	2623	2956	3152	3253	3207	3307	3240	3253	3236	2828	2454	1993	1630	1472	1072	47451N
28	S	843	552	333	282	279	409	708	977	1587	2130	2745	3191	3441	3650	3836	3853	3841	3744	3403	3183	2413	1575	1234	926	49135N
29	M	631	394	337	415	735	2234	4097	4206	3504	3073	3077	2940	2998	3158	3105	3112	2979	3131	2505	1919	1402	1009	822	671	52454N
30	T	380	282	285	374	668	2060	3995	4126	3432	3021	2679	2662	2596	2668	2745	2867	2953	3012	2478	1685	1292	1031	758	649	48698N
31	W	366	268	277	374	653	2132	3947	4118	3341	2905	2679	2582	2674	2728	2755	2776	2920	2890	2113	1481	1362	1212	876	654	48083N

WEEKDAY AVERAGE = 50032 SATURDAY AVERAGE = 47488 SUNDAY AVERAGE = 47335 NUMBER OF GOOD DAYS 29 TOTAL MONTHLY COUNT = 1427780
MONTHLY AVERAGE = 49283

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
10/06: LSU @ FL GATORS 3:30PM
10/11: USMNT VS. COLOMBIA - INT'L FRIENDLY SOCCER MATCH - 7:30PM
10/20: CONNECTICUT @ USF 7PM
10/21: CLV BROWNS @ TAMPA BAY 1PM
10/31: HALLOWEEN

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
NOVEMBER 2018

COUNTY NAME: PASCO STATION: 0190 DIRECTION: N LANE: 0
DESCRIPTION: SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO.
LOCATION: COUNTY 14 SECTION 140 SUBSECTION 000 MILEPOST 2.640 ROUTES: I-75 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	R	487	358	280	410	492	952	1883	2420	2565	2707	2692	2637	2750	2766	3157	3682	4411	4614	3530	2653	2004	1431	1140	859	50880N
2	F	557	336	318	321	532	994	1878	2319	2621	2585	2944	2955	3260	3375	3861	3796	4501	4241	3838	2885	1510	2336	1346	870	54179N
3	A	666	487	355	374	476	719	1282	2033	2676	3037	3367	3538	3226	2980	2972	2988	2832	2593	2499	2454	1974	1577	1261	1159	47525N
4	S																									40547B
5	M	376	257	210	319	553	1072	2060	2429	2536	2790	2654	2621	2660	2834	2886	3571	4270	4297	3331	2148	1557	1235	856	575	48097N
6	T	385	279	241	323	513	900	1910	2288	2387	2475	2425	2512	2469	2615	3005	3786	4429	4335	3227	2171	1594	1287	963	734	47253N
7	W	422	316	265	286	459	878	1826	2338	2374	2561	2468	2583	2501	2772	2938	3856	4301	4416	3421	2366	1872	1296	1020	1296	48831S
8	R	904	388	256	320	490	1047	2083	2421	2599	2852	2691	2819	2782	3099	3260	3898	4505	4627	3419	2588	1891	1520	1183	805	52447A
9	F	533	342	280	356	559	1035	2084	2535	2707	2870	3195	3196	3559	3543	4152	4575	4962	4988	4044	3389	2529	1826	1339	1036	59634N
10	A	670	483	351	377	512	789	1533	2879	3551	3474	3293	3220	3234	3292	3186	3169	2999	2778	2504	2026	1574	1422	1370	938	49624S
11	S	669	411	361	381	307	494	814	1436	1941	2522	2848	2979	3012	3126	3022	3062	3118	3043	2526	2013	1498	1129	831	595	42138H
12	M	404	268	232	349	583	1114	2063	2478	2624	2847	3080	3068	3002	3151	3161	3677	4246	4206	3182	2295	1729	1252	946	621	50578N
13	T	481	299	245	332	479	945	2000	2529	2353	2788	2681	2570	2709	2730	2990	3637	4365	4447	3460	2348	1668	1326	924	621	48927N
14	W	430	292	255	284	512	1000	1985	2435	2472	2603	2512	2554	2567	2637	2956	3740	4278	4469	3543	2350	1756	1471	989	603	48693N
15	R	475	333	251	347	537	1006	1923	2396	2554	2785	2869	2802	2830	3074	3309	3891	4497	4423	3828	2622	2042	1509	1068	799	52170N
16	F	502	370	311	417	615	1153	2260	2657	2984	3055	3206	3145	3527	3661	3931	4758	5020	4993	4028	3384	2401	1927	1484	1048	60837N
17	A	900	586	410	453	754	1224	2106	2992	3814	3891	3467	3349	3334	3348	3319	3485	3208	2962	2537	2218	1728	1520	1313	947	53865S
18	S	718	481	337	372	436	688	1186	1866	2336	2568	3075	3322	3282	3147	3127	3021	2921	2562	2413	1953	1527	1187	820	597	43942N
19	M	426	333	240	332	651	1236	2148	2625	2809	3030	3255	3161	3113	3051	3313	3824	4353	4514	3051	2574	1841	1356	1026	705	52967A
20	T	543	349	292	319	672	1272	2232	2713	2899	3049	3223	3250	3351	3316	3719	4133	4477	4811	3708	3109	2309	1792	1280	959	57777A
21	W	590	444	366	504	814	1423	2351	2704	2994	3119	3553	3654	3980	4197	4661	4985	5086	4532	3814	3298	2441	1853	1528	1051	63942A
22	R	732	504	417	418	482	711	1089	1534	2098	2734	3672	3804	3533	2965	2367	2440	2546	2615	2578	2368	1936	1652	1204	745	45144H
23	F	543	350	262	296	455	814	1339	1926	2424	2900	3554	3623	3693	3659	4350	3669	3481	3077	2817	2400	2274	1802	1447	925	52080A
24	A	615	455	395	423	636	1037	1791	2388	2915	3628	4191	3902	3474	3180	3556	3504	3323	2935	2620	2269	1839	1642	1275	923	52916A
25	S	647	465	370	476	662	1018	1556	2087	2704	3474	3977	3920	3756	3822	3583	3502	3410	3144	2724	2247	1746	1223	1001	582	52096N
26	M	398	296	286	345	653	1231	2207	2658	2912	3226	3155	2993	2883	2894	3031	3692	4112	4263	3358	2269	1571	1188	831	585	51037N
27	T	442	297	262	304	493	932	1867	2364	2516	2511	2611	2552	2613	2620	2909	3614	4326	4452	3609	2350	1625	1394	1072	667	48402N
28	W	465	304	247	310	448	864	1800	2228	2462	2530	2473	2577	2569	2633	2867	3674	4350	4510	3598	2336	1671	1457	926	623	47922N
29	R	410	291	266	323	473	893	1832	2310	2651	2399	2541	2626	2731	2769	3076	3708	4538	4528	3330	2511	1741	1342	1101	828	49218N
30	F	440	332	283	384	532	887	1667	2357	2607	2553	2799	2892	3089	3190	3519	4167	4696	4639	3478	2825	2111	1728	1291	1082	53548N

WEEKDAY AVERAGE = 51927 SATURDAY AVERAGE = 50983 SUNDAY AVERAGE = 46059 NUMBER OF GOOD DAYS 29 TOTAL MONTHLY COUNT = 1486669
MONTHLY AVERAGE = 50954

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
11/03: TULANE (3:30PM); 11/23: UCF (4PM) @ USF
11/03: MISSOURI (4PM); 11/10: SO CAROLINA (12PM); 11/17: IDAHO @ UF (12PM)
11/04: DAYLIGHT SAVING TIME ENDS; 11/06: 2018 MID-TERM ELECTION DAY
11/07: ED SHEERAN @ RAYMOND JAMES STADIUM (7PM)
11/11 (OBSERVED 11/12): VETERAN'S DAY
11/11: WASHINGTON REDSKINS @ TAMPA BAY BUCS (1PM)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
NOVEMBER 2018

COUNTY NAME: PASCO STATION: 0190 DIRECTION: S LANE: 0
DESCRIPTION: SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO.
LOCATION: COUNTY 14 SECTION 140 SUBSECTION 000 MILEPOST 2.640 ROUTES: I-75 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	R	385	289	274	393	687	2109	3993	4040	3484	3044	2912	2879	2862	2922	2929	2960	3091	3243	2785	2041	1433	1225	954	719	51653N
2	F	425	324	334	436	666	2018	3677	3887	3280	2939	2892	2914	3070	3116	3236	3173	2812	2935	3477	2426	1924	1460	1201	852	53474N
3	A	609	374	292	320	402	760	1205	1639	2116	2668	3101	3499	3493	3558	3459	3466	3392	3303	2741	2282	2131	2073	1574	1082	49539S
4	S	697	273	236	183	287	464	719	950	1619	2404	3154	3469	3613	3609	3553	3726	3639	3411	3070	2400	1930	1358	973	669	46406N
5	M	449	354	314	387	726	2239	4236	4350	3539	3183	2905	2821	3027	2840	2819	2836	2914	2907	2319	1581	1231	916	653	447	49993N
6	T	321	276	234	397	746	2210	4073	4306	3360	2907	2835	2755	2581	2443	2674	2778	2828	2882	2383	1511	1101	886	626	456	47569N
7	W	341	261	244	409	707	2228	4123	4313	3410	3042	2730	2645	2762	2736	2851	2995	3327	3439	2646	1727	1338	923	702	490	50389N
8	R	328	229	299	401	737	2121	4139	4249	3494	3222	2825	2753	2747	2779	2919	2976	3062	3257	2681	1685	1584	1184	863	578	51112N
9	F	394	332	333	403	694	2090	3807	3978	3242	2997	3071	3072	3105	3197	3400	3473	3355	3344	3306	2650	2166	1706	1216	842	56173N
10	A	585	390	300	327	389	769	1290	1679	2258	2830	3056	3454	3405	3637	3503	3476	3645	3909	3227	2513	1947	1514	1149	932	50184S
11	S	576	395	246	210	252	417	729	985	1595	2519	3175	3661	3631	3798	3720	3792	3682	3439	2862	2750	2041	1468	1096	744	47783N
12	M	468	343	343	395	653	1912	3358	3326	3395	3173	3021	3069	3174	3040	3068	3326	3128	3085	2727	2006	1440	1076	757	549	50832H
13	T	386	320	274	391	698	2182	4083	4056	3511	3022	2715	2668	2609	2535	2556	2688	2768	2826	2384	1535	1152	878	647	475	47359N
14	W	289	268	243	394	680	2142	4169	4133	3459	2948	2762	2632	2595	2465	2670	2686	2889	2841	2339	1664	1193	895	704	498	47558N
15	R	340	260	310	389	737	2165	4069	4296	3570	3159	2810	2725	2690	2786	2850	2838	3054	3089	2648	1876	1423	1167	817	576	50644N
16	F	354	347	332	402	744	2052	3821	4046	3288	3028	3041	2924	3098	3132	3278	3234	3159	3317	3469	2973	2244	1813	1247	920	56263N
17	A	612	470	384	397	418	834	1322	1729	2343	2979	3359	3575	3596	3514	3599	3581	3727	3616	3352	2801	2313	1850	1251	924	52546S
18	S	575	452	333	306	318	485	735	965	1508	2317	3010	3314	3617	3238	3558	3688	3570	3398	3340	2800	2444	1620	1232	742	47565N
19	M	502	367	311	421	737	2185	3816	3859	3447	3163	3089	3190	3154	3144	3343	3376	3323	3316	2778	2077	1464	1192	928	674	53856A
20	T	463	295	337	397	659	2125	3611	3719	3327	3027	3120	3184	3341	3275	3234	3342	3531	3561	3149	2603	2348	1779	1544	901	56872A
21	W	593	533	513	510	815	2022	3397	3496	3340	3293	3461	3566	3682	3170	3604	3637	3634	3546	3407	3005	2746	2395	1643	1201	61209A
22	R	849	663	466	409	424	529	722	834	1313	2023	2913	3490	3463	2845	2648	2440	2728	3043	3232	2970	2664	2043	1427	986	45124H
23	F	590	364	280	273	445	873	1437	1715	1946	2366	2908	3295	3549	3755	3775	3577	3311	3113	2832	2072	1818	1458	1176	898	47826A
24	A	602	404	340	341	378	596	846	1219	1595	2240	2907	3518	3481	3528	3745	3844	3832	3844	3597	3257	2549	2135	1612	1267	51677A
25	S	902	651	438	403	405	529	693	926	1557	2495	3302	3900	3941	3904	3914	3914	4156	4009	3718	3215	2919	2586	1758	1194	55429A
26	M	767	492	368	453	821	2280	4041	4159	3529	2986	2958	2769	2983	2935	3053	3083	3094	3049	2349	1829	1400	1033	756	551	51738A
27	T	385	276	295	408	678	2133	4030	4200	3594	3005	2747	2631	2657	2566	2757	2846	2919	2965	2380	1672	1291	971	693	473	48572N
28	W	351	278	267	371	681	2058	3914	4114	3259	2894	2720	2518	2538	2658	2715	2754	2848	2834	2316	1551	1195	930	666	455	46885N
29	R	313	290	282	368	691	2110	3948	4233	3321	2959	2730	2742	2762	2753	2859	2877	2948	2960	2527	1742	1361	1095	762	531	49164N
30	F	362	331	290	380	626	1958	3814	4027	3166	2945	2914	2816	2811	3019	3154	3295	3325	3494	3050	2257	1805	1475	1016	717	53047N

WEEKDAY AVERAGE = 51221 SATURDAY AVERAGE = 50987 SUNDAY AVERAGE = 49296 NUMBER OF GOOD DAYS 30 TOTAL MONTHLY COUNT = 1528441
MONTHLY AVERAGE = 50912

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
11/03: TULANE (3:30PM); 11/23: UCF (4PM) @ USF
11/03: MISSOURI (4PM); 11/10: SO CAROLINA (12PM); 11/17: IDAHO @ UF (12PM)
11/04: DAYLIGHT SAVING TIME ENDS; 11/06: 2018 MID-TERM ELECTION DAY
11/07: ED SHEERAN @ RAYMOND JAMES STADIUM (7PM)
11/11 (OBSERVED 11/12): VETERAN'S DAY
11/11: WASHINGTON REDSKINS @ TAMPA BAY BUCS (1PM)

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
DECEMBER 2018

COUNTY NAME: PASCO STATION: 0190 DIRECTION: N LANE: 0
DESCRIPTION: SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO.
LOCATION: COUNTY 14 SECTION 140 SUBSECTION 000 MILEPOST 2.640 ROUTES: I-75 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	A	658	452	379	391	452	717	1345	1907	2364	2618	2706	2968	2902	3020	3160	3389	2972	2767	2310	1945	1755	1481	1312	1113	45083N
2	S	724	494	377	313	341	488	816	1207	1649	2008	2401	2575	2732	2861	2878	2850	2984	2885	2384	1998	1497	1153	855	814	39284N
3	M	536	265	243	301	533	1033	1898	2331	2545	2625	2545	2654	2691	2663	2760	3615	4299	4245	3130	2409	1572	1275	890	587	47645N
4	T	395	288	249	298	422	861	1828	2160	2270	2415	2349	2442	2626	2562	2999	3708	4294	4345	3552	2303	1782	1438	933	606	47125N
5	W	425	308	274	300	488	863	1782	2144	2419	2450	2433	2405	2561	2660	3023	3651	4326	4407	3543	2421	1833	1498	951	644	47809N
6	R	492	284	263	351	494	965	1876	2262	2471	2589	2478	2515	2634	2857	3152	3723	4038	4415	3541	2624	1999	1527	1194	816	49560N
7	F	504	360	314	393	491	945	1795	2285	2539	2554	2766	2916	3118	3160	3529	4250	4800	4523	3449	2884	2119	1872	1525	1067	54158N
8	A	728	449	356	351	484	677	1184	1857	2239	2640	2846	2977	2869	3185	3096	3413	3123	2867	2550	2123	1732	1790	1611	1163	46310N
9	S	709	468	348	328	291	403	675	976	1416	1532	1889	2246	2860	2976	2870	2687	2882	2860	2278	1838	1518	1193	848	519	36610N
10	M	365	273	242	328	591	1029	1960	2442	2592	2622	2782	2739	2798	2730	2967	3566	4344	4308	3289	2208	1624	1291	1082	681	48853N
11	T	441	271	250	311	494	879	1799	2222	2369	2458	2395	2490	2586	2658	2913	3549	4294	4192	3446	2531	1654	1403	942	592	47139N
12	W	437	285	246	310	475	835	1857	2213	2461	2441	2480	2444	2626	2675	3030	3666	4386	4463	3197	2011	2096	1515	938	672	47759N
13	R	422	303	268	317	473	903	1886	2207	2519	2721	2550	2684	2881	2848	3218	3933	4515	4556	3500	2517	2015	1570	1151	825	50782N
14	F	565	314	285	371	513	930	1858	2200	2531	2571	2878	2839	3237	3286	3648	4226	4423	3940	3006	2378	1881	1513	1363	1149	51905N
15	A	719	481	407	380	504	729	1167	1857	2405	2656	2976	3135	3049	3121	3136	3148	2977	2794	2343	2010	1818	1671	1494	1313	46290N
16	S	759	535	360	346	382	501	837	1372	1594	2111	2677	2867	3133	3533	3058	3143	2797	2685	2479	2058	1727	1317	1095	671	42037N
17	M	488	334	250	358	566	1112	1922	2319	2626	2678	2677	2812	2833	2777	2931	3708	4431	4474	3390	2246	1680	1309	989	680	49590N
18	T	452	340	271	336	514	912	1875	2207	2452	2461	2541	2592	2564	2797	3013	3779	4437	4296	3277	2455	1899	1421	1070	735	48696N
19	W	440	299	261	358	585	1056	2012	2468	2700	2708	2665	2809	2716	2899	3292	3657	4024	4020	3403	2521	1957	1522	1176	706	50254N
20	R	476	344	280	353	531	913	1430	1663	2192	2431	2493	2325	2661	2659	2949	3415	3903	3861	3024	2197	1851	1422	1190	875	45438N
21	F	653	447	345	426	685	1183	1991	2339	2849	2814	3154	3193	3384	3753	4689	4520	4601	4395	3764	3228	2746	2177	1828	1328	60492A
22	A	885	653	629	613	982	1367	2060	2764	3230	3633	4054	4107	3693	3635	3740	3930	3318	2875	2789	2372	2058	1754	1563	1199	57903A
23	S	783	514	406	424	515	698	1112	1465	2009	2681	3079	3365	3352	3336	3224	3124	2990	2601	2504	2127	1770	1381	1130	819	45409A
24	M	577	340	284	278	328	585	881	1338	1664	1989	2491	2891	3187	3098	3138	3232	2961	2655	2449	1938	1746	1657	1347	961	42015A
25	T	656	411	257	193	220	348	581	857	1232	1766	2411	2867	3116	3116	2767	2824	2753	2796	2561	2399	1906	1458	1058	704	39257H
26	W	418	323	274	428	770	1413	2210	2783	2989	3382	4025	3947	3741	3472	3615	3743	4449	3994	3023	2324	1847	1622	1174	797	56763A
27	R	551	378	335	393	667	1197	2027	2733	2954	3300	3866	3315	3761	3452	3537	3773	4172	4088	3165	2529	1884	1703	1260	955	55995A
28	F	606	405	350	393	588	1121	2031	2399	2664	3076	3571	3497	3735	3910	4090	4164	4393	4218	3415	2854	2255	2003	1488	1053	58279A
29	A	722	567	445	546	761	1084	1735	2397	3081	3730	3996	4150	3818	3496	3446	3298	3236	2755	2545	2303	1904	1603	1485	930	54033A
30	S	730	560	434	491	559	878	1374	1886	2330	3145	3585	3683	3620	3319	3361	3076	3055	2904	2529	2167	1889	1487	1160	859	49081A
31	M	516	352	280	373	507	866	1588	1970	2247	2680	2972	3042	3020	3095	3001	3396	3278	2810	2331	1944	1407	1104	774	586	44139A

WEEKDAY AVERAGE = 49860 SATURDAY AVERAGE = 49924 SUNDAY AVERAGE = 42484 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 1505693
MONTHLY AVERAGE = 48816

"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
12/02: CAROLINA; 12/09: NO SAINTS; 12/30: ATLANTA @ TB BUCS (1PM)
12/06-16: COLLEGES & UNIVERSITIES - 2018 FALL SEMESTER ENDS
12/24-01/04: PUBLIC SCHOOLS CLOSED FOR WINTER BREAK
12/25: CHRISTMAS DAY

NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

DATE 03/14/19

FLORIDA DEPARTMENT OF TRANSPORTATION
TRAFFIC COUNTS
HOURLY CONTINUOUS COUNTS FINAL REPORT
DECEMBER 2018

COUNTY NAME: PASCO STATION: 0190 DIRECTION: S LANE: 0
DESCRIPTION: SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO.
LOCATION: COUNTY 14 SECTION 140 SUBSECTION 000 MILEPOST 2.640 ROUTES: I-75 SR-93

DY	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	DAILY
1	A	524	417	303	316	377	759	1221	1723	2138	2758	2983	3304	3394	3183	3165	3185	3093	3026	2616	2251	2020	1405	1034	751	45946N
2	S	497	326	251	228	239	415	681	875	1440	2216	2746	3188	3072	3070	3163	3231	3045	3010	2540	2043	1718	1270	864	585	40713N
3	M	395	314	292	385	728	2160	4110	4221	3480	2948	2625	2638	2555	2508	2638	2693	2621	2550	2109	1372	1107	847	647	423	46366N
4	T	298	269	253	359	706	2155	4058	4177	3286	2878	2600	2475	2418	2390	2498	2594	2641	2705	2163	1523	1139	957	635	420	45597N
5	W	295	276	289	371	652	2081	4006	4085	3464	2858	2809	2560	2456	2414	2497	2741	2785	2923	2378	1620	1233	987	761	508	47049N
6	R	366	273	292	372	720	2102	3958	4170	3438	2987	2640	2619	2590	2623	2820	2904	2999	3017	2515	1824	1314	1191	807	548	49089N
7	F	390	331	295	374	719	1995	3766	3972	3290	2938	2752	2850	2926	2991	3221	3307	3441	3517	3258	2504	1968	1517	1125	805	54252N
8	A	510	401	279	305	452	779	1288	1669	2167	2717	3051	3383	3299	3097	3299	3144	3330	3337	2695	2092	1611	1406	1229	809	46349N
9	S	548	370	250	236	257	415	658	730	1261	1565	2097	2605	2774	2863	2846	2921	2829	2811	2005	1614	1633	1299	877	606	36070A
10	M	401	305	288	335	690	2200	3996	4265	3380	2863	2610	2621	2587	2518	2566	2694	2712	2750	2267	1440	1107	807	635	538	46575N
11	T	345	260	269	369	659	2075	4032	4088	3249	2918	2600	2468	2570	2348	2498	2591	2680	2776	2195	1578	1229	1023	729	518	46067N
12	W	346	256	296	380	677	2136	3969	4072	3319	2807	2693	2696	2658	2554	2763	2763	2865	2968	2541	1692	1362	1071	810	497	48191N
13	R	344	300	307	372	770	2124	3996	4068	3336	2881	2325	2475	2471	2536	2694	2794	2946	3041	2576	2106	1845	1500	938	598	49343N
14	F	456	331	343	392	727	2001	3714	3845	3246	2816	2925	2756	2490	3059	2677	2959	3078	3015	2773	2179	1878	1315	1091	774	50840N
15	A	534	411	318	306	392	740	1084	1414	1912	2444	2944	3068	3471	3534	3500	3308	3371	3351	3248	2414	1914	1472	1296	999	47445N
16	S	580	399	342	265	290	429	644	793	1414	2189	2763	3096	3287	3736	3393	3357	3397	3481	3194	2371	1732	1472	1017	685	44326N
17	M	443	360	303	406	745	2127	4003	4168	3347	3071	2912	2911	2872	2696	2946	2939	2948	2877	2305	1692	1180	1048	688	434	49421N
18	T	402	247	301	344	663	2170	3931	4087	3373	3032	2785	2638	2665	2563	2767	2713	2842	2817	2281	1646	1279	1022	739	537	47844N
19	W	373	229	291	299	736	2126	3913	4239	3371	3198	2825	2792	2799	2799	2850	2939	3009	2842	2451	1786	1479	1168	882	600	49996N
20	R	451	316	343	431	770	1831	3310	3534	2967	2521	2463	2436	2443	2490	2745	2734	2807	2713	2443	1810	1449	1266	942	744	45959N
21	F	519	376	365	471	696	1908	3432	3739	2945	2859	3140	3428	3312	3255	3455	3612	3420	3585	3638	3151	2845	2197	1341	1282	58971A
22	A	994	775	554	512	600	978	1357	1768	2422	3051	3154	4800	4040	4108	4137	4149	3654	3713	4087	3565	3237	3126	2346	1421	62548A
23	S	992	772	590	526	492	623	822	1081	1635	2609	3516	3783	4060	4012	3754	3891	3894	3693	3401	2902	2407	2093	1460	1034	54042A
24	M	672	494	317	337	452	827	1364	1798	1930	2194	2811	3034	3259	3280	3284	3115	3014	2704	2386	1904	1720	1595	1421	938	44850A
25	T	603	440	279	195	191	296	376	484	799	1396	1993	2629	2826	2780	2671	2862	2932	3237	3265	3202	2748	2120	1473	920	40717H
26	W	577	389	335	390	708	1686	2942	3039	2959	3115	3583	3951	4147	4058	3795	3819	3848	3650	3235	2968	2747	2176	1221	1024	60362A
27	R	799	644	596	708	844	1892	3160	3333	3239	3329	3886	4077	3669	4013	4014	4226	4057	3904	3580	2968	2647	1873	1397	1020	63875A
28	F	709	575	477	522	740	1715	2893	3138	3077	3170	3211	3392	2959	3314	3428	3570	3586	3577	3580	3712	3189	2269	1561	1405	59769A
29	A	878	670	503	467	605	805	1130	1510	2142	2831	3820	4275	4019	3999	4152	4185	4057	4141	3819	3447	2843	1828	1469	1053	58648A
30	S	780	521	419	335	346	522	740	856	1520	2531	3425	4074	4163	3865	3473	3704	4086	3734	3541	3160	2474	1796	1270	941	52276A
31	M	655	455	332	349	512	1203	2099	2396	2417	2623	3136	3432	3532	3683	3733	3307	3156	2865	2485	2111	1701	1395	951	562	49090A

WEEKDAY AVERAGE = 50348 SATURDAY AVERAGE = 52187 SUNDAY AVERAGE = 45485 NUMBER OF GOOD DAYS 31 TOTAL MONTHLY COUNT = 1542586
MONTHLY AVERAGE = 49916

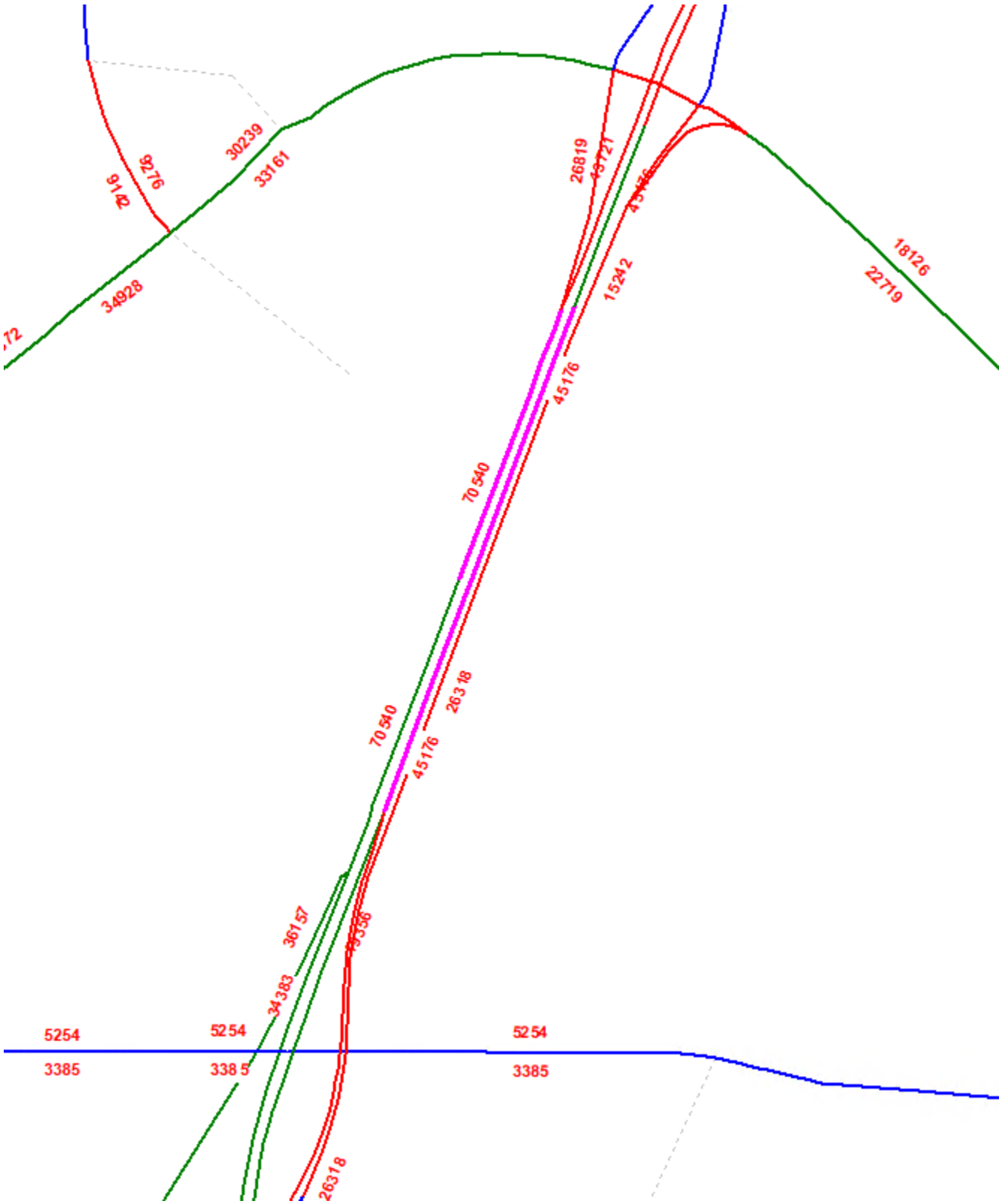
"B"=====> BAD DAY
"N"=====> NORMAL DAY
"A"=====> ATYPICAL DAY
"H"=====> ATYPICAL DAY (HOLIDAY)
"S"=====> ATYPICAL DAY (SPECIAL EVENT)

COMMENTS:
12/02: CAROLINA; 12/09: NO SAINTS; 12/30: ATLANTA @ TB BUCS (1PM)
12/06-16: COLLEGES & UNIVERSITIES - 2018 FALL SEMESTER ENDS
12/24-01/04: PUBLIC SCHOOLS CLOSED FOR WINTER BREAK
12/25: CHRISTMAS DAY

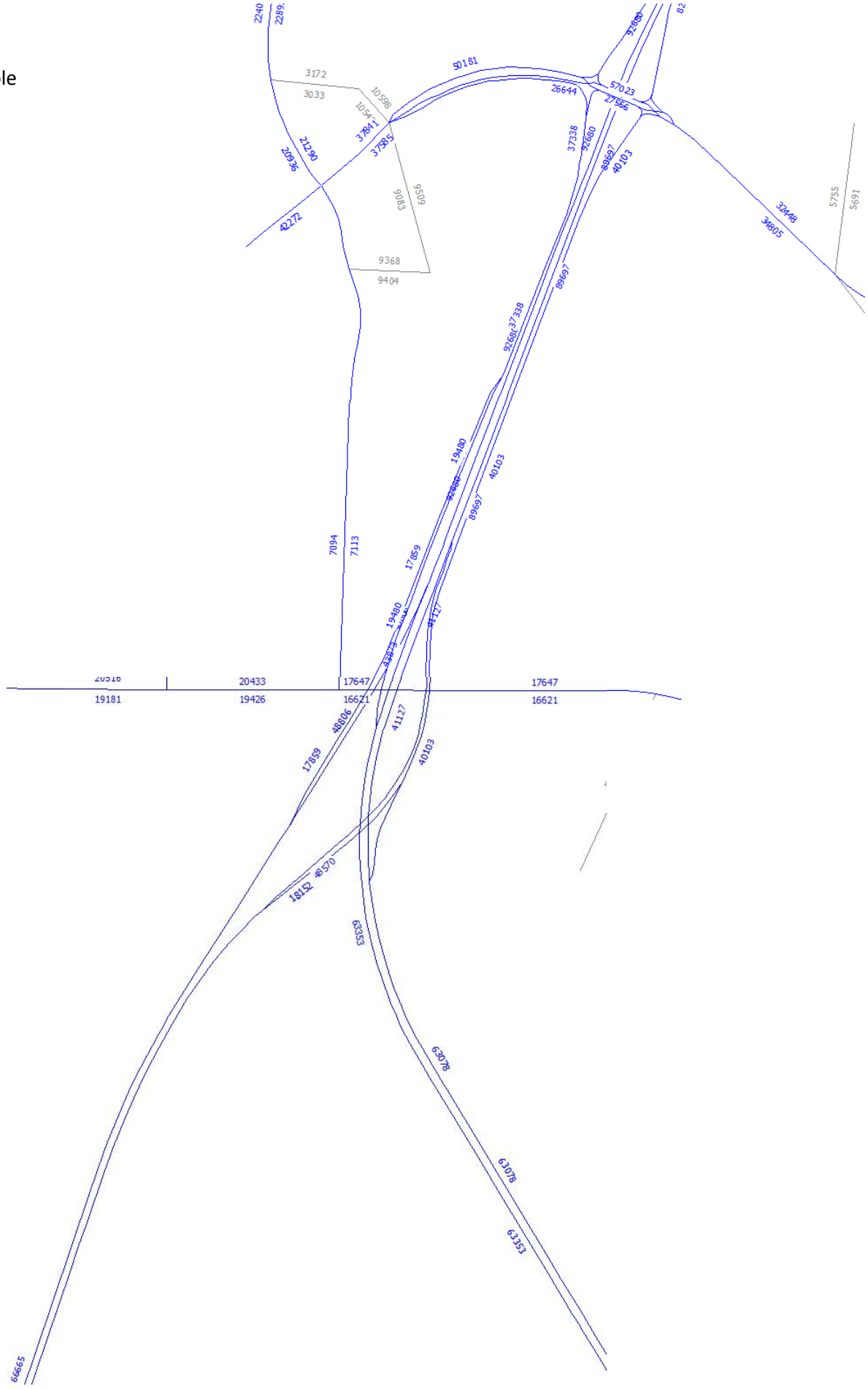
NOTE: ATYPICAL DAYS HAVE COUNTS THAT ARE HIGHER OR LOWER THAN NORMAL, BUT STILL REASONABLE, AND NO LOCAL SPECIAL EVENTS ARE KNOWN.

Growth Rate Calculation and Back-up Data

TBRPM
2015
Base Year



TBRPM
2045
Cost Affordable



FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 9955 - SR-93/I-275, 3 MI S OF I-75, HILLS CO.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	63801 C	N 31976	S 31825	9.00	62.10	5.20
2018	61973 C	N 30798	S 31175	9.00	62.50	5.40
2017	60285 C	N 29894	S 30391	9.00	62.50	5.30
2016	57799 C	N 28739	S 29060	8.50	63.80	5.20
2015	54368 C	N 26960	S 27408	8.50	61.40	5.20

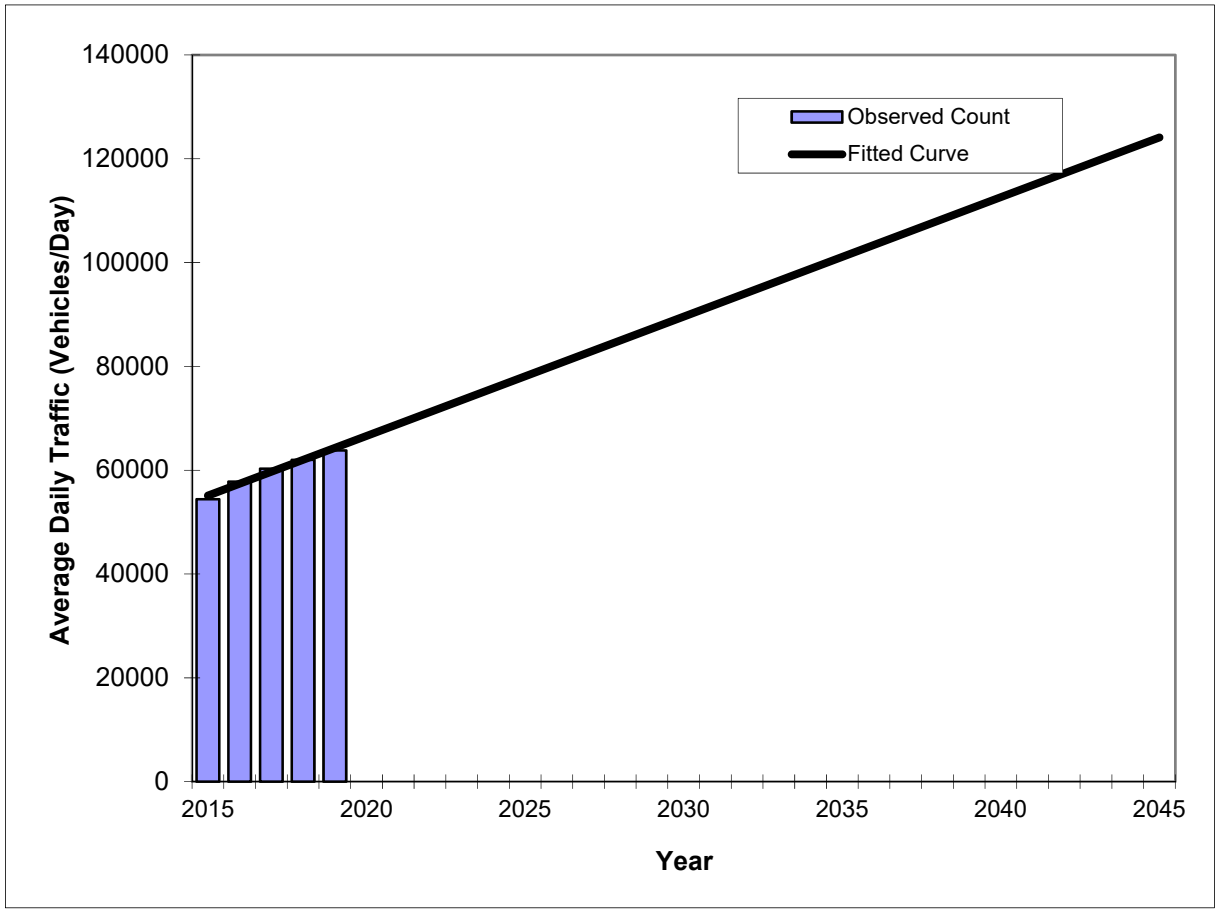
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

I - 275 -- 10320000

FIN#	109955
Location	1

County:	Hillsborough (10)
Station #:	109955
Highway:	I - 275



Year	Traffic (ADT/AADT) Count*	Trend**
2015	54400	55100
2016	57800	57400
2017	60300	59700
2018	62000	62000
2019	63800	64300
2025 Opening Year Trend		
2025	N/A	78100
2035 Mid-Year Trend		
2035	N/A	101100
2045 Design Year Trend		
2045	N/A	124100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	2,300
Trend R-squared:	97.69%
Trend Annual Historic Growth Rate:	4.17%
Trend Growth Rate (2019 to Design Year):	3.58%
Printed:	24-Sep-20

Straight Line Growth Option

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 0190 - SR-93/I-75, 1.0 MI N OF SR-56,PASCO CO.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	101550 C	N 51236	S 50314	9.00	56.30	13.10
2018	97733 C	N 49568	S 48165	9.00	57.60	13.00
2017	93555 C	N 47359	S 46196	9.00	57.00	12.80
2016	89288 C	N 45283	S 44005	9.00	58.00	12.60
2015	84214 C	N 42676	S 41538	9.00	57.50	12.40
2014	76167 C	N 38386	S 37781	9.00	56.10	12.40
2013	73933 C	N 37560	S 36373	9.00	54.30	12.40
2012	81013 C	N 42641	S 38372	9.00	54.70	12.40
2011	73807 C	N 37516	S 36291	9.00	54.50	12.40
2010	64272 C	N 31847	S 32425	9.60	53.47	12.00
2009	52965 C	N 26810	S 26155	8.25	53.16	9.50
2008	77058 C	N 38554	S 38504	8.25	53.16	9.50
2007	80398 C	N 40299	S 40099	8.25	53.16	11.90
2006	81840 C	N 41133	S 40707	8.22	53.02	13.60
2005	80420 C	N 40364	S 40056	8.30	53.50	15.50
2004	78118 C	N 39172	S 38946	8.60	55.00	11.60

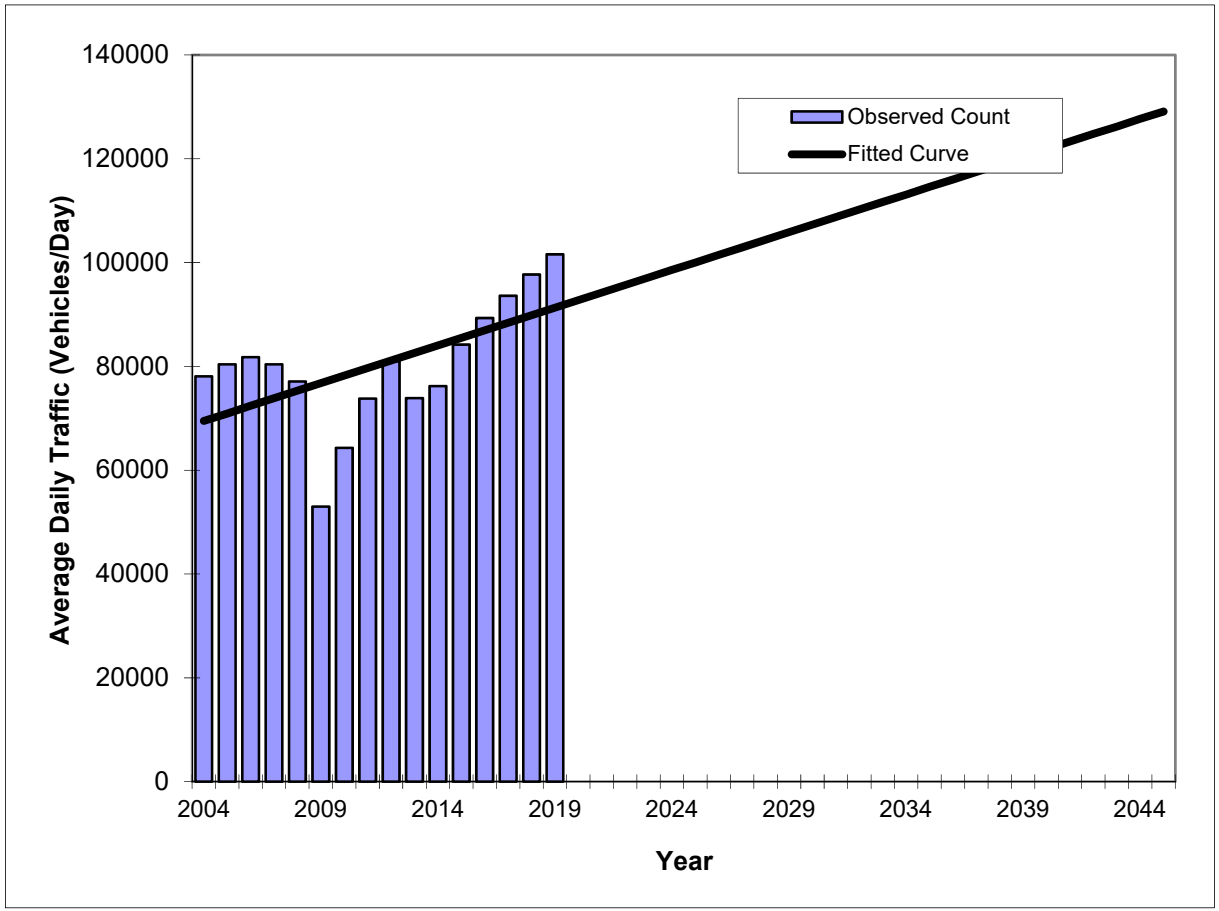
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

I 75 -- 14140000

FIN#	140190
Location	1

County:	Pasco (14)
Station #:	140190
Highway:	I 75 North of SR 56



Year	Traffic (ADT/AADT) Count*	Trend**
2004	78100	69500
2005	80400	70900
2006	81800	72400
2007	80400	73900
2008	77100	75300
2009	53000	76800
2010	64300	78200
2011	73800	79700
2012	81000	81100
2013	73900	82600
2014	76200	84000
2015	84200	85500
2016	89300	86900
2017	93600	88400
2018	97700	89900
2019	101600	91300
2025 Opening Year Trend		
2025	N/A	100000
2035 Mid-Year Trend		
2035	N/A	114600
2045 Design Year Trend		
2045	N/A	129100
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	1,454
Trend R-squared:	33.47%
Trend Annual Historic Growth Rate:	2.09%
Trend Growth Rate (2019 to Design Year):	1.59%
Printed:	25-Sep-20

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 2713 - RP, SR56 TO SB I-75

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	29000 C	S 29000	0	8.00	99.90	13.10
2018	29500 S	0	0	9.00	99.90	13.00
2017	28000 F	0	0	9.00	99.90	12.80
2016	26000 C	S 26000	0	9.00	99.90	17.50
2015	23000 S	0	0	9.00	99.90	16.20
2014	22500 F			9.00	99.90	12.40
2013	22500 C	S 22500	0	9.00	99.90	23.10
2012	25000 S	0	0	9.00	99.90	18.90
2011	21500 F	0	0	9.00	99.90	18.10
2010	22000 C	S 22000	0	8.91	99.99	19.20
2009	21000 C	S 21000	0	8.21	99.99	18.60
2008	22000 C	S 22000	0	9.11	99.99	15.10
2007	25000 C	N 25000	0	8.25	99.99	22.50

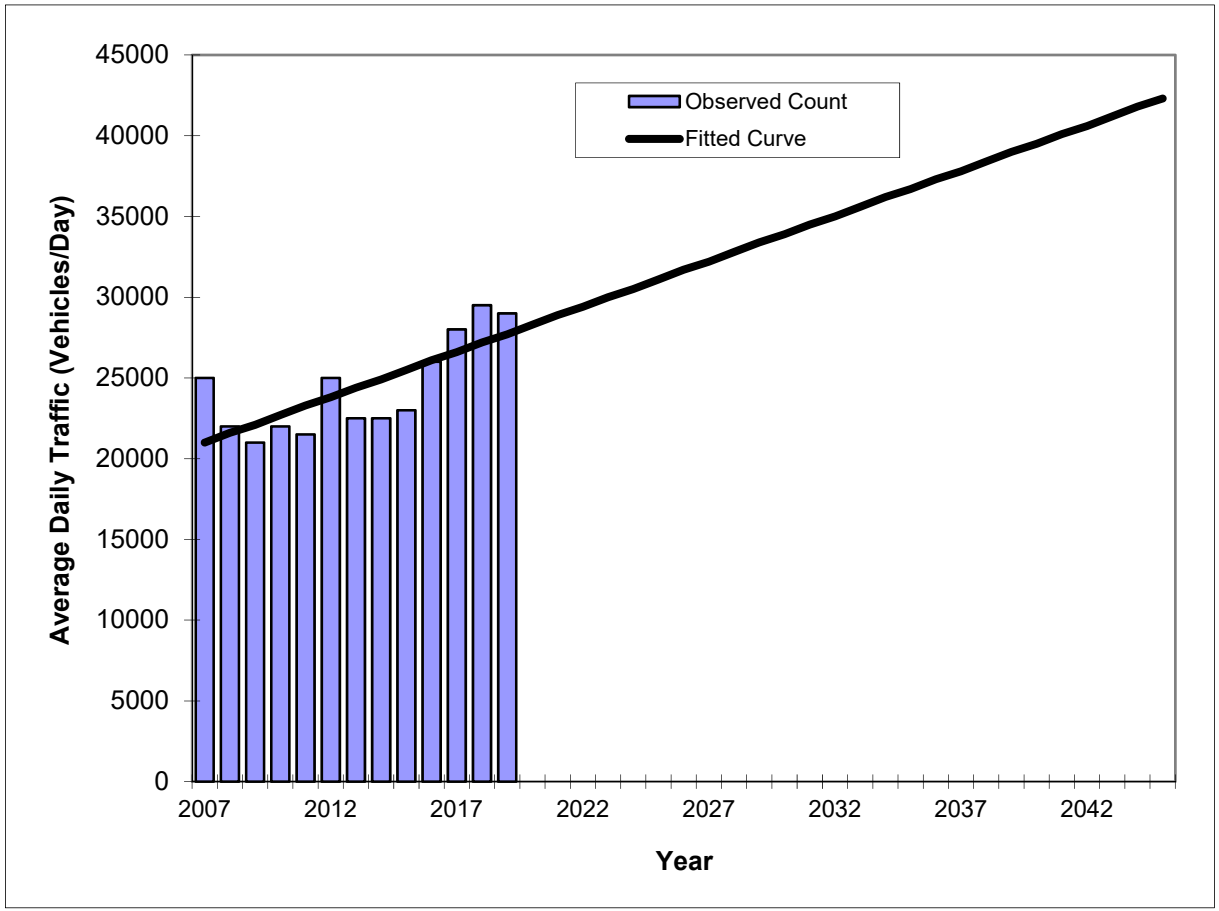
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 56 -- 14140021

FIN#	142713
Location	1

County:	Pasco (14)
Station #:	142713
Highway:	SR 56 On-Ramp to I-75



Year	Traffic (ADT/AADT) Count*	Trend**
2007	25000	21000
2008	22000	21600
2009	21000	22100
2010	22000	22700
2011	21500	23300
2012	25000	23800
2013	22500	24400
2014	22500	24900
2015	23000	25500
2016	26000	26100
2017	28000	26600
2018	29500	27200
2019	29000	27700
2025 Opening Year Trend		
2025	N/A	31100
2035 Mid-Year Trend		
2035	N/A	36700
2045 Design Year Trend		
2045	N/A	42300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	560
Trend R-squared:	54.93%
Trend Annual Historic Growth Rate:	2.66%
Trend Growth Rate (2019 to Design Year):	2.03%
Printed:	25-Sep-20

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2019 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 0154 - SR 93A/I 75 N OF BRUCE DOWNS BLVD., HILLSBOROUGH

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	75000 X	0	0	8.00	57.50	9.00
2018	73100 E			9.00	57.40	8.10
2017	71500 S	N 35000	S 36500	9.00	55.50	12.10
2016	73000 F	N 35500	S 37500	9.00	57.00	12.10
2015	76000 C	N 37000	S 39000	9.00	56.20	12.10
2014	64500 S	N 33000	S 31500	9.00	56.20	8.40
2013	66000 F	N 34000	S 32000	9.00	58.40	15.20
2012	66000 C	N 34000	S 32000	9.00	58.30	15.20
2011	60000 C	N 30000	S 30000	9.00	56.80	15.20
2010	63000 C	N 31000	S 32000	8.92	54.78	15.20
2009	60500 C	N 30000	S 30500	8.51	54.06	15.60
2008	63000 C	N 31500	S 31500	8.99	55.49	15.60
2007	69000 C	N 34500	S 34500	8.56	52.31	15.70
2006	69000 C	N 35000	S 34000	8.75	52.50	15.70
2005	63000 C	N 30500	S 32500	8.50	56.40	14.30
2004	67000 C	N 34000	S 33000	8.90	70.10	14.30

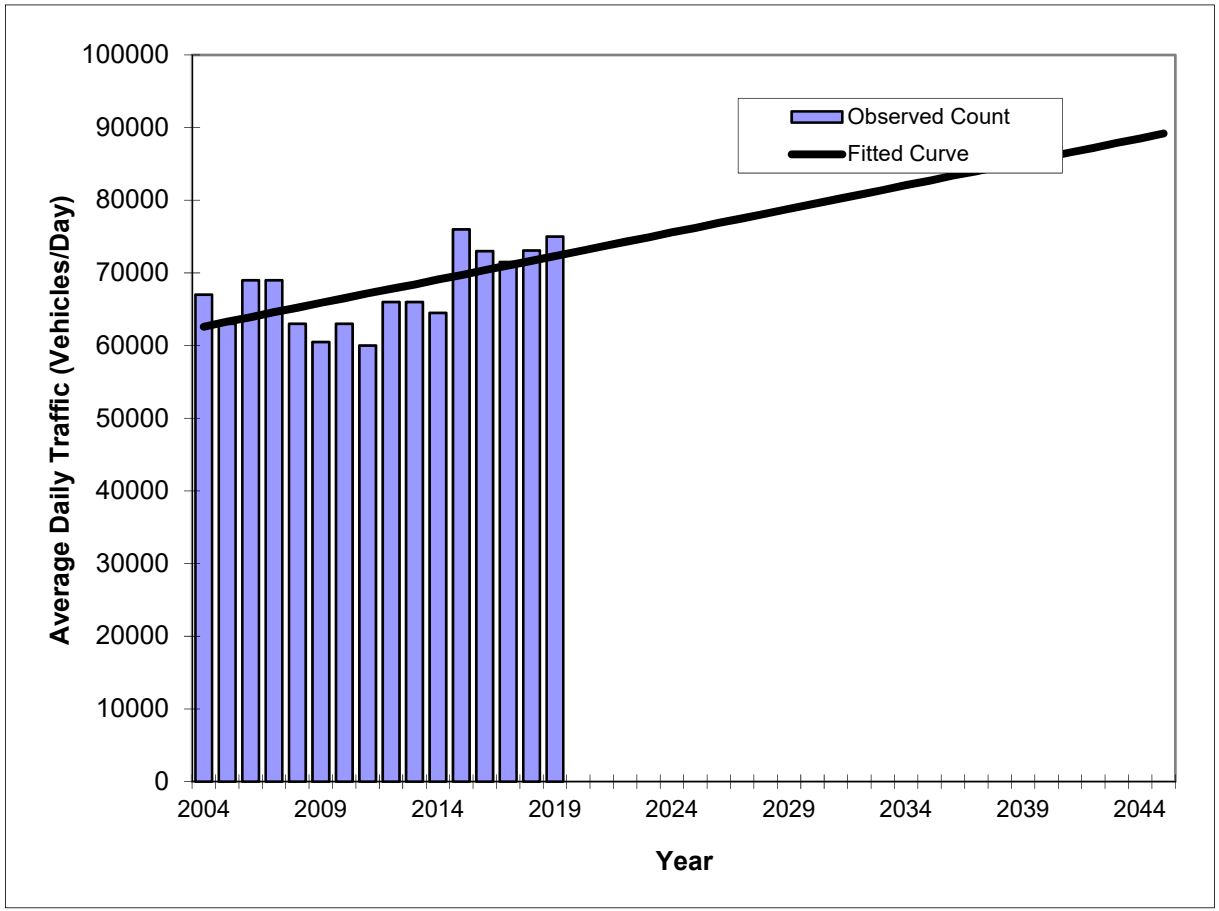
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

I - 75 -- 10075000

FIN#	100154
Location	1

County:	Hillsborough (10)
Station #:	100154
Highway:	I - 75 South of I-275



Year	Traffic (ADT/AADT) Count*	Trend**
2004	67000	62600
2005	63000	63300
2006	69000	63900
2007	69000	64600
2008	63000	65200
2009	60500	65900
2010	63000	66500
2011	60000	67200
2012	66000	67800
2013	66000	68400
2014	64500	69100
2015	76000	69700
2016	73000	70400
2017	71500	71000
2018	73100	71700
2019	75000	72300
2025 Opening Year Trend		
2025	N/A	76200
2035 Mid-Year Trend		
2035	N/A	82700
2045 Design Year Trend		
2045	N/A	89200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	648
Trend R-squared:	36.60%
Trend Annual Historic Growth Rate:	1.03%
Trend Growth Rate (2019 to Design Year):	0.90%
Printed:	24-Sep-20

Straight Line Growth Option

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 14 - PASCO

SITE: 0156 - SR 93/I-75, SOUTH OF SR 56 (NB FRONTAGE RD EXCLUDED)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	108500 S	N 40500	S 68000	9.00	57.10	13.00
2017	105500 F	N 39500	S 66000	9.00	57.30	12.80
2016	100000 C	N 37500	S 62500	9.00	57.90	17.50
2015	94500 C	N 35500	S 59000	9.00	57.90	16.20
2014	93500 S	N 32500	S 61000	9.00	56.10	11.60
2013	93000 F	N 32500	S 60500	9.00	60.00	11.60
2012	90500 C	N 31500	S 59000	9.00	59.00	11.60
2011	111000 E	N 54000	S 57000	9.00	58.20	11.50
2010	110000 F	N 53500	S 56500	9.07	58.18	11.50
2009	111500 C	N 54000	S 57500	9.17	58.07	11.50
2008	119000 C	N 60000	S 59000	9.52	56.97	12.50
2005	113500 C	N 54000	S 59500	9.40	55.20	10.20

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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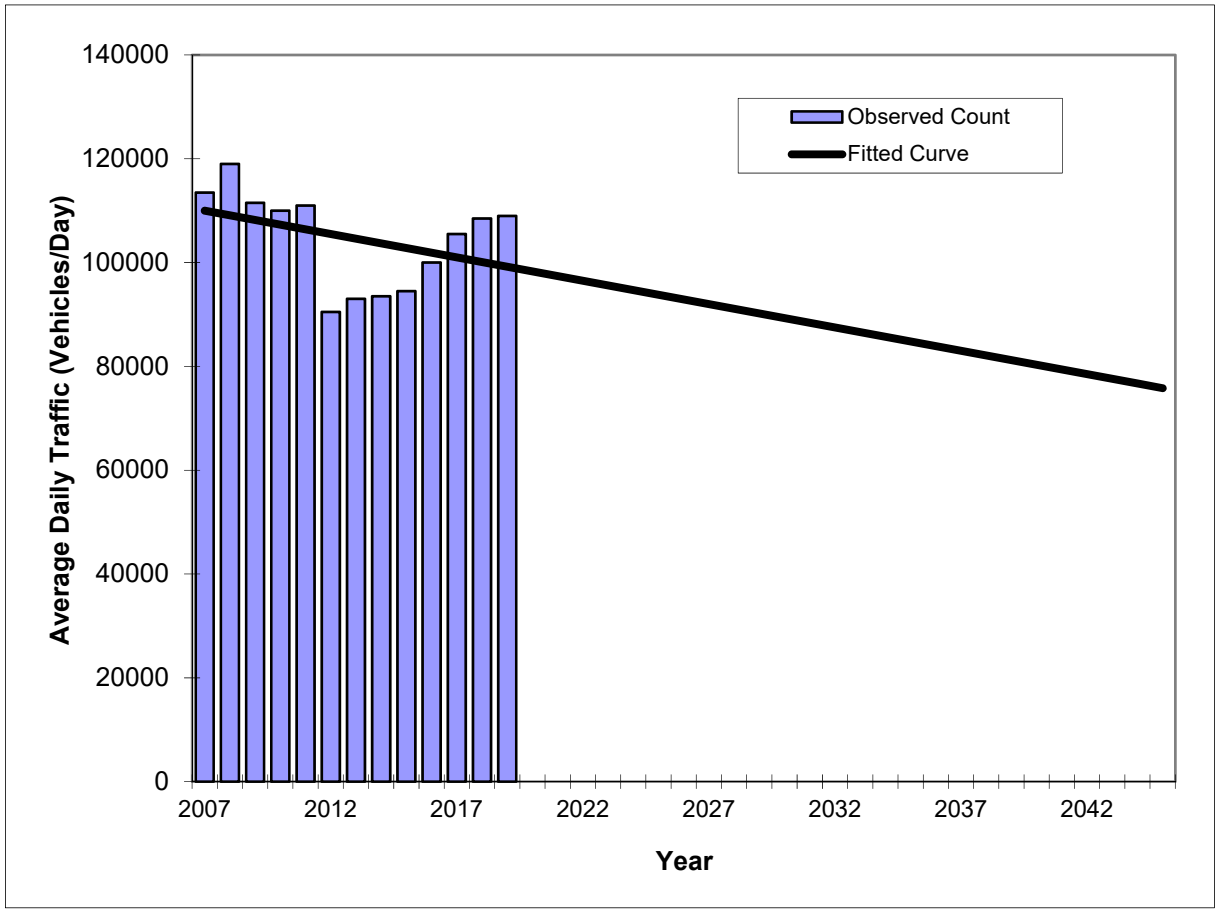
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

I 75 -- 14140000

FIN#	140156
Location	1

County:	Pasco (14)
Station #:	140156
Highway:	I 75 Between I-75 and I-275



Year	Traffic (ADT/AADT) Count*	Trend**
2007	113500	110000
2008	119000	109100
2009	111500	108200
2010	110000	107300
2011	111000	106400
2012	90500	105500
2013	93000	104600
2014	93500	103700
2015	94500	102800
2016	100000	101900
2017	105500	101000
2018	108500	100100
2019	109000	99200
2025 Opening Year Trend		
2025	N/A	93800
2035 Mid-Year Trend		
2035	N/A	84800
2045 Design Year Trend		
2045	N/A	75800
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	-898
Trend R-squared:	14.41%
Trend Annual Historic Growth Rate:	-0.82%
Trend Growth Rate (2019 to Design Year):	-0.91%
Printed:	25-Sep-20

Straight Line Growth Option

TAZ	2015			2045			Growth Rate			Combined Growth Rate
	Dwelling Unit	Population	Total Employment	Dwelling Unit	Population	Total Employment	Dwelling Unit	Population	Total Employment	
9	698	1897	322	909	2466	322	1.01%	1.00%	0.00%	0.67%
43	1544	3765	135	1905	4737	135	0.78%	0.86%	0.00%	0.55%
50	877	227	523	877	2277	523	0.00%	30.10%	0.00%	10.03%
51	1022	2867	294	1031	2891	303	0.03%	0.03%	0.10%	0.05%
52	185	400	206	222	502	265	0.67%	0.85%	0.95%	0.82%
58	0	0	629	155	419	842	#DIV/0!	#DIV/0!	1.13%	1.13%
2305	1725	4260	614	2686	6601	724	1.86%	1.83%	0.60%	1.43%
2306	1143	3000	408	1774	4634	950	1.84%	1.82%	4.43%	2.69%
2322	0	0	12	599	1257	2120	#DIV/0!	#DIV/0!	585.56%	585.56%
2323	464	1103	1227	588	1391	1319	0.89%	0.87%	0.25%	0.67%
2324	1466	3502	2010	1545	3673	2391	0.18%	0.16%	0.63%	0.32%
2341	941	2534	760	1010	2715	940	0.24%	0.24%	0.79%	0.42%
2342	1223	3290	716	2267	6069	1347	2.85%	2.82%	2.94%	2.87%
2343	0	0	89	70	147	2255	#DIV/0!	#DIV/0!	81.12%	81.12%
2344	660	1484	170	729	1631	1847	0.35%	0.33%	32.88%	11.19%
2345	819	2320	116	902	2543	423	0.34%	0.32%	8.82%	3.16%
Total	12767	30649	8231	17269	43953	16706	1.18%	1.45%	3.43%	2.02%

Segments	2015 Model Volume	2045 Build Model Volume	Model-to-Model Growth Rate	Historic Linear Regression Growth Rate
I-75 North of SR 56 interchange	43721	92680	2.54%	2.09%
SR 56 SB Ramp to I-75 and I-275	26819	37338	1.11%	2.66%
I-275 south of I-75	36157	66665	2.06%	3.58%
I-75 south of I-275	34383	63353	2.06%	1.03%
Avg Growth Rate			1.94%	2.34%

2.14%

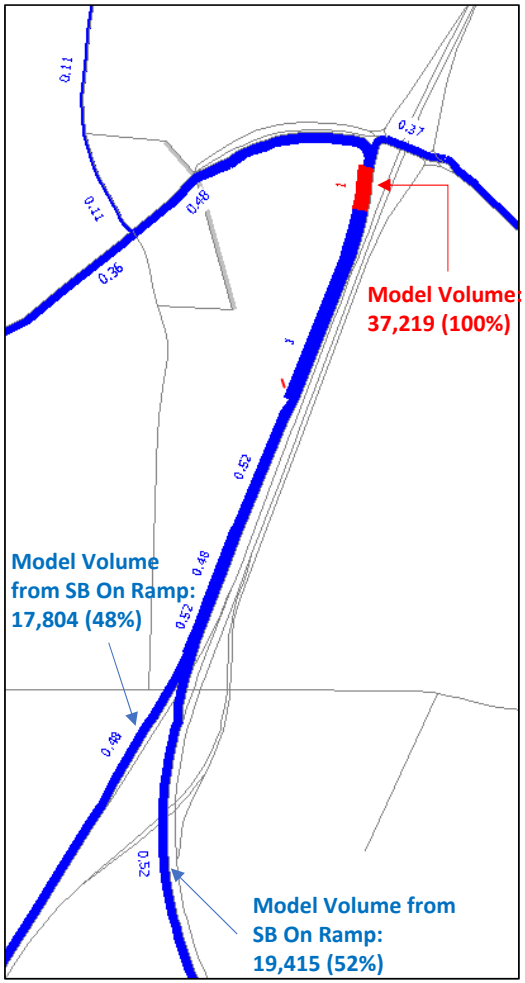
	Model-to-Model Growth Rate	Historic Linear Regression Growth Rate	I-75/SR 56 Interchange IOAR	SE Data
Growth Rate	1.94%	2.34%	1.20%	2.02%

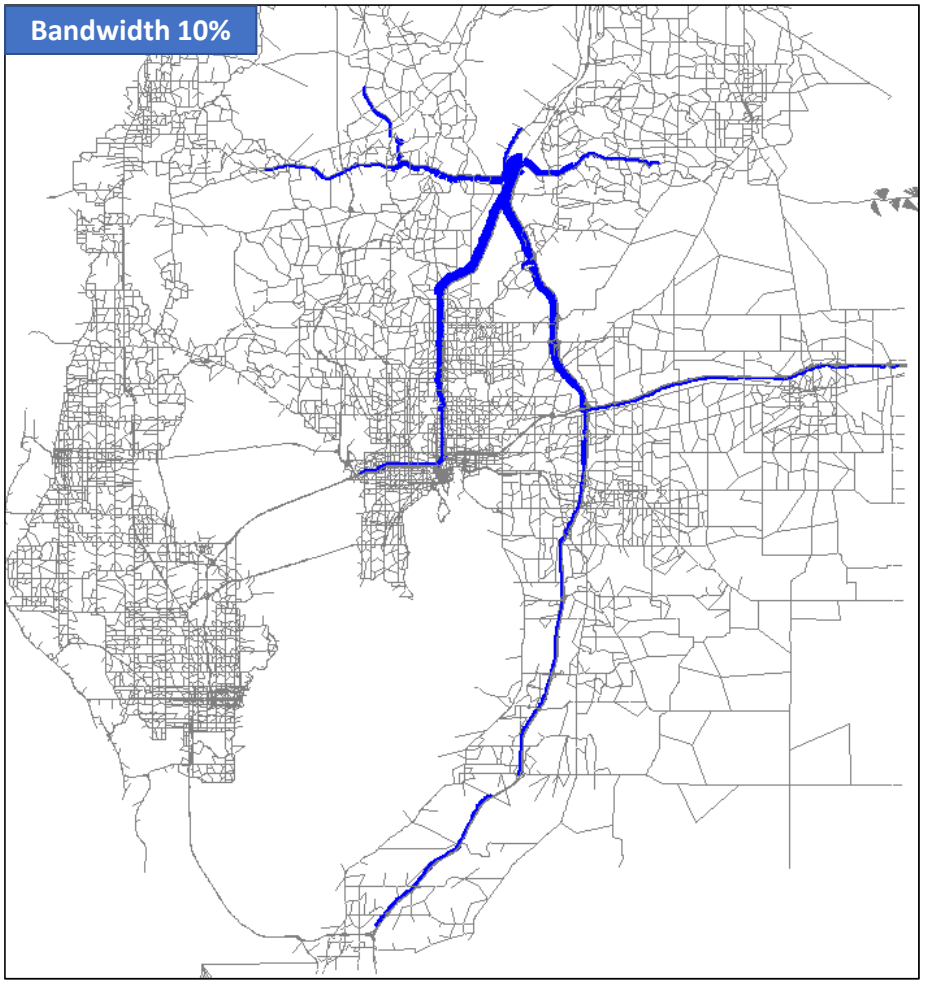
Average	1.9%
Recommended	2.0%

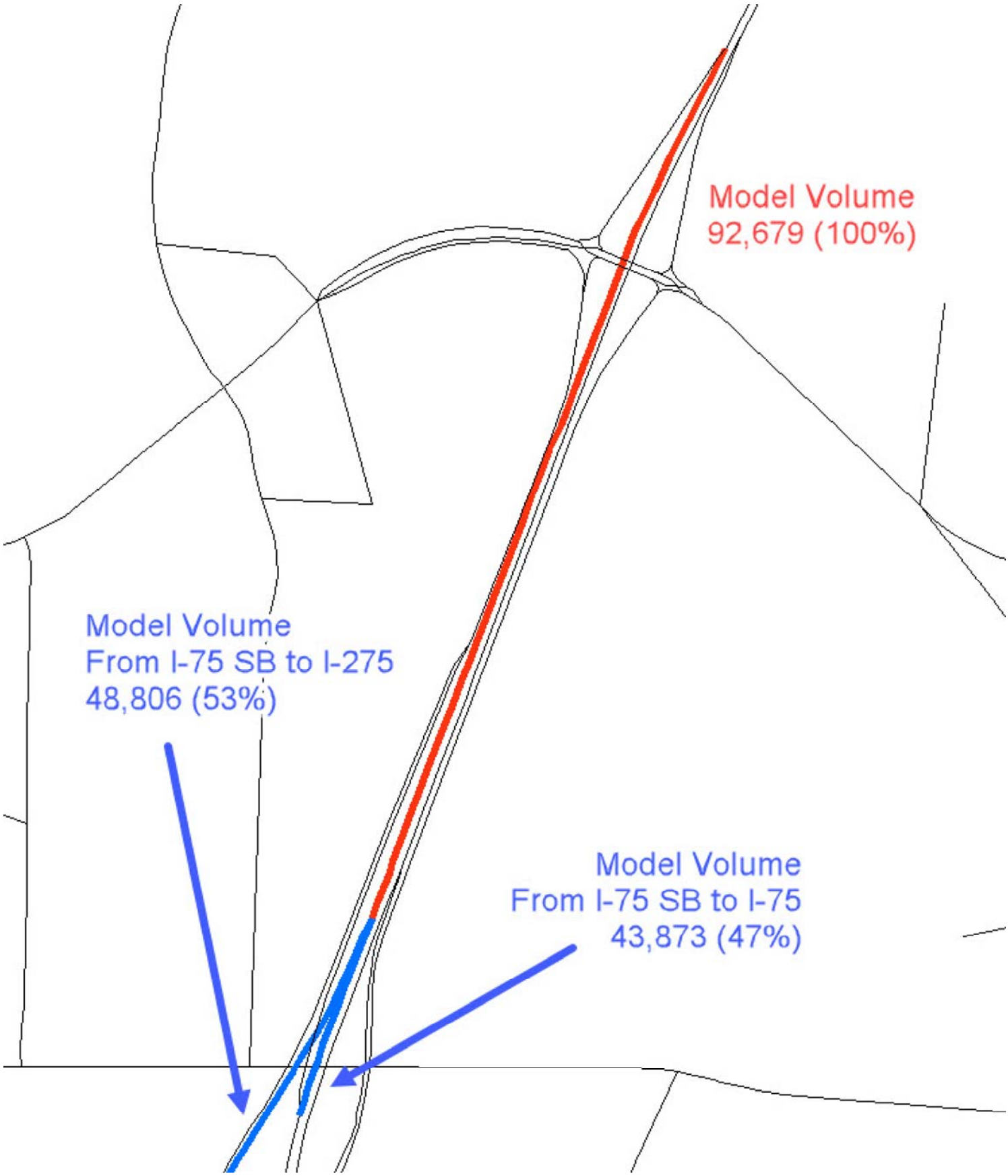
Forecast Volume Calculations

- Select Link Analysis
- AADT Calculations
- Traffic Factor Calculations
- DDHV Calculations

Select Link Analysis (15721-15732)
I-75 SB On Ramp from SR-56






Model Volume
92,679 (100%)
Model Volume
From I-75 SB to I-275
48,806 (53%)
Model Volume
From I-75 SB to I-75
43,873 (47%)

Segments	Direction	2019 AADT Existing Balanced	2025 AADT No Build	2025 AADT No Build - Balanced	2025 AADT Build	2025 AADT Build - Balanced	2045 AADT No Build	2045 AADT No Build - Balanced	2045 AADT Build	2045 AADT Build - Balanced
I-75 North of SR 56***	NB	50800	57200	57200	57200	57200	85000	85000	85000	85000
	SB	50800	57200	57200	57200	57200	85000	85000	85000	85000
SR56 SB On-Ramp to I-75*	SB	28800	32400	32400	--	--	48200	40100	--	--
SR56 SB Off-Ramp to I-75*	SB	6100	6900	6900	6900	6900	10200	10200	10200	10200
I-75 Between SR 56 and I-275	NB	44700	50300	50300	50300	50300	74800	74800	74800	74800
	SB	73500	82800	82700	82800	50300	123000	114900	123000	74800
I-275 South of I-75 **	NB	34700	39100	39000	39100	39000	58100	54000	58100	54000
	SB	34700	39100	39000	39100	39000	58100	54000	58100	54000
I-75 South of I-275**	NB	38800	43700	43700	43700	43700	64900	60900	64900	60900
	SB	38800	43700	43700	43700	43700	64900	60900	64900	60900
I-75 NB to NB C-D Roadway	NB	16700	18800	18800	18800	18800	27900	25300	27900	25300
I-275 NB to NB C-D Roadway	NB	12100	13600	13600	13600	13600	20200	14800	20200	14800
Northbound C-D Roadway	NB	28800	32400	32400	32400	32400	48200	40100	48200	40100
SR56 NB On-Ramp to I-75*	NB	6100	6900	6900	6900	6900	10200	10200	10200	10200
Southbound C-D road	SB	--	--	--	32400	32400	--	--	48200	40100

Traffic Factor Calculations

Site Name: I-275/SR 93 Hillsborough County (Telemetered)
Site ID: 109955

Year	AADT	K	D	T
2015	54,368	8.5	61.4	5.2
2016	57,799	8.5	63.8	5.2
2017	60,285	9.0	62.5	5.3
2018	61,973	9.0	62.5	5.4
2019	63,801	9.0	62.1	5.2
		Average	62.5	5.3

Name: I-75 between I-275 and SR 56
Site ID: 140156

Year	AADT	K	D	T
2005	113,500	9.4	55.20	10.2
2008	119,000	9.52	56.97	12.5
2009	111,500	9.17	58.07	11.5
2010	110,000	9.07	58.18	11.5
2011	111,000	9.0	58.20	11.5
2012	90,500	9.0	59.00	11.6
2013	93,000	9.0	60.00	11.6
2014	93,500	9.0	56.10	11.6
2015	94,500	9.0	57.90	16.2
2016	100,000	9.0	57.90	17.5
2017	105,500	9.0	57.30	12.8
2018	108,500	9.0	51.10	13.0
2019	109,000	9.0	56.20	13.1
		Average	56.70	12.7

Name: I-75 south of I-275
Site ID: 100154

Year	AADT	K	D	T
2004	67,000	8.9	70.10	14.3
2005	63,000	8.5	56.40	14.3
2006	69,000	8.75	52.50	15.7
2007	69,000	8.56	52.31	15.7
2008	63,000	8.99	55.49	15.6
2009	60,500	8.51	54.06	15.6
2010	63,000	8.92	54.78	15.2
2011	60,000	9.0	56.80	15.2
2012	66,000	9.0	58.30	15.2
2013	66,000	9.0	58.40	15.2
2014	64,500	9.0	56.20	8.4
2015	76,000	9.0	56.20	12.1
2016	73,000	9.0	57.00	12.1
2017	71,500	9.0	55.50	12.1
2018	73,100	9.0	57.40	8.1
2019	75,000	8.0	57.50	9.0
		Average	56.7	14.5

Name: I-75 1.0 mile north of SR 56 (Telemetered)
Site ID: 140190

Year	AADT	K	D	T
2004	78,118	8.60	55.00	11.6
2005	80,420	8.30	53.50	15.5
2006	81,840	8.22	53.02	13.6
2007	80,398	8.25	53.16	11.9
2008	77,058	8.25	53.16	9.5
2009	52,965	8.25	53.16	9.5
2010	64,272	9.60	53.47	12.0
2011	73,807	9.0	54.50	12.4
2012	81,013	9.0	54.70	12.4
2013	73,933	9.0	54.30	12.4
2014	76,167	9.0	56.10	12.4
2015	84,214	9.0	57.50	12.4
2016	89,288	9.0	58.00	12.6
2017	93,555	9.0	57.00	12.8
2018	97,733	9.0	57.60	13.0
2019	101,550	9.0	56.30	13.1
		Average	56.7	12.3

Roadway	K	D (%)	T24	DHT
I-275	9.0	0.0	5.3	2.6
I-75 (south of I-275)	9.0	56.7	0.0	0.0
I-75 (between I-275 and SR 56)	9.0	56.7	12.7	6.4
I-75 (north of SR 56)	9.0	56.7	12.3	6.2
SR 56 SB on-ramp to I-75	9.0	100.0	4.0	2.0
SR 56 SB off-ramp to I-75	9.0	100.0	4.0	2.0

K factor is standard

SB I-75/I-275 from South of County Line Road to SR 56

Calculation of DHVs from AADTs - 2019

Roadway Segment	Direction	AADT	K	D-Peak	Peak DDHV	Off Peak DDHV	Balanced Peak DDHV	Balanced Off Peak DDHV
I-75 North of SR 56	NB	50,800	9.00%	56.7%	3,959	5,185	3,959	5,258
	SB	50,800	9.00%	56.7%	5,185	3,959	5,258	3,959
SR56 SB On-Ramp to I-75	SB	28,800	9.00%	62.0%	3,214	1,970	3,214	1,970
SR56 SB Off-Ramp to I-75	SB	6,100	9.00%	62.0%	681	417	681	417
Northbound C-D Roadway	NB	28,800	9.00%	62.0%	1,970	3,214	1,970	3,214
SR56 NB On-Ramp to I-75	NB	6,100	9.00%	62.0%	417	681	417	681
I-75 Between SR 56 and I-275	NB	44,700	9.00%	56.7%	4,606	6,032	4,577	3,542
	SB	73,500	9.00%	56.7%	6,032	4,606	7,791	5,512
I-275 South of I-75	NB	34,700	9.00%	62.5%	2,342	3,904	2,417	3,831
	SB	34,700	9.00%	62.5%	3,904	2,342	3,831	2,417
I-75 South of I-275	NB	38,800	9.00%	56.7%	3,024	3,960	3,095	3,960
	SB	38,800	9.00%	56.7%	3,960	3,024	3,960	3,095
I-75 NB to I-75 NB	NB	22,600	9.00%	56.7%	1,761	2,307	1,870	2,170
I-75 NB to NB C-D Roadway	NB	16,700	9.00%	56.7%	1,302	1,704	1,225	1,790
I-275 NB to I-75 NB	NB	22,600	9.00%	62.5%	1,526	2,543	1,672	2,407
I-275 NB to NB C-D Roadway	NB	12,100	9.00%	62.5%	817	1,361	745	1,424

48.00%

	F to F	R to F	R to R	F to R
AM	2289	1,671	1543	2,288
PM	2071	1,024	946	1,471

SR 56 Southbound C-D Road/Ramps to I-75/I-275

Calculation of DHVs from AADTs - 2025 NO BUILD

Roadway Segment	Direction	AADT	K	D-Peak	Peak DDHV	Off Peak DDHV	Balanced Peak DDHV	Balanced Off Peak DDHV
I-75 North of SR 56	SB	57,200	9.00%	56.7%	5,838	4,458	5,838	4,458
	NB	57,200	9.00%	56.7%	4,458	5,838	4,458	5,838
SR56 SB On-Ramp to I-75	SB	32,400	9.00%	62.0%	3,616	2,216	3,616	2,216
SR56 SB Off-Ramp to I-75	SB	6,900	9.00%	62.0%	770	472	770	472
Northbound C-D Roadway	NB	32,400	9.00%	62.0%	2,216	3,616	2,216	3,616
SR56 NB On-Ramp to I-75	NB	6,900	9.00%	62.0%	472	770	472	770
I-75 Between SR 56 and I-275	NB	50,300	9.00%	56.7%	5,183	6,787	3,986	5,068
	SB	82,700	9.00%	56.7%	6,787	5,183	8,684	6,202
I-275 South of I-75	NB	39,000	9.00%	62.5%	2,633	4,388	2,736	4,344
	SB	39,000	9.00%	62.5%	4,388	2,633	4,344	2,736
I-75 South of I-275	NB	43,700	9.00%	56.7%	3,406	4,460	3,466	4,340
	SB	43,700	9.00%	56.7%	4,460	3,406	4,340	3,466
I-75 NB to I-75 NB	NB	24,900	9.00%	56.7%	2,015	2,638	2,087	2,382
I-75 NB to NB C-D Roadway	NB	18,800	9.00%	56.7%	1,387	1,817	1,379	1,958
I-275 NB to I-75 NB	NB	13,600	9.00%	62.5%	1,654	2,756	1,899	2,686
I-275 NB to NB C-D Roadway	NB	25,400	9.00%	62.5%	986	1,643	837	1,658

48.00%

	F to F	R to F	R to R	F to R
AM	2460	1,880	1736	2,608
PM	2314	1,152	1064	1,672

SR 56 Southbound C-D Road/Ramps to I-75/I-275

Calculation of DHVs from AADTs - 2025 BUILD

Roadway Segment	Direction	AADT	K	D-Peak	Peak DDHV	Off Peak DDHV	Balanced Peak DDHV	Balanced Off Peak DDHV
I-75 North of SR 56	SB	57,200	9.00%	56.7%	5,838	4,458	5,838	4,458
	NB	57,200	9.00%	56.7%	4,458	5,838	4,458	5,838
SR56 SB On-Ramp to I-75	SB	--	9.00%	62.0%	--	--	--	--
SR56 SB Off-Ramp to I-75	SB	6,900	9.00%	62.0%	770	472	770	472
Northbound C-D Roadway	NB	32,400	9.00%	62.0%	2,216	3,616	2,216	3,616
Southbound C-D road	SB	32,400	9.00%	62.0%	3,616	2,216	3,616	2,216
SR56 NB On-Ramp to I-75	NB	6,900	9.00%	62.0%	472	770	472	770
I-75 Between SR 56 and I-275	NB	50,300	9.00%	56.7%	3,920	5,134	3,986	5,068
	SB	50,300	9.00%	56.7%	5,134	3,920	5,068	3,986
I-275 South of I-75	NB	39,000	9.00%	62.5%	2,633	4,388	2,736	4,344
	SB	39,000	9.00%	62.5%	4,388	2,633	4,344	2,736
I-75 South of I-275	NB	43,700	9.00%	56.7%	3,406	4,460	3,466	4,340
	SB	43,700	9.00%	56.7%	4,460	3,406	4,340	3,466
I-75 NB to I-75 NB	NB	24,900	9.00%	56.7%	2,015	2,638	2,087	2,382
I-75 NB to NB C-D Roadway	NB	18,800	9.00%	56.7%	1,387	1,817	1,379	1,958
I-275 NB to I-75 NB	NB	25,400	9.00%	62.5%	1,650	2,751	1,899	2,686
I-275 NB to NB C-D Roadway	NB	13,600	9.00%	62.5%	986	1,643	837	1,658
SB C-D Road to I-275	SB	15,600	9.00%	56.7%	1,643	986	1,658	837
SB C-D Road to I-75	SB	16,800	9.00%	56.7%	1,817	1,387	1,958	1,379
I-75 SB Ramp to I-275	SB	23,500	9.00%	56.7%	2,751	1,650	2,686	1,899
I-75 SB Ramp to I-75	SB	26,800	9.00%	56.7%	2,638	2,015	2,382	2,087

SR 56 Southbound C-D Road/Ramps to I-75/I-275

Calculation of DHVs from AADTs - 2045 NO BUILD

Roadway Segment	Direction	AADT	K	D-Peak	Peak DDHV	Off Peak DDHV	Balanced Peak DDHV	Balanced Off Peak DDHV
I-75 North of SR 56	SB	85,000	9.00%	56.7%	8,675	6,625	8,680	6,625
	NB	85,000	9.00%	56.7%	6,625	8,675	6,625	8,680
SR56 SB On-Ramp to I-75	SB	40,100	9.00%	62.0%	4,475	2,743	4,475	2,743
SR56 SB Off-Ramp to I-75	SB	10,200	9.00%	62.0%	1,138	698	1,138	698
Northbound C-D Roadway	NB	40,100	9.00%	62.0%	2,743	4,475	2,743	4,475
SR56 NB On-Ramp to I-75	NB	10,200	9.00%	62.0%	698	1,138	698	1,138
I-75 Between SR 56 and I-275	NB	74,800	9.00%	56.7%	7,393	9,680	5,927	7,542
	SB	114,900	9.00%	56.7%	9,680	7,393	12,017	8,670
I-275 South of I-75	NB	54,000	9.00%	62.5%	3,645	6,075	3,786	5,976
	SB	54,000	9.00%	62.5%	6,075	3,645	5,976	3,786
I-75 South of I-275	NB	60,900	9.00%	56.7%	4,747	6,215	4,884	6,041
	SB	60,900	9.00%	56.7%	6,215	4,747	6,041	4,884
I-75 NB to I-75 NB	NB	35,600	9.00%	56.7%	2,993	3,919	3,179	3,632
I-75 NB to NB C-D Roadway	NB	27,900	9.00%	56.7%	2,065	2,705	1,705	2,409
I-275 NB to I-75 NB	NB	39,200	9.00%	62.5%	2,460	4,101	2,748	3,910
I-275 NB to NB C-D Roadway	NB	14,800	9.00%	62.5%	1,461	2,436	1,038	2,066

			48.0%	
	F to F	R to F	R to R	F to R
AM	3,714	2,327	2,148	3,828
PM	3,458	1,426	1,317	2,469

SR 56 Southbound C-D Road/Ramps to I-75/I-275

Calculation of DHVs from AADTs - 2045 BUILD

Roadway Segment	Direction	AADT	K	D-Peak	Peak DDHV	Off Peak DDHV	Balanced Peak DDHV	Balanced Off Peak DDHV
I-75 North of SR 56	SB	85,000	9.00%	56.7%	8,675	6,625	8,680	6,625
	NB	85,000	9.00%	56.7%	6,625	8,675	6,625	8,680
SR56 SB On-Ramp to I-75	SB	--	9.00%	62.0%	--	--	--	--
SR56 SB Off-Ramp to I-75	SB	10,200	9.00%	62.0%	1,138	698	1,138	698
Northbound C-D Roadway	NB	40,100	9.00%	62.0%	2,743	4,475	2,743	4,475
Southbound C-D road	SB	40,100	9.00%	62.0%	4,475	2,743	4,475	2,743
SR56 NB On-Ramp to I-75	NB	10,200	9.00%	62.0%	698	1,138	1,138	698
I-75 Between SR 56 and I-275	NB	74,800	9.00%	56.7%	5,830	7,634	5,927	7,542
	SB	74,800	9.00%	56.7%	7,634	5,830	7,542	5,927
I-275 South of I-75	NB	54,000	9.00%	62.5%	3,645	6,075	3,786	5,976
	SB	54,000	9.00%	62.5%	6,075	3,645	5,976	3,786
I-75 South of I-275	NB	60,900	9.00%	56.7%	4,747	6,215	4,884	6,041
	SB	60,900	9.00%	56.7%	6,215	4,747	6,041	4,884
I-75 NB to I-75 NB	NB	35,600	9.00%	56.7%	2,985	3,909	3,179	3,632
I-75 NB to NB C-D Roadway	NB	25,300	9.00%	56.7%	1,761	2,307	1,705	2,409
I-275 NB to I-75 NB	NB	39,200	9.00%	62.5%	2,464	4,106	2,748	3,910
I-275 NB to NB C-D Roadway	NB	14,800	9.00%	62.5%	1,181	1,969	1,038	2,066
SB C-D Road to I-275	SB	20,200	9.00%	56.7%	1,969	1,181	2,066	1,038
SB C-D Road to I-75	SB	19,900	9.00%	56.7%	2,307	1,761	2,409	1,705
I-75 SB Ramp to I-275	SB	33,800	9.00%	56.7%	4,106	2,464	3,910	2,748
I-75 SB Ramp to I-75	SB	41,000	9.00%	56.7%	3,909	2,985	3,632	3,179

APPENDIX C

Statewide Crash Data

Segment # 14140021

SR 56 Sounthbound On-Ramp to I-75

EventID	EventCrashDate	EventCrash Time	EventOnStreet	EventCrossStreet	EventCrashNode	CrashType	EventCounty	EventCltyCode	EventJurisdiction	EventAddress	EventRoadwayID	EventMP	EventNodeDescription	EventDirectionFmInt	EventDistanceFmInt	EventRelationtoIntersection	EventImpactType	EventNonVehicularCollision	EventHitandRun	EventLocationOnRoadway	EventFormType
87207515	3/30/2018	2300	INTERSTATE 75 EXIT RAMP	STATE ROAD 56	14_2125	Single Vehicle	PASCO	WESLEY CHAPEL	No Data	No Data	14140021	0.019	I 75 @ SR 56	S	100	Non-Junction	Other, Explain in Narrative	Other Non-Collision	No	Off Roadway	S
87129245	12/14/2017	656	I75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140021	0.215	I 75 @ SR 56	S	1133	Entrance/Exit Ramp	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L
85538659	11/28/2017	715	ENTRANCE RAMP FROM STATE ROAD 56	I-75	DATA_ENTRY	Rear End	PASCO	TAMPA	UNINC PASCO	No Data	14140021	0.278	No Data		0	Entrance/Exit Ramp	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L
87102779	10/18/2017	713	I-75 (SR-93) MM 285 SB SR-56 ON RAMP	SR-56	14_2125	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140021	0.189	I 75 @ SR 56	S	1000	Entrance/Exit Ramp	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L
87102780	10/18/2017	713	I-75 9SR-93) SB MM 285 SR-56 ON RAMP	SR 56	14_2125	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140021	0.189	I 75 @ SR 56	S	1000	Entrance/Exit Ramp	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L
85581707	9/22/2017	621	INTERSTATE 75	MM279	I75_MM279	Rear End	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140021	0.24	I 75 @ MM279	S	300	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L
85581708	9/22/2017	621	INTERSTATE 75	MM279	I75_MM279	Rear End	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140021	0.24	I 75 @ MM279	N	300	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L
85581711	9/22/2017	621	INTERSTATE 75	MM279	I75_MM279	Rear End	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140021	0.24	I 75 @ MM279	N	300	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L
85581712	9/22/2017	621	INTERSTATE 75	MM279	I75_MM279	Rear End	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140021	0.24	I 75 @ MM279	N	300	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L
85583771	9/22/2017	629	I-75 ENTRANCE RAMP FROM SR56	STATE ROAD 56	14_2125	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140021	0.092	I 75 @ SR 56	S	484	Entrance/Exit Ramp	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L
85591504	8/30/2017	645	ENTANCE RAMPT TO I75 SOUTHBOUND	STATE ROAD 56	14_2125	Rear End	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140021	0.047	I 75 @ SR 56	S	250	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L
85554583	8/7/2017	2203	ENTRANCE RAMP INTERSTATE 75	INTERSTATE 75 (STATE ROAD 93)	14_2125	Run Off Road	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140021	0.144	I 75 @ SR 56	S	392	Non-Junction	Other, Explain in Narrative	Ditch	No	Off Roadway	L
85551323	6/27/2017	7:15:00	INTERSTATE 75 (STATE ROAD 93) ENTRANCE RAMP	SB MM 279	I75_MM279	Sideswipe	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140021	0.16834	I 75 @ MM 279	No Data	0	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	S
85507990	3/31/2017	710	INTERSTATE 75 ENTRANCE RAMP	STATE ROAD 56	14_2125	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140021	0.266	I 75 ENTRANCE RAMP @ SR56	S	1403	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L
85455619	2/17/2017	750	INTERSTATE 75 (STATE ROAD 93/ENT RAMP)	STATE ROAD 56	14_2125	Rear End	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140021	0.058	I 75 SR 93ENT RAMP @ SR56	S	308	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L
85462851	2/7/2017	740	I-75 (STATE ROAD 93) SB ENTRANCE RAMP	STATE ROAD 56	14_2125	Rear End	PASCO		UNINC PASCO	No Data	14140021	0.24	I 75 SR 93 SB ENTRANCE RAMP @ SR56	N	300	Entrance/Exit Ramp	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L
85413586	10/14/2016	910	I-75 (S.R. 93) SB ENTRANCE RAMP	STATE ROAD 56	14_2125	Rear End	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140021	0.091	I-75 (S.R. 93) SB ENTRANCE RAMP @ STATE ROAD 56	S	478	Entrance/Exit Ramp	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L
85365245	8/24/2016	648	I-75 (SR 93) SB MM 275 / SR 56 ENT RAMP	I-275	14_7	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140021	0.208	I 75 @ I 275	S	1100	Entrance/Exit Ramp	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L
82258789	8/19/2016	946	STATE ROAD 93	STATE ROAD 56	14_2125	Rear End	PASCO		UNINC PASCO	No Data	14140021	0.076	STATE ROAD 93 @ STATE ROAD 56	S	400	Entrance/Exit Ramp	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L
85231318	1/14/2016	950	I-75 SB MM 275 ON RAMP	SR 56	14_2125	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140021	0.114	I-75 INTERCHANGE @ SR 56	S	600	Entrance/Exit Ramp	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L
83713326	10/28/2015	735	INTERSTATE 75 ENTRANCE RAMP	STATE ROAD 56	14_2125	Rear End	PASCO	LUTZ	UNINC PASCO	No Data	14140021	0.189	I-75 INTERCHANGE @ SR 56	S	1000	Entrance/Exit Ramp	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L
85142263	8/3/2015	605	INTERSTATE 75 SB ONRAMP	STATE ROAD 56	14_2125	Angle	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140021	0.095	I-75 INTERCHANGE @ SR 56	S	500	Non-Junction	Angle	Motor Vehicle in Transport	Yes	On Roadway	L
85130899	6/15/2015	1749	I-75 SB (STATE ROAD 93) MM 276	STATE ROAD 56	14_2125	Rear End	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140021	0.297	I-75 INTERCHANGE @ SR 56		0	Non-Junction	Angle	Motor Vehicle in Transport	No	On Roadway	L
84905037	4/28/2015	746	INTERSTATE 75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Rear End	PASCO	LUTZ	UNINC PASCO	No Data	14140021	0.009	I-75 INTERCHANGE @ SR 56	S	50	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L
84888714	4/9/2015	724	I75 (SR 93) SB ENTRANCE RAMP	STATE ROAD 56	14_2125	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140021	0.095	I-75 INTERCHANGE @ SR 56	S	500	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L
84859579	3/5/2015	7:00:00	SB I-75 ENTRANCE RAMP	SR-56	14_2125	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140021	0.17673	I 75 @ SR 56	S	300	Entrance/Exit Ramp	Front to Rear	Motor Vehicle in Transport	No	On Roadway	S
84496650	10/4/2014	759	INTERSTATE 75 (SOUTHBOUND ENTERANCE RAMP)	STATE ROAD 56	14_2125	Hit Fixed Object	PASCO	LUTZ	UNINC PASCO	No Data	14140021	0.07	I 75 @ SR 56	S	100	Non-Junction	Other, Explain in Narrative	Guardrail Face	No	Shoulder	L
84508892	9/17/2014	720	INTERSTATE 75 SOUTHBOUND RAMP	STATE ROAD 56	14_2125	Rear End	PASCO	LAND O'LAKES	UNINC PASCO	No Data	14140021	0.038	I 75 @ SR 56	S	200	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L
84477621	9/4/2014	1851	INTERSTATE 75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Hit Fixed Object	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140021	0.297	I 75 @ SR 56		0	Non-Junction	Unknown	Traffic Sign Support	No	Off Roadway	L
84489110	8/15/2014	535	I-75 SB ENTRANCE RAMP	SR-56	14_2125	Single Vehicle	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140021	0.297	I 75 @ SR 56		0	Entrance/Exit Ramp	Other, Explain in Narrative	Overturn/Rollover	No	Off Roadway	L
83779520	6/12/2014	10	INTERSTATE 75 (STATE ROAD 93) SB ENT RAMP	STATE ROAD 56	14_2125	Single Vehicle	PASCO	LUTZ	UNINC PASCO	No Data	14140021	0.297	I 75 @ SR 56	S	150	Non-Junction	Unknown	Overturn/Rollover	No	Off Roadway	L
83773189	4/22/2014	1605	SR-56 EB ENTRANCE RAMP	SR-56	DATA_ENTRY	Single Vehicle	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140021	0.038	No Data	S	200	Entrance/Exit Ramp	Other, Explain in Narrative	Overturn/Rollover	No	On Roadway	L
83739381	1/29/2014	903	I-75 / SR-93 SB ENT RAMP	STATE ROAD 56	14_2125	Head On	PASCO	LUTZ	UNINC PASCO	No Data	14140021	0.07	I 75 @ SR 56		0	Intersection-Related	Front to Front	Motor Vehicle in Transport	No	On Roadway	L

Segment # 14140021

SR 56 Sounthbound On-Ramp to I-75

EventLightingCondition	EventWeatherCondition	EventEnvironmentalCondition	EventWorkZone	EventReportingAgencyType	EventReportingAgencyName	EventReportingCaseNumber	HighestSeverity	TotalFatalities	TotalInjuries	TotalSeriousInjuries	TotalNonIncapInjuries	TotalPossibleInjuries	PedestrianInvolved	BicycleInvolved	Intoxication	Speeding	DisregardControl	WorkZone	NoLighting	NightTime
Dark-Lighted	Rain	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1
Daylight	Clear	None	No	No Data	No Data	No Data	Possible	0	1	0	0	1	0	0	0	0	0	0	0	0
Daylight	Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	Cloudy	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1
Dawn	Cloudy	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1
Daylight	Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1
Dark-Lighted	Fog, Smog, Smoke	None	No	No Data	No Data	No Data	Possible	0	1	0	0	1	0	0	0	0	0	0	0	1
Dark-Lighted	Rain	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1
Daylight	Clear	None	No	FHP	FHP TROOP C	FHPC17OFF065706	None	0	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	Rain	Weather Conditions	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1
Daylight	Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1
Daylight	Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0
Dark-Lighted	Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1
Dusk	Rain	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1
Dawn	Rain	Weather Conditions	No	No Data	No Data	No Data	Non-incapacitating	0	2	0	1	1	0	0	0	0	0	0	0	1
Daylight	Rain	Weather Conditions	No	No Data	No Data	No Data	Possible	0	1	0	0	1	0	0	0	0	0	0	0	0
Daylight	Rain	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	Cloudy	None	No	FHP	FHP TROOP C	FHPC15OFF021339	None	0	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	Cloudy	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	Rain	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	Clear	None	No	No Data	No Data	No Data	Possible	0	3	0	0	3	0	0	0	0	0	0	0	1
Dawn	Cloudy	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1
Dark-Lighted	Cloudy	Weather Conditions	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1
Daylight	Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	Rain	Weather Conditions	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0

Segment # 14140021

SR 56 Sounthbound On-Ramp to I-75

SHSP VulnerableUser	SHSP AgrDriving	SHSP LaneDeparture	SHSP Intersetion	SHSP Distracted	SHSP Teen	SHSP Aging	SHSP Impaired	SHSP Commercial	SHSP NoRestraint	Veh1AgeCatagory1	Veh1AgeCatagory2	Angle	LeftTurn	RightTurn	HeadOn	Sideswipe	SignalizeStop	CloseMedian	ProtectetLeftTurn	AccessMgmtReview	RoadFriction	RunOffRoad	HeavyTruck	Prohibit UTurns	MotorCycle	CurveSignage	UnpavedShoulder	NonTypicalGeometry
0	0	1	0	0	0	0	0	0	0	No Data	No Data	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	55 to 59	50 to 59	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	No Data	No Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0	0	0	45 to 49	40 to 49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0	0	0	40 to 44	40 to 49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	50 to 54	50 to 59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	35 to 39	30 to 39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	50 to 54	50 to 59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	55 to 59	50 to 59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0
0	0	1	0	0	0	0	0	0	0	30 to 34	30 to 39	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0
0	0	0	0	0	0	0	0	0	0	25 to 29	20 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	25 to 29	20 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	45 to 49	40 to 49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	40 to 44	40 to 49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	25 to 29	20 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	60 to 64	60 to 69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	25 to 29	20 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	0	0	0	0	0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	No Data	No Data	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	25 to 29	20 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	30 to 34	30 to 39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
0	0	1	0	0	0	0	0	0	0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0
0	0	0	0	0	1	0	0	0	0	15 to 19	< 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	1	0	0	0	0	0	0	0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	45 to 49	40 to 49	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	No Data	No Data	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
0	0	1	0	0	0	0	0	0	0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
0	1	0	1	0	0	0	0	0	0	20 to 24	20 to 29	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

Segment # 14140021

SR 56 Sounthbound On-Ramp to I-75

AnimalInvolved	ElectronicDistraction	SegmentID	AADT	CD Main	CD Link	CD Edit	CD Symbology	RoadIntersectionType	RoadTrafficControl	RoadSystemType	RoadClassification	RoadSurfaceCondition	NumberOfLanes	RoadPostedSpeedLimit	RoadAlignment	RoadGrade	RoadShoulderType	RoadCCauseMain	RoadCCauseSub	Driver1Age	Driver1Sex	Driver1Injury	Driver1CCause
0	0	0	0	119			2_17_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Wet	3	45	Straight	Downhill	Paved	None	No Data				
0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Dry	2	70	Straight	Downhill	Unpaved	None	No Data	57	Male	None	Operated MV in Careless or Negligent Manner
0	0	0	0	6			2_1_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Dry	2	35	Straight	Downhill	Paved	None	No Data				
0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Dry	2	70	Straight	Level	Paved	None	No Data	46	Male	None	Operated MV in Careless or Negligent Manner
0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Dry	2	70	Straight	Level	Paved	None	No Data	41	Male	None	Operated MV in Careless or Negligent Manner
0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Dry	8	70	Straight	Level	Paved	None	No Data	52	Female	None	Operated MV in Careless or Negligent Manner
0	0	0	0	6			2_1_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Dry	8	70	Straight	Level	Paved	None	No Data	36	Male	None	Operated MV in Careless or Negligent Manner
0	0	0	0	6			2_1_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Dry	8	70	Straight	Level	Paved	None	No Data	51	Female	None	Operated MV in Careless or Negligent Manner
0	0	0	0	6			2_1_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Dry	8	70	Straight	Level	Paved	None	No Data	24	Male	None	Operated MV in Careless or Negligent Manner
0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Dry	2	70	Straight	Level	Paved	None	No Data	24	Female	None	Operated MV in Careless or Negligent Manner
0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Dry	3	55	Straight	Level	Paved	None	No Data	57	Male	None	Operated MV in Careless or Negligent Manner
0	0	0	0	118			2_15_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Wet	2	70	Straight	Level	Unpaved	None	No Data	23	Female	None	Operated MV in Careless or Negligent Manner
0	0	142713	28000	4			1_13_PDO	Not at Intersection	No Controls	Interstate	No Data	Dry	1	70	Straight	Level	Paved	None	No Data	34	Male	None	Other Contributing Actions
0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Wet	2	70	Straight	Level	Unpaved	Road Surface Condition	No Data	28	Female	None	Operated MV in Careless or Negligent Manner
0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Dry	3	70	Straight	Level	Paved	None	No Data	27	Female	None	Operated MV in Careless or Negligent Manner
0	0	0	0	6			2_1_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Dry	2	70	Curve Right	Level	Paved	None	No Data	48	Female	None	Operated MV in Careless or Negligent Manner
0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Dry	2	70	Straight	Level	Unpaved	None	No Data	44	Female	None	Operated MV in Careless or Negligent Manner
0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Dry	2	70	Straight	Level	Paved	None	No Data	29	Male	None	Operated MV in Careless or Negligent Manner
0	0	0	0	246			2_1_PDO	Other, Explain in Narrative	No Controls	Interstate	ramp rural	Dry	2	70	Straight	Downhill	Unpaved	None	No Data	61	Male	None	No Contributing Action
0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Dry	2	70	Straight	Level	Paved	None	No Data	25	Female	None	Operated MV in Careless or Negligent Manner
0	0	142713	23000	246			2_1_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Wet	2	45	Straight	Downhill	Paved	None	No Data	23	Male	None	Operated MV in Careless or Negligent Manner
0	0	142713	23000	238			A_AL_INJ	Not at Intersection	No Controls	Interstate	ramp rural	Wet	8	70	Straight	Level	Unpaved	Road Surface Condition	No Data				
0	0	142713	23000	6			2_1_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Wet	8	70	Straight	Level	Paved	None	No Data	22	Female	Possible	Drove Too Fast for Conditions
0	0	142713	23000	246			2_1_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Wet	2	70	Straight	Level	Paved	None	No Data	23	Male	None	Operated MV in Careless or Negligent Manner
0	0	142713	23000	246			2_1_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Dry	2	70	Straight	Level	Paved	None	No Data	25	Male	None	Operated MV in Careless or Negligent Manner
0	0	142713	23000	246	A_RE_14_2125		2_1_PDO	Not at Intersection	No Controls	Interstate	No Data	Dry	1	70	Straight	Downhill	Paved	None	No Data	30	Male	None	Operated MV in Careless or Negligent Manner
0	0	142713	22500	136			2_16_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Wet	2	70	Curve Right	Downhill	Paved	None	No Data	23	Male	None	No Contributing Action
0	0	142713	22500	246			2_1_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Wet	2	50	Straight	Level	Paved	None	No Data	16	Male	None	Operated MV in Careless or Negligent Manner
0	0	142713	22500	136			2_16_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Wet	1	55	Curve Right	Downhill	Paved	Road Surface Condition	No Data	21	Male	Possible	Drove Too Fast for Conditions
0	0	142713	22500	119			2_17_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Wet	2	50	Straight	Downhill	Paved	None	No Data	45	Male	None	Operated MV in Careless or Negligent Manner
0	0	142713	22500	119			2_17_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Wet	3	55	Straight	Level	Paved	None	No Data				
0	0	142713	22500	119			2_17_PDO	Not at Intersection	No Controls	Interstate	ramp rural	Dry	1	35	Curve Right	Level	Paved	None	No Data	24	Male	None	Other Contributing Actions
0	0	142713	22500	238			A_HO_PDO	T-Intersection	No Controls	Interstate	ramp rural	Wet	2	70	Straight	Downhill	Unpaved	Road Surface Condition	No Data	21	Male	None	Drove Too Fast for Conditions

Segment # 14140021

SR 56 Sounthbound On-Ramp to I-75

Driver1CCauseSub	Driver1Condition	Driver1VisionObstruct	Driver1Distraction	Driver1AlcoholUse	Driver1DrugUse	Driver1Restraint	Driver1SafetyEquip	Driver2Age	Driver2Sex	Driver2Injury	Driver2CCause	Driver2CCauseSub	Driver2Condition	Driver2VisionObstruct	Driver2Distraction	Driver2AlcoholUse	Driver2DrugUse	Driver2Restraint
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	52	Male	Possible	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used
								37	Female	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used
No Data	Apparently Normal	Vision Not Obscured	Inattentive	No	No	Shoulder and Lap Belt Used	No Data	38	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used
No Data	Apparently Normal	Vision Not Obscured	Inattentive	No	No	Shoulder Belt Only Used	No Data	46	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	27	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	52	Female	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	60	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	51	Female	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	31	Female	None	No Contributing Action	No Data	Apparently Normal	Inclement Weather	Not Distracted	No	No	Shoulder and Lap Belt Used
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	48	Female	Possible	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data											
No Data	Apparently Normal	Vision Not Obscured	Not Distracted		No	Shoulder and Lap Belt Used		41	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted		No	Shoulder and Lap Belt Used
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	52	Female	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	33	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	39	Female	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	29	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	32	Female	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used
No Data	Apparently Normal	Vision Not Obscured	Unknown	No	No	Shoulder and Lap Belt Used	No Data	32	Female	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Unknown	No	No	Shoulder and Lap Belt Used
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	22	Female	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used
No Data	Apparently Normal	Vision Not Obscured	Inattentive	No	No	Shoulder Belt Only Used	No Data	31	Female	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used
								44	Male	Non-incapacitating	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used
Operated MV in Careless or Negligent Manner	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	32	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	59	Female	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	36	Female	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used
No Data	Apparently Normal	Vision Not Obscured	Not Distracted		No	Shoulder and Lap Belt Used		44	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted		No	Shoulder and Lap Belt Used
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data											
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	37	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data											
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data											
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data											
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	42	Female	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used

Segment # 14140021

SR 56 Sounthbound On-Ramp to I-75

Driver2SafetyEquip	Vehicle1Number	Vehicle1Direction	Vehicle1Movement	Vehicle1Damage	Vehicle1Speed	Vehicle1Type	Vehicle2Number	Vehicle2Direction	Vehicle2Movement	Vehicle2Damage	Vehicle2Speed	Vehicle2Type	Vehicle3Number	Vehicle3Direction	Vehicle3Movement	Vehicle3Damage	Vehicle3Speed	Vehicle3Type	PropertyDamageAmount
	1	S	Unknown	5000	45	Passenger Car													0
No Data	1	S	Straight Ahead	1000	55	Medium/Heavy Trucks (more than 10,000lbs (4,536kg))	2	S	Slowing	2000	45	Passenger Car							0
No Data	1	S	Straight Ahead	0	5	Pickup	2	S	Stopped in Traffic	0	0	Passenger Car							0
No Data	1	S	Straight Ahead	3000	45	Passenger Car	2	S	Slowing	6000	5	Pickup	3	S	Stopped in Traffic	4000	0	Passenger Car	0
No Data	1	S	Straight Ahead	7000	40	Passenger Car	2	S	Straight Ahead	1500	0	Passenger Car	3	S	Stopped in Traffic	1000	0	Pickup	0
No Data	1	S	Straight Ahead	9000	70	Passenger Car	2	S	Stopped in Traffic	5000	0	Passenger Car							0
No Data	1	S	Straight Ahead	5000	70	Passenger Car	2	S	Other, Explain in Narrative	5000	0	Passenger Car							0
No Data	1	S	Straight Ahead	4000	70	Passenger Car	2	S	Stopped in Traffic	2000	0	Passenger Car							0
No Data	1	S	Straight Ahead	6000	70	Passenger Car	2	S	Stopped in Traffic	2000	0	Passenger Car							0
No Data	1	S	Straight Ahead	4000	20	Passenger Car	2	S	Stopped in Traffic	3000	0	(Sport) Utility Vehicle							0
No Data	1	S	Straight Ahead	250	10	Pickup	2	S	Slowing	250	5	(Sport) Utility Vehicle							0
	1	S	Straight Ahead	5000	40	(Sport) Utility Vehicle													0
	1	S	Changing Lanes	250	20	Passenger Car	2	S	Straight Ahead	100	20	Passenger Van							0
No Data	1	S	Straight Ahead	5000	45	Passenger Car	2	S	Stopped in Traffic	1000	0	Passenger Car	3	S	Straight Ahead	1000	45	Passenger Car	0
No Data	1	S	Straight Ahead	6000	70	Passenger Car	2	S	Stopped in Traffic	1800	0	(Sport) Utility Vehicle							0
No Data	1	S	Straight Ahead	2500	25	Passenger Car	2	S	Stopped in Traffic	2000	0	Passenger Car							0
No Data	1	S	Straight Ahead	4000	30	Passenger Car	2	S	Straight Ahead	1000	15	Pickup							0
No Data	1	S	Straight Ahead	5000	36	Passenger Car	2	S	Stopped in Traffic	1500	0	(Sport) Utility Vehicle							0
No Data	1	S	Straight Ahead	1000	60	Passenger Car	2	S	Straight Ahead	2000	60	Passenger Car							0
No Data	1	S	Straight Ahead	5000	45	Passenger Car	2	S	Stopped in Traffic	1500	0	Passenger Car							0
No Data	1	S	Straight Ahead	8000	35	Passenger Car	2	S	Stopped in Traffic	2000	0	(Sport) Utility Vehicle	3	S	Stopped in Traffic	200	0	(Sport) Utility Vehicle	0
No Data	1	S	Straight Ahead	5000	45	Passenger Car	2	S	Stopped in Traffic	1500	0	Passenger Car							0
No Data	1	S	Straight Ahead	8000	35	Passenger Car	2	S	Stopped in Traffic	2000	0	(Sport) Utility Vehicle	3	S	Stopped in Traffic	200	0	(Sport) Utility Vehicle	0
No Data	1	S	Unknown	0	70	No Data	2	S	Straight Ahead	8000	55	Passenger Car	3	S	Straight Ahead	5000	40	(Sport) Utility Vehicle	0
No Data	1	S	Straight Ahead	4000	70	(Sport) Utility Vehicle	2	S	Straight Ahead	2200	45	Passenger Van							0
No Data	1	S	Straight Ahead	50	30	(Sport) Utility Vehicle	2	S	Stopped in Traffic	500	0	(Sport) Utility Vehicle							0
No Data	1	S	Straight Ahead	3000	20	(Sport) Utility Vehicle	2	S	Stopped in Traffic	2000	0	Passenger Car	3	S	Straight Ahead	1000	0	(Sport) Utility Vehicle	0
	1	S	Straight Ahead	500	20	Passenger Car	2	S	Stopped in Traffic	1000	0	Passenger Car							0
	1	S	Negotiating a Curve	2000	30	Passenger Car													0
No Data	1	S	Straight Ahead	1000	30	Passenger Car	2	S	Stopped in Traffic	500	0	Passenger Car							0
	1	S	Turning Right	500	40	Passenger Car													1000
	1	S	Straight Ahead	3000	50	(Sport) Utility Vehicle													0
	1	S	Turning Right	5000	55	Pickup													0
	1	S	Straight Ahead	10000	35	(Sport) Utility Vehicle													0
No Data	1	S	Turning Left	3000	40	Passenger Car	2	S	Turning Left	1000	25	(Sport) Utility Vehicle							0

EventID	EventCrashDate	EventCrashTime	EventOnStreet	EventCrossStreet	EventCrashNode	CrashType	EventCounty	EventCityCode	EventJurisdicti	EventAddress	EventRoadway	EventMP	EventDD X	EventDD Y	EventNodeDescription	EventDirecti	EventDistanceFr	EventRelationtoIntersection	EventImpactType	EventNonVehicularCollision	EventHitandRun	EventLocationOnRoadway	EventFormType	EventLightingCondition
87281084	11/7/2018	930	I-75 SB(STATE ROAD 93)	MM274(TAMPA/ST PETE)	I75_MM275	Rear End	PASCO	WESLEY CHAPEL	No Data	No Data	14140000	0.412	-82.38571167	28.19005966	I 75 @ MM 275		0	Non-Junction	Other, Explain in Narrative	Motor Vehicle in Transport	No	On Roadway	S	Daylight
88005429	11/3/2018	2257	INTERSTATE 75 (STATE ROAD 93)	MM274	I75_MM274	Sideswipe	PASCO	UNINCORPORATED	No Data	No Data	14140000	0.408	-82.39183807	28.17649078	I 75 @ MM274	S	20	Non-Junction	Angle	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
88006580	10/6/2018	649	INTERSTATE 75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Hit Fixed Object	PASCO	UNINCORPORATED	No Data	No Data	14140000	0.645	-82.39144897	28.17646027	I 75 @ SR 56	S	5280	Non-Junction	Other, Explain in Narrative	Guardrail Face	No	On Roadway	L	Dawn
87259662	9/25/2018	813	I-75 (SR-93)	SR-56	14_2125	Sideswipe	PASCO	UNINCORPORATED	No Data	No Data	14140000	1.145	-82.38733673	28.18732452	I 75 @ SR 56	S	2640	Non-Junction	Angle	Motor Vehicle in Transport	No	On Roadway	S	Daylight
87269532	9/17/2018	605	INTERSTATE 75	STATE ROAD 56	14_2125	Sideswipe	PASCO	WESLEY CHAPEL	No Data	No Data	14140000	0.645	-82.38571167	28.19005966	I 75 @ SR 56	S	5280	Non-Junction	Other, Explain in Narrative	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
87269530	9/13/2018	715	INTERSTATE 75	STATE ROAD 56	14_2125	Unknown	PASCO	WESLEY CHAPEL	No Data	No Data	14140000	1.266	-82.38571167	28.19005966	I 75 @ SR 56	S	2000	Non-Junction	Other, Explain in Narrative	Motor Vehicle in Transport	No	On Roadway	S	Daylight
87269520	9/4/2018	1625	INTERSTATE 75	STATE ROAD 56	14_2125	Hit Fixed Object	PASCO	WESLEY CHAPEL	No Data	No Data	14140000	1.859	-82.38571167	28.19005966	I 75 @ SR 56	N	1000	Non-Junction	Other, Explain in Narrative	Guardrail Face	No	Shoulder	S	Daylight
87258481	8/31/2018	1702	I-75 (STATE ROAD 93)SB MM 275.5	STATE ROAD 56	14_2125	Hit Fixed Object	PASCO	UNINCORPORATED	No Data	No Data	14140000	1.765	-82.38394143	28.19414377	I-75 @ SR 56	N	500	Non-Junction	Other, Explain in Narrative	Guardrail Face	No	On Roadway	S	Daylight
87269509	8/25/2018	1030	INTERSTATE 75	STATE ROAD 56	14_2125	Rear End	PASCO	WESLEY CHAPEL	No Data	No Data	14140000	0.645	-82.39144897	28.17646027	I 75 @ SR 56	S	5280	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	S	Daylight
87257075	8/7/2018	1602	INTERSTATE 75 MM 275	STATE ROAD 56	14_2125	Rear End	PASCO	UNINCORPORATED	No Data	No Data	14140000	1.626	-82.38463593	28.19362831	I 75 @ SR 56	S	100	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	S	Daylight
87251099	8/1/2018	1359	S/B INTERSTATE 275(STATE ROAD 93)	COUNTY LINE ROAD	14_7	Sideswipe	PASCO	UNINCORPORATED	No Data	No Data	14140000	0.057	-82.39393616	28.17252541	I-75 @ COUNTY LINE RD	N	300	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	S	Daylight
87258450	7/26/2018	1843	I-75 SB (STATE ROAD 93)	STATE ROAD 56	14_2125	Sideswipe	PASCO	UNINCORPORATED	No Data	No Data	14140000	0.645	-82.38785553	28.18586349	I 75 @ SR 56	S	5280	Non-Junction	Other, Explain in Narrative	Motor Vehicle in Transport	No	On Roadway	S	Daylight
87248241	7/23/2018	511	INTERSTATE 75 (STATE ROAD 93) SOUTHBOUND	STATE ROAD 56	14_2125	Rear End	PASCO	UNINCORPORATED	No Data	No Data	14140000	0.895	-82.39295959	28.17391586	I 75 @ SR 56	S	3960	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
87248240	7/23/2018	506	INTERSTATE 75 (STATE ROAD 93) SOUTHBOUND	STATE ROAD 56	14_2125	Hit Fixed Object	PASCO	UNINCORPORATED	No Data	No Data	14140000	0.92	-82.39266205	28.17444038	I 75 @ SR 56	S	3960	Non-Junction	Other, Explain in Narrative	Guardrail Face	No	Off Roadway	L	Dark-Lighted
87221164	5/30/2018	758	I-75 (SR-93) SB MM 275	I-275	14_7	Rear End	PASCO	UNINCORPORATED	No Data	No Data	14140000	1.408	-82.3865509	28.18910789	I 75 @ I 275		0	Entrance/Exit Ramp	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Daylight
87210442	5/25/2018	1648	I-275 (STATE ROAD 93)	COUNTY LINE ROAD	14_7	Hit Fixed Object	PASCO	UNINCORPORATED	No Data	No Data	14140000	0.17	-82.3937912	28.17278671	I-75 @ COUNTY LINE RD	N	900	Non-Junction	Other, Explain in Narrative	Concrete Traffic Barrier	No	Shoulder	S	Daylight
87221027	5/22/2018	850	I-75(S.R. 93)	STATE ROAD 56	14_2125	Hit Non-Fixed Object	PASCO	WESLEY CHAPEL	No Data	No Data	14140000	0.645	-82.38659668	28.18775177	I 75 @ SR 56	S	5280	Non-Junction	Other, Explain in Narrative	Struck By Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	No	On Roadway	S	Daylight
87203775	5/22/2018	1253	I-75 OR SR 93 SB	SR 56	14_2125	Hit Fixed Object	PASCO	UNINCORPORATED	No Data	No Data	14140000	0.645	-82.38571167	28.19005966	I 75 @ SR 56	S	5280	Non-Junction	Other, Explain in Narrative	Guardrail Face	No	Off Roadway	S	Daylight
87208113	5/17/2018	1718	I75 (STATE ROAD 93)	STATE ROAD 56(LAND O LAKES)MM277	14_6693	Single Vehicle	PASCO	WESLEY CHAPEL	No Data	No Data	14140000	1.97	-82.37030029	28.2156105	I 75 STATE ROAD 93 @ STATE ROAD 54	N	1584	Other, Explain in Narrative	Other, Explain in Narrative	Other Non-Collision	No	Off Roadway	S	Daylight
87158117	4/26/2018	1709	INTERSTATE 75	MM 274	I75_MM274	Rear End	PASCO	UNINCORPORATED	No Data	No Data	14140000	0.412	-82.39144897	28.17646027	I 75 @ MM 274		0	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	S	Daylight
87190834	4/10/2018	1040	I-75(S.R. 93)	STATE ROAD 56	14_2125	Hit Fixed Object	PASCO	WESLEY CHAPEL	No Data	No Data	14140000	0.793	-82.3892746	28.18240738	I 75 @ SR 56	S	4500	Non-Junction	Other, Explain in Narrative	Guardrail Face	No	Median	S	Daylight
87175615	3/3/2018	2200	INTERSTATE 75 SB MM 274.5	STATE ROAD 56	14_2125	Hit Fixed Object	PASCO	WESLEY CHAPEL	No Data	No Data	14140000	1.145	-82.38674927	28.18855095	I 75 @ SR 56	S	2640	Non-Junction	Other, Explain in Narrative	Guardrail Face	No	Off Roadway	L	Dark-Lighted
85562595	3/3/2018	2200	I-75 (SR 93) MM 274 SB	SR 56	14_2125	Hit Fixed Object	PASCO	LAND O'LAKES	No Data	No Data	14140000	0.645	-82.3895874	28.1822834	I 75 @ SR 56	S	5280	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	S	Dark-Lighted
87170912	3/1/2018	830	INTERSTATE 75	STATE ROAD 56	14_2125	Rear End	PASCO	WESLEY CHAPEL	No Data	No Data	14140000	0.645	-82.39144897	28.17646027	I 75 @ SR 56	S	5280	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	S	Daylight
87170906	2/28/2018	710	INTERSTATE 75	STATE ROAD 56	14_2125	Sideswipe	PASCO	WESLEY CHAPEL	No Data	No Data	14140000	1.456	-82.38401794	28.19405937	I 75 @ SR 56	S	1000	Non-Junction	Other, Explain in Narrative	Motor Vehicle in Transport	No	On Roadway	S	Daylight
87146527	2/14/2018	854	I-275(STATE ROAD 93)	COUNTY LINE ROAD	14_7	Hit Fixed Object	PASCO	UNINCORPORATED	No Data	No Data	14140000	0.08	-82.39300537	28.1740284	I-75 @ COUNTY LINE RD	N	424	Non-Junction	Other, Explain in Narrative	Concrete Traffic Barrier	No	Shoulder	S	Daylight
87146641	2/1/2018	2007	INTERSTATE 75(SR-93)	MM275	I75_MM275	Hit Fixed Object	PASCO	UNINCORPORATED	No Data	No Data	14140000	1.597	-82.38017273	28.20148659	I 75 @ MM275	N	1000	Non-Junction	Other, Explain in Narrative	Guardrail Face	No	Median	L	Dark-Lighted
87108396	10/13/2017	1323	I-75(S.R. 93)	STATE ROAD 56	14_2125	Hit Non-Fixed Object	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	0.645	-82.3898264	28.1802796	I 75 @ SR 56	S	5280	Non-Junction	Other, Explain in Narrative	Struck By Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	No	On Roadway	L	Daylight
85591554	9/28/2017	700	INTERSTATE 75	STATE ROAD 56	14_2125	Rear End	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	0.645	-82.3898264	28.1802796	I 75 @ SR 56	S	5280	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85594759	9/20/2017	755	I75 (SR 93) SB MM 274	I-275	14_7	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1	-82.3877612	28.1851763	I 75 @ I 275	N	5280	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85564999	9/12/2017	1813	I-75 (STATE ROAD 93)	COUNTY LINE ROAD	14_7	Sideswipe	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	0.1	-82.3923562	28.1727962	I-75 @ COUNTY LINE RD	N	528	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85591519	9/5/2017	1300	INTERSTATE 75	STATE ROAD 56	14_2125	Rear End	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	0.645	-82.3898264	28.1802796	I 75 @ SR 56	S	5280	Non-Junction	Angle	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85581671	8/29/2017	625	INTERSTATE 75 (STATE ROAD 93)	MM274	I75_MM274	Rear End	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	0.791	-82.3889598	28.1823294	I 75 @ MM274	N	2000	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Dawn
85554599	8/27/2017	2145	INTERSTATE 75 (STATE ROAD 93)	MILE MAKER 275	I75_MM276	Hit Fixed Object	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.408	-82.3854211	28.1907344	I 75 @ MM 276		0	Non-Junction	Other, Explain in Narrative	Guardrail Face	No	Off Roadway	L	Dark-Not Lighted
85570933	8/24/2017	614	I-75 (SR 93) SB MM 275	I-275	14_7	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.244	-82.3863618	28.1884999	I 75 @ I 275	S	2116	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
85590245	8/24/2017	832	I-75(S.R. 93)	STATE ROAD 56	14_2125	Angle	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	0.645	-82.3898264	28.1802796	I 75 @ SR 56	S	5280	Non-Junction	Angle	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85570934	8/24/2017	614	I 75 (SR 93) SB MM 275	I 275	14_7	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.256	-82.386293	28.1886634	I 75 @ I 275	S	2054	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
85590243	8/24/2017	720	I-75(S.R. 93)	STATE ROAD 56	14_2125	Sideswipe	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.493	-82.3849335	28.1918929	I 75 @ SR 56	S	800	Non-Junction	Other, Explain in Narrative	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85570935	8/24/2017	614	I-75 (SR-93) SB MM 275	I-275	14_7	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.189	-82.3866772	28.1877507	I 75 @ I 275	S	2406	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
85590244	8/24/2017	800	I-75(S.R.93)	STATE ROAD 56	14_2125	Angle	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	0.645	-82.3898264	28.1802796	I 75 @ SR 56	S	5280	Non-Junction	Angle	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85561524	8/21/2017	1639	I-75 (SR-93)	I-275	14_7	Hit Non-Fixed Object	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	0.382	-82.3914122	28.1765362	I 75 @ I 275	N	2019	Non-Junction	Other, Explain in Narrative	Struck By Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	No	On Roadway	L	Daylight
85528817	8/11/2017	2232	I-75 (S.R. 93)	MM 274	I75_MM274	Hit Non-Fixed Object	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	0.44	-82.3910625	28.1773618	I 75 @ MM 274	N	150	Non-Junction	Other, Explain in Narrative	Struck By Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	No	On Roadway	L	Dark-Lighted
85553323	8/9/2017	956	SB I-75 (SR 93A)	COUNTY LINE ROAD	14_7	Hit Non-Fixed Object	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	0.5	-82.3907007	28.1782158	I-75 @ COUNTY LINE RD	N	2640	Non-Junction	Other, Explain in Narrative	Other Non-Fixed Objects	No	On Roadway	L	Daylight
85565789	7/31/2017	2344	I-75 (STATE ROAD 93)	MM 274	I75_MM274	Single Vehicle	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	0.409	-82.3912494	28.1769205	I 75 @ MM 274	S	15	Non-Junction	Other, Explain in Narrative	Fell/Jumped From Motor Vehicle	No	On Roadway	L	Daylight
85562467	7/23/2017	1005	I-75 (SR-93) SB MM 276	SR 56	14_2125	Single Vehicle	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	2.011	-82.3814747	28.1987637	I 75 @ SR 56	N	1800	Non-Junction	Other, Explain in Narrative	Other Non-Collision	No	Shoulder	L	Daylight
85552259	7/14/2017	1355	I-75 (STATE ROAD 93)	COUNTY LINE ROAD	14_7	Unknown	PASCO	LAND O'LAKES	UNINC PASCO	No Data	14140000	0.1	-82.3923562	28.1727962	I-75 @ COUNTY LINE RD	N	528	Non-Junction	Other, Explain in Narrative	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85552250	7/10/2017	1132	I-75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Hit Non-Fixed Object	PASCO	LAND O'LAKES	UNINC PASCO	No Data	14140000	1.727	-82.3834976	28.1950466	I-75 @ SR 56	N	300	Non-Junction	Other, Explain in Narrative	Struck By Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	No	On Roadway	L	Daylight
85520797	5/28/2017	1940	I 75 (STATE ROAD 93)	MM 275	I75_MM275	Hit Fixed Object	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.408	-82.3854211	28.1907344	I 75 @ MM 275		0	Non-Junction	Other, Explain in Narrative	Concrete Traffic Barrier	No	Off Roadway	L	Daylight

Segment # 14140000

I-75 Pasco County

EventID	EventCrashDate	EventCrashTime	EventOnStreet	EventCrossStreet	EventCrashNode	CrashType	EventCounty	EventCityCode	EventJurisdicti	EventAddress	EventRoadway	EventMP	EventDD X	EventDD Y	EventNodeDescription	EventDirecti	EventDistanceFr	EventRelationtoIntersection	EventImpactType	EventNonVehicularCollision	EventHitandRun	EventLocationOnRoadway	EventFormType	EventLightingCondition
85467315	5/2/2017	2318	I75 (SR-93)	MM274	I75_MM274	Sideswipe	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	0.564	-82.3903148	28.1791267	I 75 @ MM274	N	800	Non-Junction	Angle	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
85492085	4/28/2017	548	I-75 (SR-93) SB MM 274	I-275	14_2125	Single Vehicle	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	0.412	-82.3912313	28.1769632	I 75 SR 93 SB MM 274 @ I275		0	Non-Junction	Other, Explain in Narrative	Other Non-Collision	No	On Roadway	L	Dark-Lighted
85492054	3/23/2017	1421	I-75 (SR-93) SB MM 278	SR 56	14_2125	Hit Fixed Object	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	0.645	-82.3898264	28.1802796	I 75 SR 93 SB MM 278 @ SR56	S	5280	Non-Junction	Other, Explain in Narrative	Guardrail Face	No	Shoulder	L	Daylight
85489599	3/20/2017	609	I-75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Rear End	PASCO		UNINC PASCO	No Data	14140000	0.837	-82.388696	28.1829559	I 75 SR 93 @ SR56	S	400	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
85489600	3/20/2017	609	I-75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Rear End	PASCO		UNINC PASCO	No Data	14140000	1.579	-82.3844382	28.1930644	I 75 SR 93 @ SR56	S	350	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
85477225	2/26/2017	1700	I-75 (STATE ROAD 93)	MILE MARKER 275	14_2125	Sideswipe	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.908	-82.3825485	28.1968699	I 75 SR 93 @ MILE MARKER 275	N	2640	Non-Junction	Other, Explain in Narrative	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85441796	1/24/2017	612	I-75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Rear End	PASCO		UNINC PASCO	No Data	14140000	0.645	-82.3898264	28.1802796	I 75 SR 93 @ SR56	S	5280	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
85441797	1/24/2017	743	I-75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Hit Fixed Object	PASCO		UNINC PASCO	No Data	14140000	0.645	-82.3898264	28.1802796	I 75 SR 93 @ SR56	S	5280	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
85451761	1/19/2017	1752	I-75 (SR-93 A)	I-275 (SR-93)	14_7	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	0.395	-82.3913338	28.1767212	I 75 SR 93 A @ I 275 SR 93	N	2087	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Dusk
85426272	1/14/2017	1623	I-75 SB (STATE ROAD 93)	MM275	14_2125	Sideswipe	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.408	-82.3854211	28.1907344	I 75 SB SR 93 @ MM275		0	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85440336	1/6/2017	648	I-75 (SR-930 SB MM 275	SR 56	14_2125	Rear End	PASCO	SAN ANTONIO	UNINC PASCO	No Data	14140000	2.011	-82.3814747	28.1987637	I 75 SR 930 SB MM 275 @ SR56	N	1800	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
85431688	12/31/2016	830	I-75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Rear End	PASCO		UNINC PASCO	No Data	14140000	0.645	-82.3898264	28.1802796	I 75 SR 93 @ SR56	S	5280	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85406710	12/11/2016	1915	INTERSTATE 75 (STATE ROAD 93)	MILE MARKER 274	I75_MM274	Hit Non-Fixed Object	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	0.412	-82.3912313	28.1769632	I 75 @ MILE MARKER 274		0	Non-Junction	Other, Explain in Narrative	Struck By Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	No	On Roadway	L	Dark-Lighted
85408890	12/2/2016	2341	I-75	SR-56	14_2125	Rear End	PASCO		UNINC PASCO	No Data	14140000	0.645	-82.3898264	28.1802796	I-75 @ SR-56	S	5280	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
85424518	11/19/2016	439	INTERSTATE 75 (STATE ROAD 93)	MILE MARKER 274	I75_MM274	Sideswipe	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	0.545	-82.3904294	28.1788563	I 75 @ MILE MARKER 274	N	700	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
85424844	11/17/2016	1436	INTERSTATE 75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Sideswipe	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.145	-82.3869296	28.1871514	INTERSTATE 75 (STATE ROAD 93) @ STATE ROAD 56	S	2640	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85415027	10/29/2016	1450	I-75 (SR 93) SB MM 274	I-275	14_7	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	0.417	-82.3912012	28.1770344	I 75 @ I 275	N	2200	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85407743	10/26/2016	1225	INTERSTATE 75 (STATE ROAD 93)	MILE MARKER 274	I75_MM274	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	0.412	-82.3912313	28.1769632	I 75 @ MILE MARKER 274		0	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85400299	10/18/2016	718	I-75 (STATE ROAD 54)	COUNTY LINE ROAD	14_7	Single Vehicle	PASCO		UNINC PASCO	No Data	14140000	0.1	-82.3923562	28.1727962	I-75 (STATE ROAD 54) @ COUNTY LINE ROAD	N	528	Non-Junction	Other, Explain in Narrative	Other Non-Collision	No	On Roadway	L	Daylight
85395911	10/8/2016	1505	I-75 (SR 93) SB MM 275	I 275	14_7	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	0.62	-82.3899772	28.1799238	I 75 @ I 275	N	5280	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85379118	9/24/2016	55	INTERSTATE 75 (STATE ROAD 93) SOUTHBOUND	MILE MARKER 274	I75_MM274	Hit Fixed Object	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	0.501	-82.3906947	28.17823	I 75 @ MILE MARKER 274	N	470	Non-Junction	Other, Explain in Narrative	Guardrail Face	No	Shoulder	L	Dark-Lighted
85382369	9/4/2016	1718	INTERSTATE 75 (STATE ROAD 93)	MILE MARKER 275	I75_MM275	Hit Fixed Object	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.908	-82.3825485	28.1968699	I 75 @ MILE MARKER 275	N	2640	Non-Junction	Other, Explain in Narrative	Guardrail Face	No	On Roadway	L	Daylight
82258793	8/29/2016	849	I75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Sideswipe	PASCO		UNINC PASCO	No Data	14140000	1.145	-82.3869296	28.1871514	I75 (STATE ROAD 93) @ STATE ROAD 56	S	2640	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85354006	8/1/2016	830	SB I-75	MM275	I75_MM275	Single Vehicle	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.408	-82.3854211	28.1907344	I 75 @ MM275		0	Non-Junction	Other, Explain in Narrative	Other Non-Collision	No	On Roadway	L	Daylight
85340209	7/15/2016	1549	I-75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Sideswipe	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.403	-82.3854498	28.1906662	I-75 (STATE ROAD 93) @ STATE ROAD 56		0	Entrance/Exit Ramp	Angle	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85356870	7/9/2016	1448	INTERSTATE 75 (STATE ROAD 93) MM 274	STATE ROA D 56	14_2125	Hit Fixed Object	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	0.645	-82.3898264	28.1802796	I-75 INTERCHANGE @ SR 56	S	5280	Non-Junction	Other, Explain in Narrative	Concrete Traffic Barrier	No	On Roadway	L	Daylight
85347494	7/4/2016	1218	I-75 (SR-93) MM 274 SOUTHBOUND	I-275	14_7	Sideswipe	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	0.388	-82.391376	28.1766216	I-75 (SR-93) MM 274 SOUTHBOUND @ I-275	N	2050	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85334117	7/3/2016	1247	I-75 (STATE ROAD 93)	MILE MARKER 275	I75_MM275	Hit Non-Fixed Object	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	0.908	-82.3882888	28.1839231	I 75 @ MILE MARKER 275	S	2640	Non-Junction	Other, Explain in Narrative	Cargo/Equipment Loss or Shift	No	On Roadway	L	Daylight
85329128	6/12/2016	2212	I-75 (SR-93A) SB	SR-56	14_2125	Sideswipe	PASCO		UNINC PASCO	No Data	14140000	1.145	-82.3869296	28.1871514	I-75 (SR-93A) SB @ SR-56	S	2640	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
85291297	3/29/2016	1114	I-75 SB MM 274	I-275	14_7	Single Vehicle	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	0.412	-82.3912313	28.1769632	I-75 @ COUNTY LINE RD		0	Non-Junction	Sideswipe, same direction	Other Non-Collision	No	On Roadway	L	Daylight
85277353	3/10/2016	600	I-75	MM 275	DATA_ENTRY	Sideswipe	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.408	-82.3854211	28.1907344	No Data		0	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Dawn
85269628	2/20/2016	1525	I-75 SB MM 275	I-275	14_7	Sideswipe	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.408	-82.3854211	28.1907344	I-75 @ COUNTY LINE RD		0	Entrance/Exit Ramp	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85257176	2/17/2016	2225	INTERSTATE 75 (STATE ROAD 93) SOUTHBOUND	MILE MARKER 274.5	14_7	Hit Fixed Object	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	0.913	-82.3882601	28.1839912	I-75 @ COUNTY LINE RD		0	Non-Junction	Other, Explain in Narrative	Concrete Traffic Barrier	No	Shoulder	L	Dark-Lighted
85269589	2/1/2016	817	I-75 MM 275	I-275	14_7	Single Vehicle	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.408	-82.3854211	28.1907344	I-75 @ COUNTY LINE RD		0	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85250731	1/28/2016	1700	INTERSTATE 75 (STATE ROAD 93)	MILE MARKER 275	14_2125	Hit Fixed Object	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.408	-82.3854211	28.1907344	I-75 INTERCHANGE @ SR 56		0	Non-Junction	Other, Explain in Narrative	Utility Pole/Light Support	No	On Roadway	L	Daylight
85232602	1/25/2016	2155	INTERSTATE 75 (STATE ROAD 93)	MILE MARKER 275	14_2125	Sideswipe	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.597	-82.38433	28.1933078	I-75 INTERCHANGE @ SR 56	N	1000	Non-Junction	Other, Explain in Narrative	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
85236709	1/22/2016	615	INTERSTATE 75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Sideswipe	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.493	-82.3849335	28.1918929	I-75 INTERCHANGE @ SR 56	S	800	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
85231315	1/14/2016	748	I-75 SB MM 275	I-275	14_6693	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.408	-82.3854211	28.1907344	I-75 INTERCHANGE @ SR 54		0	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
85237687	1/14/2016	813	I-75(S.R. 93)	STATE ROAD 56	14_2125	Rear End	PASCO		UNINC PASCO	No Data	14140000	1.475	-82.3850367	28.1916476	I-75 INTERCHANGE @ SR 56	S	900	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85238100	1/14/2016	645	SB I-75	MM 275	14_2125	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.691	-82.3837381	28.1945689	I-75 @ SR 56	N	110	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
85237686	1/14/2016	746	I-75(S.R. 93)	STATE ROAD 56	14_2125	Rear End	PASCO		UNINC PASCO	No Data	14140000	1.475	-82.3850367	28.1916476	I-75 INTERCHANGE @ SR 56	S	900	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85238101	1/14/2016	645	SB I-75	MM 274	14_2125	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	0.412	-82.3912313	28.1769632	I-75 INTERCHANGE @ SR 56		0	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
85231316	1/14/2016	748	I-75 SB MM275	I-275	14_6693	Sideswipe	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.408	-82.3854211	28.1907344	I-75 INTERCHANGE @ SR 54		0	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
85231317	1/14/2016	748	I-75 SB MM 275	I-275	14_6693	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.408	-82.3854211	28.1907344	I-75 INTERCHANGE @ SR 54		0	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
85260787	1/13/2016	2156	INTERSTATE 75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.834	-82.3828368	28.1963464	I-75 INTERCHANGE @ SR 56	N	1000	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
85238088	1/8/2016	635	I-75	MM 275	14_2125	Sideswipe	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.408	-82.3854211	28.1907344	I-75 INTERCHANGE @ SR 56		0	Entrance/Exit Ramp	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
85215084	11/16/2015	2347	INTERSTATE 275 SB ENTRANCE LANES MM274	STATE ROAD 56	14_1875	Sideswipe	PASCO	LUTZ	UNINC PASCO	No Data	14140000	0.645	-82.3898264	28.1802796	SR 54 @ STATE ROAD 56	S	5280	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
85194578	11/11/2015	502	I75 SB MM276	STATE ROAD 56	14_2125	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.626	-82.3841557	28.1937	I-75 INTERCHANGE @ SR 56	S	100	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Dark-Not Lighted
85211824	11/6/2015	1244	I-75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Rear End	PASCO		UNINC PASCO	No Data	14140000	1.77	-82.3832104	28.1956172	I-75 @ SR 56	N	528	Non-Junction	Other, Explain in Narrative	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85211825	11/6/2015	1548	I-75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Single Vehicle	PASCO		UNINC PASCO	No Data	14140000	1.245	-82.3863561	28.1885135	I-75 INTERCHANGE @ SR 56	S	2112	Non-Junction	Other, Explain in Narrative	Other Non-Collision	No	On Roadway	L	Daylight

Segment # 14140000

I-75 Pasco County

EventID	EventCrashDate	EventCrashTime	EventOnStreet	EventCrossStreet	EventCrashNode	CrashType	EventCounty	EventCityCode	EventJurisdicti	EventAddress	EventRoadway	EventMP	EventDD X	EventDD Y	EventNodeDescription	EventDirecti	EventDistanceFr	EventRelationtoIntersection	EventImpactType	EventNonVehicularCollision	EventHitandRun	EventLocationOnRoadway	EventFormType	EventLightingCondition
85170920	10/10/2015	2140	INTERSTATE 75 SB MM274	STATE ROAD 56	14_115	Rear End	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	0.895	-82.3883633	28.183746	NASHVILLE DR @ GENTILLY LN	S	3960	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
85179723	10/6/2015	541	I-75 SB (STATE ROAD 93)	MM275	10_33745	Sideswipe	PASCO	WESLEY CHAPEL	TAMPA	No Data	14140000	1.408	-82.3854211	28.1907344	COUNTY LINE RD @ AMANDA PARK DR		0	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	Yes	On Roadway	L	Dark-Lighted
85189993	9/29/2015	810	INTERSTATE 75	MM 274	14_7	Single Vehicle	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	0.412	-82.3912313	28.1769632	I-75 @ COUNTY LINE RD		0	Non-Junction	Other, Explain in Narrative	Other Non-Collision	No	Shoulder	L	Daylight
85180280	8/30/2015	1833	INTERSTATE - 75 (STATE ROAD 93)	MILE MARKER 275	14_3377	Run Off Road	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.508	-82.3848474	28.1920974	-75 @ RESTAREA	N	528	Non-Junction	Other, Explain in Narrative	Ditch	No	Off Roadway	L	Daylight
85154123	8/22/2015	1710	INTERSTATE 75	MM 275	14_2125	Single Vehicle	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.503	-82.3848761	28.1920292	I-75 INTERCHANGE @ SR 56	N	500	Non-Junction	Other, Explain in Narrative	Other Non-Collision	No	Shoulder	L	Daylight
85151846	8/14/2015	846	I-75 (STATE ROAD 93)	STATE ROAD 56	14_1658	Hit Fixed Object	PASCO		UNINC PASCO	No Data	14140000	0.645	-82.3898264	28.1802796	GRAND CYPRESS DR @ CREEK GRASS WAY	S	5280	Non-Junction	Other, Explain in Narrative	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85142392	8/9/2015	2150	I-75 SOUTHBOUND MM275	STATE ROAD 56	14_2125	Hit Fixed Object	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.588	-82.3843841	28.1931861	I-75 INTERCHANGE @ SR 56	S	300	Non-Junction	Other, Explain in Narrative	Guardrail Face	No	Off Roadway	L	Dark-Lighted
85153661	8/3/2015	932	I-75(S.R. 93)	STATE ROAD 56	14_7	Rear End	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	0.645	-82.3898264	28.1802796	I-75 @ COUNTY LINE RD	S	5280	Non-Junction	Other, Explain in Narrative	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85135786	8/2/2015	48	INTERSTATE 75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Hit Fixed Object	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.55	-82.3846065	28.1926698	I-75 INTERCHANGE @ SR 56	S	500	Non-Junction	Other, Explain in Narrative	Guardrail Face	No	Shoulder	L	Dark-Lighted
83213373	7/28/2015	2159	SR 93A S/B MM 275	MM 275	14_2125	Hit Fixed Object	PASCO		UNINC PASCO	No Data	14140000	1.408	-82.3854211	28.1907344	I-75 INTERCHANGE @ SR 56		0	Non-Junction	Other, Explain in Narrative	Impact Attenuator/Crash Cushion	No	Median	L	Dark-Lighted
85146958	7/27/2015	1425	I-75 SR-93 SB	SR-56	14_2125	Hit Fixed Object	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.617	-82.3842098	28.1935783	I-75 INTERCHANGE @ SR 56	S	150	Non-Junction	Other, Explain in Narrative	Guardrail Face	No	Median	L	Daylight
85153643	7/16/2015	910	I-75(S.R. 93)	STATE ROAD 56	14_2125	Hit Fixed Object	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.145	-82.3869296	28.1871514	I-75 INTERCHANGE @ SR 56	S	2640	Non-Junction	Other, Explain in Narrative	Guardrail Face	No	Median	L	Daylight
85133622	7/10/2015	1846	I75	SR56	14_2125	Single Vehicle	PASCO	LUTZ	UNINC PASCO	No Data	14140000	1.84	-82.3828135	28.1963889	I-75 INTERCHANGE @ SR 56	N	900	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	Yes	On Roadway	L	Daylight
85133618	7/7/2015	1653	I75	SR56	14_2125	Sideswipe	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.84	-82.3828135	28.1963889	I-75 INTERCHANGE @ SR 56	N	900	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Daylight
85142317	6/25/2015	1230	INTERSTATE 75 (SR 93)	MM 274	14_7	Hit Fixed Object	PASCO	UNINCORPORATED	UNINC HILLSBOROU	No Data	14140000	0.412	-82.3912313	28.1769632	I-75 @ COUNTY LINE RD		0	Non-Junction	Other, Explain in Narrative	Guardrail Face	No	Median	L	Daylight
85131341	6/24/2015	1426	SB I-75 (SR-93A)	SR-56	14_7	Sideswipe	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.145	-82.3869296	28.1871514	I-75 @ COUNTY LINE RD	S	2640	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	Yes	On Roadway	L	Daylight
84902534	6/15/2015	1717	INTERSTATE 75 (STATE ROAD 93)	MILE MARKER 274	14_7	Hit Fixed Object	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	0.601	-82.3900917	28.1796534	I-75 @ COUNTY LINE RD	N	1000	Non-Junction	Other, Explain in Narrative	Guardrail Face	No	Off Roadway	L	Daylight
85116961	5/20/2015	651	I-75(S.R. 93)	STATE ROAD 54	14_6693	Rear End	PASCO	LUTZ	UNINC PASCO	No Data	14140000	1.085	-82.3872737	28.1863341	I-75 INTERCHANGE @ SR 54	S	21120	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	Yes	On Roadway	L	Daylight
84898440	5/18/2015	1321	I-75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Hit Fixed Object	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	2.036	-82.3812872	28.199087	I-75 INTERCHANGE @ SR 56	N	528	Non-Junction	Other, Explain in Narrative	Motor Vehicle in Transport	No	Off Roadway	L	Daylight
84872493	4/27/2015	2240	I-75	MM 275	14_2125	Single Vehicle	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.408	-82.3854211	28.1907344	I-75 INTERCHANGE @ SR 56		0	Non-Junction	Other, Explain in Narrative	Other Non-Collision	No	On Roadway	L	Dark-Not Lighted
84868253	4/1/2015	2149	INTERSTATE 75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Sideswipe	PASCO	LUTZ	UNINC PASCO	No Data	14140000	1.55	-82.3846065	28.1926698	I-75 INTERCHANGE @ SR 56	S	500	Non-Junction	Other, Explain in Narrative	Motor Vehicle in Transport	Yes	On Roadway	S	Daylight
84867076	3/17/2015	748	INTERSTATE 75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Sideswipe	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.55	-82.3846065	28.1926698	I-75 INTERCHANGE @ SR 56	S	500	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Daylight
84571010	3/9/2015	220	I 75 SB MM 275	SR 581	DATA_ENTRY	Hit Non-Fixed Object	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	0.345	-82.39187499	28.17553949	No Data	S	6864	Non-Junction	Other, Explain in Narrative	Other Non-Fixed Objects	No	Shoulder	L	Dark-Lighted
84571009	3/8/2015	2150	I-75 SB MM 284	SR 54	14_6693	Rear End	PASCO	SAN ANTONIO	UNINC PASCO	No Data	14140000	0.085	-82.3923643	28.1725728	I-75 INTERCHANGE @ SR 54	S	26400	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Dark-Not Lighted
84559964	2/28/2015	1612	I-75 OR SR 93 SB	SR 56	14_2125	Sideswipe	PASCO	LUTZ	UNINC PASCO	No Data	14140000	1.698	-82.3836914	28.1946618	I-75 @ SR 56	N	150	Non-Junction	Angle	Motor Vehicle in Transport	No	On Roadway	L	Daylight
84867326	2/17/2015	1523	I75(SR93)	SR56	14_2125	Single Vehicle	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.679	-82.3838183	28.1944097	I-75 @ SR 56	N	50	Non-Junction	Other, Explain in Narrative	Other Non-Collision	No	Median	L	Daylight
84859540	2/13/2015	625	I-75 SR-93 SB	SR-56	14_2125	Sideswipe	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.55	-82.3846065	28.1926698	I-75 INTERCHANGE @ SR 56	S	500	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	Yes	On Roadway	L	Daylight
84550137	1/16/2015	623	I-75 SB (STATE ROAD 93)	MM274	14_115	Single Vehicle	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	0.412	-82.3912313	28.1769632	NASHVILLE DR @ GENTILLY LN		0	Non-Junction	Other, Explain in Narrative	Other Non-Collision	Yes	On Roadway	L	Dawn
84550136	1/16/2015	735	I-75 SB (STATE ROAD 93)	MM274	14_115	Rear End	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	0.412	-82.3912313	28.1769632	NASHVILLE DR @ GENTILLY LN		0	Non-Junction	Angle	Motor Vehicle in Transport	No	On Roadway	L	Daylight
84554345	1/12/2015	1551	I-75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Hit Fixed Object	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.708	-82.3836246	28.1947945	I-75 @ SR 56	N	200	Non-Junction	Other, Explain in Narrative	Guardrail Face	No	Shoulder	L	Daylight
84547519	1/11/2015	1705	I-75 SB MM 274	SR 581 (B RUCE B DOWNS BLVD)	14_115	Sideswipe	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	0.412	-82.3912313	28.1769632	NASHVILLE DR @ GENTILLY LN		0	Through Roadway	Angle	Motor Vehicle in Transport	No	On Roadway	L	Dusk
84529019	1/4/2015	1959	INTERSTATE - 75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Hit Fixed Object	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.79	-82.3830768	28.1958826	I-75 @ SR 56	N	634	Non-Junction	Front to Front	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
84541277	12/27/2014	1716	I75(SR93)	SR56	14_2125	Rear End	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.822	-82.38289349	28.19624883	I 75 @ SR 56	N	800	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Daylight
84509196	12/21/2014	1838	I-75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Hit Fixed Object	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	2.036	-82.38125919	28.19914036	I 75 @ SR 56	N	400	Non-Junction	Unknown	Other Fixed Object (wall, building, tunnel, etc)	No	Shoulder	L	Daylight
84528993	12/6/2014	1816	INTERSTATE - 75 (STATE ROAD 93)	MILE MARKER 274	14_7	Sideswipe	PASCO		UNINC PASCO	No Data	14140000	0.317	-82.39174396	28.17569594	I-75 @ COUNTY LINE RD	S	500	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
84528655	12/5/2014	1852	INTERSTATE 75 (STATE ROAD 93)	MM 274	14_7	Single Vehicle	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	0.412	-82.39124564	28.17693651	I-75 @ COUNTY LINE RD		0	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Dusk
84536822	11/27/2014	1916	INTERSTATE 75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Hit Fixed Object	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.671	-82.38388104	28.19429073	I 75 @ SR 56	N	5	Non-Junction	Other, Explain in Narrative	Impact Attenuator/Crash Cushion	No	Shoulder	L	Dark-Lighted
84541232	11/25/2014	1707	I75(SR93)	SR56	14_2125	Single Vehicle	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.679	-82.3838142	28.19442351	I 75 @ SR 56	N	50	Non-Junction	Other, Explain in Narrative	Other Non-Collision	No	Median	L	Dusk
84537551	11/25/2014	2155	SB I 75	SR 56	14_2125	Hit Fixed Object	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.617	-82.38419441	28.19361918	I 75 @ SR 56	S	150	Non-Junction	Other, Explain in Narrative	Guardrail Face	No	Off Roadway	L	Dark-Lighted
83813641	11/13/2014	1628	I75 (S.R. 93) MM 274 SB	S.R. 56	14_2125	Sideswipe	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	0.645	-82.38979851	28.18035255	I 75 @ SR 56	S	5280	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Daylight
84513057	11/3/2014	650	I-75 (SR 93)	SR 56	14_2125	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.607	-82.38425452	28.19348393	I 75 @ SR 56	S	200	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Dawn
84509751	10/24/2014	715	I-75 (STATE ROAD 93)	MILE MARKER 275	DATA_ENTRY	Sideswipe	PASCO	SAN ANTONIO	UNINC PASCO	No Data	14140000	0.908	-82.38884154	28.18261712	No Data	S	2640	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	Yes	On Roadway	L	Dawn
84509739	10/15/2014	656	I-75 SOUTHBOUND (STATE ROAD 93)	MILE MARKER 274	14_7	Rear End	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	0.564	-82.39034119	28.17907154	I-75 @ COUNTY LINE RD	N	800	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Dawn
84511874	10/8/2014	807	I-75 (SR-93) SB	COUNTY LINE RD	14_7	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	0.2	-82.39218154	28.17428598	I-75 @ COUNTY LINE RD	N	1056	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Daylight
84488538	10/4/2014	530	I-75 (STATE ROAD 93) SB	MM275	14_2125	Hit Fixed Object	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.408	-82.38541191	28.1907629	I 75 @ SR 56		0	Non-Junction	Other, Explain in Narrative	Guardrail Face	No	On Roadway	L	Dark-Lighted
84512738	9/29/2014	610	I-75(S.R. 93)	STATE ROAD 56	14_2125	Rear End	PASCO	LUTZ	UNINC PASCO	No Data	14140000	1.145	-82.38690306	28.18722117	I 75 @ SR 56	S	2640	Non-Junction	Other, Explain in Narrative	Motor Vehicle in Transport	No	On Roadway	L	Dark-Not Lighted
84496641	9/29/2014	639	INTERSTATE 75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Rear End	PASCO	LUTZ	UNINC PASCO	No Data	14140000	1.395	-82.38546925	28.19062666	I 75 @ SR 56	S	1320	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Dawn
84480042	9/27/2014	2040	INTERSTATE-75 (STATE ROAD 93)	STATE ROAD 56 (EXIT 274)	14_7	Hit Fixed Object	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.92	-82.38250413	28.19695581	I-75 @ COUNTY LINE RD	N	1320	Non-Junction	Angle	Guardrail Face	No	On Roadway	L	Dark-Lighted
84497475	9/27/2014	1602	I-75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Single Vehicle	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.822	-82.38289349	28.19624883	I 75 @ SR 56	N	800	Non-Junction	Other, Explain in Narrative	Other Non-Collision	Yes	On Roadway	L	Daylight
84484070	8/19/2014	1335	I-75(S.R. 93)	S.R. 56	14_2125	Hit Fixed Object	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.145	-82.38690306	28.18722117	I 75 @ SR 56	S	2640	Non-Junction	Other, Explain in Narrative	Guardrail Face	No	Shoulder	L	Daylight

Segment # 14140000

I-75 Pasco County

EventID	EventCrashDate	EventCrashTime	EventOnStreet	EventCrossStreet	EventCrashNode	CrashType	EventCounty	EventCityCode	EventJurisdicti	EventAddress	EventRoadway	EventMP	EventDD X	EventDD Y	EventNodeDescription	EventDirecti	EventDistanceFr	EventRelationtoIntersection	EventImpactType	EventNonVehicularCollision	EventHitandRun	EventLocationOnRoadway	EventFormType	EventLightingCondition
84482085	8/16/2014	1015	STATE ROAD 93 (I-75)	MM 275	14_7	Hit Non-Fixed Object	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.408	-82.38541191	28.1907629	I-75 @ COUNTY LINE RD		0	Non-Junction	Other, Explain in Narrative	Other Non-Fixed Objects	No	On Roadway	L	Daylight
84489106	8/11/2014	637	I-75 SB (SR-93)	SR-56	14_2125	Rear End	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.92	-82.38250413	28.19695581	I 75 @ SR 56	N	1320	Non-Junction	Other, Explain in Narrative	Motor Vehicle in Transport	No	On Roadway	L	Dawn
84476913	7/16/2014	537	I 75 SB	SR 56	14_2125	Hit Fixed Object	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.145	-82.38690306	28.18722117	I 75 @ SR 56	S	2640	Non-Junction	Other, Explain in Narrative	Guardrail Face	No	Off Roadway	L	Dark-Lighted
83832434	6/24/2014	923	I75(SR93)	SR56	14_2125	Hit Non-Fixed Object	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.727	-82.38348	28.19508738	I 75 @ SR 56	N	300	Non-Junction	Sideswipe, same direction	Animal	No	On Roadway	L	Daylight
83803827	5/23/2014	1104	I-75 (STATE ROAD 93)	COUNTY LINE ROAD	14_7	Hit Fixed Object	PASCO		UNINC PASCO	No Data	14140000	0.1	-82.39235864	28.172798	I-75 @ COUNTY LINE RD	N	528	Other, Explain in Narrative	Sideswipe, same direction	Guardrail End	No	On Roadway	L	Daylight
83789745	5/16/2014	1546	INTERSTATE 75 (STATE ROAD 93)	MM275	DATA_ENTRY	Rear End	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.408	-82.38561261	28.19028607	No Data		0	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Daylight
83789742	5/13/2014	1554	INTERSTATE 75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Sideswipe	PASCO		UNINC PASCO	No Data	14140000	1.456	-82.38512519	28.19144409	I 75 @ SR 56	S	1000	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	Yes	On Roadway	L	Daylight
83787156	5/2/2014	932	SB INTERSTATE 75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Single Vehicle	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	0.645	-82.38979851	28.18035255	I 75 @ SR 56	S	5280	Non-Junction	Other, Explain in Narrative	Other Non-Collision	No	On Roadway	L	Daylight
83781733	4/28/2014	836	I-75	STATE ROAD 56	14_2125	Sideswipe	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.395	-82.38546925	28.19062666	I 75 @ SR 56	S	1320	Non-Junction	Angle	Motor Vehicle in Transport	No	On Roadway	L	Daylight
83773728	4/13/2014	1640	I-275 (STATE ROAD 93A)	STATE ROAD 56	14_2125	Hit Fixed Object	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	0.645	-82.38979851	28.18035255	I 75 @ SR 56	S	5280	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Daylight
83768849	4/9/2014	1225	INTERSTATE 75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Hit Fixed Object	PASCO		UNINC PASCO	No Data	14140000	1.456	-82.38512519	28.19144409	I 75 @ SR 56	S	1000	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Daylight
83768848	4/9/2014	1032	INTERSTATE 75 (STATE ROAD 93)	STATE ROAD 56	14_2125	Sideswipe	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.746	-82.38334632	28.19535293	I 75 @ SR 56	N	400	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Daylight
83781715	4/9/2014	1041	I-75	STATE ROAD 56	14_2125	Sideswipe	PASCO	LUTZ	UNINC PASCO	No Data	14140000	1.145	-82.38690306	28.18722117	I 75 @ SR 56	S	2640	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Daylight
83773165	4/7/2014	850	I-275 SR-93 SB MM-275	SR-54	14_6693	Hit Non-Fixed Object	PASCO	UNINCORPORATED	UNINC PASCO	No Data	14140000	1.408	-82.38541191	28.1907629	I-75 INTERCHANGE @ WESLEY CHAPEL BLVD		0	Non-Junction	Other, Explain in Narrative	Other Non-Fixed Objects	No	On Roadway	L	Daylight
83765100	4/1/2014	1123	I 75 (SR 93)	SR 56	14_2125	Rear End	PASCO		UNINC PASCO	No Data	14140000	1.045	-82.3874766	28.18585903	I 75 @ SR 56	S	3168	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	Yes	On Roadway	L	Daylight
83781700	3/31/2014	702	I-75	STATE ROAD 56	14_2125	Sideswipe	PASCO	LUTZ	UNINC PASCO	No Data	14140000	1.895	-82.382582	28.19681441	I 75 @ SR 56	N	1320	Non-Junction	Angle	Motor Vehicle in Transport	Yes	On Roadway	L	Dawn
83749147	3/28/2014	2310	I75NB MM274.5	STATE ROAD 56	DATA_ENTRY	Rear End	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	0.145	-82.39268041	28.17364355	No Data	S	7920	Non-Junction	Angle	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
83748371	3/27/2014	1905	I 75 SB MM 275	SR 56	DATA_ENTRY	Sideswipe	PASCO	LUTZ	UNINC PASCO	No Data	14140000	1.408	-82.38561261	28.19028607	No Data		0	Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Dark-Not Lighted
83759402	3/12/2014	1046	I75(SR93)	SR56	14_2125	Single Vehicle	PASCO	LUTZ	UNINC PASCO	No Data	14140000	1.645	-82.38401405	28.19402494	I 75 @ SR 56		0	Non-Junction	Other, Explain in Narrative	Overturn/Rollover	No	Shoulder	L	Daylight
83759389	2/26/2014	1729	I75(SR93)	SR56	14_2125	Rear End	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	0.395	-82.39130593	28.17679418	I 75 @ SR 56	S	6600	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Dusk
83732841	2/3/2014	615	SB I75 ENTRANCE RAMP	SR 56	14_2125	Rear End	PASCO		UNINC PASCO	No Data	14140000	1.337	-82.38581332	28.18980924	I 75 @ SR 56	S	200	Entrance/Exit Ramp	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Dark-Lighted
83704773	2/1/2014	1915	I275SB (STATE ROAD 93) MM274	COUNTY LINE ROAD	14_7	Hit Fixed Object	PASCO	LUTZ	UNINC PASCO	No Data	14140000	0.412	-82.39124564	28.17693651	I-75 @ COUNTY LINE RD		0	Non-Junction	Unknown	Other Fixed Object (wall, building, tunnel, etc)	No	Off Roadway	L	Dark-Lighted
83741140	1/30/2014	1416	I-75(SR-93)	SR-56	14_2125	Hit Fixed Object	PASCO		UNINC PASCO	No Data	14140000	1.395	-82.38546925	28.19062666	I 75 @ SR 56	S	1320	Non-Junction	Other, Explain in Narrative	Concrete Traffic Barrier	No	On Roadway	L	Daylight
83719558	1/17/2014	1635	I 75 (SR 93) SB MM 275	SR 56	14_2125	Rear End	PASCO	WESLEY CHAPEL	UNINC PASCO	No Data	14140000	1.408	-82.38541191	28.1907629	I 75 @ SR 56		0	Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Daylight

Segment # 14140000

I-75 Pasco County

EventWeatherCondition	EventEnvironmentalCondition	EventWorkZone	EventReportingAgencyType	EventReportingAgencyName	EventReportingCaseNumber	HighestSeverity	TotalFatalities	TotalInjuries	TotalSeriousInjuries	TotalNonIncapInjuries	TotalPossibleInjuries	PedestrianInvolved	BicycleInvolved	Intoxication	Speeding	DisregardControl	WorkZone	NoLighting	NightTime	SHSP VulnerableUser	SHSP AgrDriving	SHSP LaneDeparture	SHSP Intersetion	SHSP Distracted	SHSP Teen	SHSP Aging	SHSP Impaired	SHSP Commercial
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Clear	None	No	No Data	No Data	No Data	Non-incapacitating	0	2	0	1	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	Incapacitating	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Clear	None	No	No Data	No Data	No Data	Non-incapacitating	0	2	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Rain	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
Cloudy	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Cloudy	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
Rain	Weather Conditions	No	No Data	No Data	No Data	Incapacitating	0	3	2	1	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	1	1	0
Rain	Weather Conditions	No	No Data	No Data	No Data	Incapacitating	0	1	1	0	0	0	0	1	0	0	0	0	1	0	0	1	0	1	0	0	1	0
Rain	Weather Conditions	No	No Data	No Data	No Data	Incapacitating	0	2	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Rain	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1
Rain	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Rain	Weather Conditions	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
Clear	None	No	No Data	No Data	No Data	Possible	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Segment # 14140000

I-75 Pasco County

EventWeatherCondition	EventEnvironmentalCondition	EventWorkZone	EventReportingAgencyType	EventReportingAgencyName	EventReportingCaseNumber	HighestSeverity	TotalFatalities	TotalInjuries	TotalSeriousInjuries	TotalNonIncapInjuries	TotalPossibleInjuries	PedestrianInvolved	BicycleInvolved	Intoxication	Speeding	DisregardControl	WorkZone	NoLighting	NightTime	SHSP VulnerableUser	SHSP AgrDriving	SHSP LaneDeparture	SHSP Intersetion	SHSP Distracted	SHSP Teen	SHSP Aging	SHSP Impaired	SHSP Commercial
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	1
Cloudy	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	Possible	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	Possible	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	Non-incapacitating	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	Possible	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Clear	None	No	No Data	No Data	No Data	Incapacitating	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	Non-incapacitating	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Rain	Weather Conditions	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rain	Weather Conditions	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Clear	None	Yes	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	Incapacitating	0	3	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Rain	None	No	No Data	No Data	No Data	Incapacitating	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	0
Rain	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0
Clear	None	No	No Data	No Data	No Data	Possible	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	Incapacitating	0	3	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Cloudy	None	No	No Data	No Data	No Data	Possible	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Cloudy	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0
Clear	None	Yes	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	1	0	0	1
Clear	None	No	No Data	No Data	No Data	Possible	0	2	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

Segment # 14140000

I-75 Pasco County

EventWeatherCondition	EventEnvironmentalCondition	EventWorkZone	EventReportingAgencyType	EventReportingAgencyName	EventReportingCaseNumber	HighestSeverity	TotalFatalities	TotalInjuries	TotalSeriousInjuries	TotalNonIncapInjuries	TotalPossibleInjuries	PedestrianInvolved	BicycleInvolved	Intoxication	Speeding	DisregardControl	WorkZone	NoLighting	NightTime	SHSP VulnerableUser	SHSP AgrDriving	SHSP LaneDeparture	SHSP Intersetion	SHSP Distracted	SHSP Teen	SHSP Aging	SHSP Impaired	SHSP Commercial
Clear	None	No	No Data	No Data	No Data	Non-incapacitating	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Rain	Weather Conditions	No	No Data	No Data	No Data	Incapacitating	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Rain	None	No	No Data	No Data	No Data	Incapacitating	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
Rain	Weather Conditions	No	No Data	No Data	No Data	Possible	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	Possible	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Rain	Weather Conditions	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0
Rain	None	No	No Data	No Data	No Data	Possible	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rain	None	No	No Data	No Data	No Data	Possible	0	3	0	0	3	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Rain	Weather Conditions	No	No Data	No Data	No Data	Possible	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0
Rain	None	No	No Data	No Data	No Data	Possible	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Rain	Weather Conditions	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Cloudy	None	Yes	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
Cloudy	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	1
Clear	None	No	No Data	No Data	No Data	Possible	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
Clear	None	No	No Data	No Data	No Data	Incapacitating	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Rain	None	No	No Data	No Data	No Data	Possible	0	1	0	0	1	0	0	0	0	0	0	1	1	0	0	1	0	0	1	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Clear	None	Yes	No Data	No Data	No Data	Incapacitating	0	3	3	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0
Rain	None	No	No Data	No Data	No Data	Non-incapacitating	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Clear	None	Yes	No Data	No Data	No Data	Incapacitating	0	3	3	0	0	0	0	0	0	0	1	1	1	0	0	1	0	0	0	0	0	0
Rain	None	No	No Data	No Data	No Data	Non-incapacitating	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Rain	Weather Conditions	Yes	No Data	No Data	No Data	Possible	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Cloudy	None	Yes	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0
Cloudy	None	Yes	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0
Rain	Weather Conditions	No	No Data	No Data	No Data	Non-incapacitating	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Rain	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Clear	None	Yes	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
Cloudy	Weather Conditions	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0
Cloudy	None	Yes	No Data	No Data	No Data	Possible	0	4	0	0	4	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Clear	None	Yes	No Data	No Data	No Data	Possible	0	2	0	0	2	0	0	0	0	0	1	0	1	0	0	1	0	0	0	1	0	0
Rain	Weather Conditions	Yes	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0
Rain	Weather Conditions	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0
Clear	None	Yes	No Data	No Data	No Data	Possible	0	4	0	0	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
Clear	None	Yes	No Data	No Data	No Data	Possible	0	2	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0
Rain	Weather Conditions	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
Clear	None	Yes	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Cloudy	None	No	No Data	No Data	No Data	Incapacitating	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Clear	None	Yes	No Data	No Data	No Data	Possible	0	1	0	0	1	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0
Cloudy	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0
Rain	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	0
Rain	None	No	No Data	No Data	No Data	Possible	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Clear	None	Yes	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0

Segment # 14140000

I-75 Pasco County

EventWeatherCondition	EventEnvironmentalCondition	EventWorkZone	EventReportingAgencyType	EventReportingAgencyName	EventReportingCaseNumber	HighestSeverity	TotalFatalities	TotalInjuries	TotalSeriousInjuries	TotalNonIncapInjuries	TotalPossibleInjuries	PedestrianInvolved	BicycleInvolved	Intoxication	Speeding	DisregardControl	WorkZone	NoLighting	NightTime	SHSP VulnerableUser	SHSP AgrDriving	SHSP LaneDeparture	SHSP Intersetion	SHSP Distracted	SHSP Teen	SHSP Aging	SHSP Impaired	SHSP Commercial
Cloudy	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Rain	None	No	No Data	No Data	No Data	Fatal	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Cloudy	None	No	No Data	No Data	No Data	Non-incapacitating	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Clear	None	Yes	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	1	0	1
Clear	None	No	No Data	No Data	No Data	Non-incapacitating	0	3	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Clear	None	Yes	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0
Rain	Weather Conditions	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	Possible	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Clear	None	Yes	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0
Clear	None	No	No Data	No Data	No Data	Possible	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
Clear	None	No	No Data	No Data	No Data	Possible	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Rain	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	1	0
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0
Rain	Weather Conditions	Yes	No Data	No Data	No Data	Non-incapacitating	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
Rain	None	Yes	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0
Clear	None	No	No Data	No Data	No Data	Non-incapacitating	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Cloudy	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
Cloudy	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

Segment # 14140000

I-75 Pasco County

SHSP NoRestraint	Veh1AgeCatagory1	Veh1AgeCatagory2	Angle	LeftTurn	RightTurn	HeadOn	Sideswipe	SignalizeStop	CloseMedian	ProtectetLeft Turn	AccessMgmtReview	RoadFriction	RunOffRoad	HeavyTruck	Prohibit UTurns	MotorCycle	CurveSignage	UnpavedShoulder	NonTypicalGeometry	AnimalInvolved	ElectronicDistraction	SegmentID	AADT	CD Main	CD Link	CD Edit	CD Symbology	RoadIntersectionType	RoadTrafficControl	RoadSystemType	RoadClassification	RoadFunctionalClass	RoadSurfaceCondition
0	35 to 39	30 to 39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	50 to 54	50 to 59	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	244			1_13_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	15 to 19	< 20	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	136			2_16_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	20 to 24	20 to 29	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	244			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	30 to 34	30 to 39	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	244			1_13_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	No Data	No Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	238			X	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	15 to 19	< 20	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	35 to 39	30 to 39	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	No Data	No Data	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	15 to 19	< 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	No Data	No Data	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	15 to 19	< 20	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	244			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	70 to 74	70 to 79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	246			2_1_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	136			2_16_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6			2_1_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	No Data	No Data	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	50 to 54	50 to 59	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	137			2_18_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	25 to 29	20 to 29	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	119			2_17_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	35 to 39	30 to 39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	85 to 89	80 to 89	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
1	40 to 44	40 to 49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	35 to 39	30 to 39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	15 to 19	< 20	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	244			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	45 to 49	40 to 49	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	45 to 49	40 to 49	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	136			2_16_PDO	Not at Intersection	No Controls	County	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	55 to 59	50 to 59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137			2_18_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	75 to 79	70 to 79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	No Data	No Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	75 to 79	70 to 79	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	30 to 34	30 to 39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	45 to 49	40 to 49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	40 to 44	40 to 49	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	238			A_AL_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	30 to 34	30 to 39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	No Data	No Data	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	244			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	45 to 49	40 to 49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	50 to 54	50 to 59	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	238			A_AL_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	40 to 44	40 to 49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137			2_18_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	25 to 29	20 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137			2_18_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	55 to 59	50 to 59	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	137			2_18_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	25 to 29	20 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	119			2_17_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	25 to 29	20 to 29	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	119			2_17_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	70 to 74	70 to 79	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	238			X	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137			2_18_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
1	15 to 19	< 20	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	136			2_16_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry

Segment # 14140000

I-75 Pasco County

SHSP NoRestraint	Veh1AgeCatagory1	Veh1AgeCatagory2	Angle	LeftTurn	RightTurn	HeadOn	Sideswipe	SignalizeStop	CloseMedian	ProtectetLeft Turn	AccessMgmtReview	RoadFriction	RunOffRoad	HeavyTruck	Prohibit UTurns	MotorCycle	CurveSignage	UnpavedShoulder	NonTypicalGeometry	AnimalInvolved	ElectronicDistraction	SegmentID	AADT	CD Main	CD Link	CD Edit	CD Symbology	RoadIntersectionType	RoadTrafficControl	RoadSystemType	RoadClassification	RoadFunctionalClass	RoadSurfaceCondition
0	15 to 19	< 20	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	55 to 59	50 to 59	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	119			2_17_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	55 to 59	50 to 59	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	75 to 79	70 to 79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	45 to 49	40 to 49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	No Data	No Data	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	35 to 39	30 to 39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	35 to 39	30 to 39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	No Data	No Data	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	50 to 54	50 to 59	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	6			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	25 to 29	20 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	35 to 39	30 to 39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137			2_18_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	25 to 29	20 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	246			2_1_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	20 to 24	20 to 29	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	238			A_SW_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	No Data	No Data	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	238			A_SW_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	25 to 29	20 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	25 to 29	20 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	15 to 19	< 20	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	119			2_17_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	50 to 54	50 to 59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6			2_1_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	136			2_16_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	55 to 59	50 to 59	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	55 to 59	50 to 59	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	244			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	35 to 39	30 to 39	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	119			2_17_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	55 to 59	50 to 59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	244			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	35 to 39	30 to 39	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	119			2_17_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	20 to 24	20 to 29	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	No Data	No Data	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	4			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	40 to 44	40 to 49	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	137			2_18_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	No Data	No Data	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	244			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	60 to 64	60 to 69	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	119			2_17_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	No Data	No Data	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	55 to 59	50 to 59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	238			A_SW_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	25 to 29	20 to 29	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	No Data	No Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119			2_17_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	136			2_16_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	No Data	No Data	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	45 to 49	40 to 49	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	244			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	No Data	No Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	No Data	No Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	70 to 74	70 to 79	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	30 to 34	30 to 39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	65 to 69	60 to 69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6			2_1_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	No Data	No Data	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	60 to 64	60 to 69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	No Data	No Data	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	238			A_SW_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	15 to 19	< 20	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	140156	94500	244			1_13_PDO	Not at Intersection	Other, Explain in Narrative	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	25 to 29	20 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140190	84214	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	25 to 29	20 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140190	84214	6			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140156	94500	119			2_17_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry

Segment # 14140000

I-75 Pasco County

SHSP NoRestraint	Veh1AgeCatagory1	Veh1AgeCatagory2	Angle	LeftTurn	RightTurn	HeadOn	Sideswipe	SignalizeStop	CloseMedian	ProtectetLeft Turn	AccessMgmtReview	RoadFriction	RunOffRoad	HeavyTruck	Prohibit UTurns	MotorCycle	CurveSignage	UnpavedShoulder	NonTypicalGeometry	AnimalInvolved	ElectronicDistraction	SegmentID	AADT	CD Main	CD Link	CD Edit	CD Symbology	RoadIntersectionType	RoadTrafficControl	RoadSystemType	RoadClassification	RoadFunctionalClass	RoadSurfaceCondition
0	45 to 49	40 to 49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140156	94500	246			2_1_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	40 to 44	40 to 49	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	140190	84214	4			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	40 to 44	40 to 49	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140156	94500	119			2_17_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	140190	84214	118			2_15_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	30 to 34	30 to 39	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140190	84214	119			2_17_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	30 to 34	30 to 39	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140156	94500	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	30 to 34	30 to 39	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140190	84214	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	30 to 34	30 to 39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140156	94500	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140190	84214	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	20 to 24	20 to 29	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	140190	84214	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	30 to 34	30 to 39	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	140190	84214	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	20 to 24	20 to 29	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	140156	94500	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	No Data	No Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140190	84214	119			2_17_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	40 to 44	40 to 49	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	140190	84214	4			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	20 to 24	20 to 29	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	140156	94500	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	No Data	No Data	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140156	94500	244			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	40 to 44	40 to 49	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140156	94500	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	No Data	No Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140156	94500	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	15 to 19	< 20	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140190	84214	136			2_16_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	15 to 19	< 20	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140190	84214	119			2_17_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	35 to 39	30 to 39	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140190	84214	244			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	50 to 54	50 to 59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140190	84214	244			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	25 to 29	20 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140156	94500	137			2_18_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	35 to 39	30 to 39	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	102001	58000	246			2_1_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	15 to 19	< 20	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140190	84214	4			1_13_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	20 to 24	20 to 29	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	140190	84214	119			2_17_PDO	Not at Intersection	Flashing Signal	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	No Data	No Data	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140190	84214	244			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	No Data	No Data	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140156	94500	119			2_17_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	30 to 34	30 to 39	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140156	94500	6			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140190	84214	136			2_16_INJ	Not at Intersection	Traffic Control Signal	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	25 to 29	20 to 29	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140156	94500	4			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	25 to 29	20 to 29	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140190	84214	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	30 to 34	30 to 39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140190	76167	6			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	No Data	No Data	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140190	76167	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	75 to 79	70 to 79	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140156	93500	244			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	30 to 34	30 to 39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140156	93500	119			2_17_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	80 to 84	80 to 89	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140190	76167	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	25 to 29	20 to 29	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	140190	76167	119			2_17_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140190	76167	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	35 to 39	30 to 39	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140156	93500	244			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	25 to 29	20 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140190	76167	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	No Data	No Data	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140156	93500	244			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	25 to 29	20 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140156	93500	6			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	45 to 49	40 to 49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102001	54500	6			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140190	76167	136			2_16_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	50 to 54	50 to 59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140156	93500	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	80 to 84	80 to 89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140190	76167	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	15 to 19	< 20	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140190	76167	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	No Data	No Data	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140190	76167	119			2_17_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	140156	93500	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry

Segment # 14140000

I-75 Pasco County

SHSP NoRestraint	Veh1AgeCatagory1	Veh1AgeCatagory2	Angle	LeftTurn	RightTurn	HeadOn	Sideswipe	SignalizeStop	CloseMedian	ProtectetLeft Turn	AccessMgmtReview	RoadFriction	RunOffRoad	HeavyTruck	Prohibit UTurns	MotorCycle	CurveSignage	UnpavedShoulder	NonTypicalGeometry	AnimalInvolved	ElectronicDistraction	SegmentID	AADT	CD Main	CD Link	CD Edit	CD Symbology	RoadIntersectionType	RoadTrafficControl	RoadSystemType	RoadClassification	RoadFunctionalClass	RoadSurfaceCondition
0	65 to 69	60 to 69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140190	76167	137			2_18_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
1	35 to 39	30 to 39	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	140190	76167	6			2_1_F	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	60 to 64	60 to 69	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140156	93500	136			2_16_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	75 to 79	70 to 79	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	140190	76167	137			2_18_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	40 to 44	40 to 49	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	102001	54500	136			2_16_INJ	Y-Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140190	76167	6			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	No Data	No Data	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140190	76167	244			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	30 to 34	30 to 39	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140156	93500	119			2_17_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	55 to 59	50 to 59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140190	76167	244			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	65 to 69	60 to 69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140156	93500	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140190	76167	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	15 to 19	< 20	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140190	76167	4			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	50 to 54	50 to 59	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140156	93500	244			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	35 to 39	30 to 39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140190	76167	137			2_18_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	No Data	No Data	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140156	93500	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	No Data	No Data	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140190	76167	4			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	25 to 29	20 to 29	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	102001	54500	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	20 to 24	20 to 29	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140190	76167	4			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	50 to 54	50 to 59	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140190	76167	119			2_17_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	30 to 34	30 to 39	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140156	93500	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	60 to 64	60 to 69	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140156	93500	246			2_1_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	140156	93500	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry
0	25 to 29	20 to 29	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	140190	76167	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet
0	45 to 49	40 to 49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140190	76167	238			A_RE_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry

NumberOfLanes	RoadPostedSpeedLimit	RoadAlignment	RoadGrade	RoadShoulderType	RoadCCauseMain	RoadCCauseSub	Driver1Age	Driver1Sex	Driver1Injury	Driver1CCause	Driver1CCauseSub	Driver1Condition	Driver1VisionObstruct	Driver1Distraction	Driver1AlcoholUse	Driver1DrugUse	Driver1Restraint	Driver1SafetyEquip	Driver2Age	Driver2Sex	Driver2Injury	Driver2CCause	Driver2CCauseSub
8	70	Straight	Level	Paved	None	No Data	39	Male	None	Other Contributing Actions	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	20	Male	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data	51	Male	Non-incapacitating	Failed to Keep in Proper Lane	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	24	Female	Possible	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data	18	Male	Incapacitating	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
10	70	Straight	Level	Paved	None	No Data	23	Male	None	Operated MV in Careless or Negligent Manner	No Data	Under the influence of Medications/Drugs/Alcohol	Vision Not Obscured	Not Distracted	No	Yes	Shoulder and Lap Belt Used	No Data	47	Female	None	No Contributing Action	No Data
10	70	Straight	Level	Paved	None	No Data	32	Female	Non-incapacitating	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	66	Female	Non-incapacitating	No Contributing Action	No Data
10	70	Straight	Level	Paved	None	No Data													23	Female	None	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data	17	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
6	70	Straight	Level	Paved	None	No Data	37	Male	None	Drove Too Fast for Conditions	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
8	70	Straight	Level	Paved	None	No Data													73	Female	None	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data	17	Female	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	65	Female	None	No Contributing Action	No Data
3	70	Straight	Level	Paved	None	No Data	0	Male	None	Failed to Yield Right-of-Way	No Data	Unknown	Vision Not Obscured	Unknown	No	Unknown	Restraint Used - Type Unknown	No Data	25	Female	None	No Contributing Action	No Data
10	70	Straight	Level	Paved	None	No Data	19	Female	None	Other Contributing Actions	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	29	Male	None	No Contributing Action	No Data
8	70	Straight	Level	Paved	Road Surface Condition	No Data	73	Male	Incapacitating	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Inattentive	No	No	Shoulder and Lap Belt Used	No Data	26	Female	Non-incapacitating	No Contributing Action	No Data
8	70	Straight	Level	Paved	Road Surface Condition	No Data	21	Female	Incapacitating	Failed to Keep in Proper Lane	Ran off Roadway	Under the influence of Medications/Drugs/Alcohol	Vision Not Obscured	Inattentive	Yes	No	Shoulder and Lap Belt Used	No Data					
6	70	Straight	Level	Paved	Road Surface Condition	No Data	20	Female	Possible	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Inclement Weather	Inattentive	No	No	Shoulder and Lap Belt Used	No Data	43	Male	Incapacitating	No Contributing Action	No Data
10	70	Curve Right	Level	Paved	None	No Data													24	Male	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data	53	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	34	Male	None	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data	22	Male	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
6	70	Straight	Level	Paved	Road Surface Condition	No Data	29	Female	None	Swerved or Avoided : Due to Wind, Slippery Surface, MV, Object, Non-Motorist in Roadway, etc	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
6	70	Straight	Level	Paved	None	No Data	37	Male	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	56	Male	None	No Contributing Action	No Data
5	70	Straight	Level	Paved	None	No Data	85	Male	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
8	70	Straight	Level	Paved	None	No Data	23	Male	Possible	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
8	70	Straight	Level	Paved	None	No Data	44	Male	None	Operated MV in Careless or Negligent Manner	Failed to Keep in Proper Lane	Under the influence of Medications/Drugs/Alcohol	Vision Not Obscured	Not Distracted	Yes	No	None Used - Motor Vehicle Occupant	No Data	31	Male	None	No Contributing Action	No Data
9	70	Straight	Level	Paved	None	No Data	35	Male	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	31	Male	None	No Contributing Action	No Data
9	70	Straight	Level	Paved	None	No Data	19	Female	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	59	Male	None	No Contributing Action	No Data
3	70	Curve Right	Level	Paved	None	No Data	49	Male	None	Other Contributing Actions	No Data	Apparently Normal	Vision Not Obscured	Electronic Communication	No	No	Shoulder and Lap Belt Used	No Data					
6	70	Straight	Level	Paved	None	No Data	49	Male	Possible	Swerved or Avoided : Due to Wind, Slippery Surface, MV, Object, Non-Motorist in Roadway, etc	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
6	70	Straight	Level	Paved	None	No Data	58	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	23	Female	None	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data	76	Male	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	45	Female	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data													25	Female	None	No Contributing Action	No Data
14	70	Curve Right	Level	Paved	None	No Data	79	Male	None	Failed to Keep in Proper Lane	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	25	Female	None	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data	31	Female	Possible	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	74	Male	Possible	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data	22	Female	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	36	Male	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data	24	Female	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
6	70	Straight	Level	Paved	None	No Data	47	Male	Possible	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Inattentive	No	No	Shoulder and Lap Belt Used	No Data	34	Female	None	No Contributing Action	No Data
5	70	Straight	Level	Paved	None	No Data	41	Female	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	31	Male	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data	34	Female	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	65	Male	None	No Contributing Action	No Data
4	70	Straight	Level	Paved	None	No Data													32	Male	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data	49	Male	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Inattentive	No	No	Shoulder and Lap Belt Used	No Data	30	Female	None	No Contributing Action	No Data
5	70	Straight	Level	Paved	None	No Data	52	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	39	Male	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data	42	Male	None	Other Contributing Actions	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	19	Female	None	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data	29	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
6	70	Straight	Level	Paved	None	No Data	58	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	52	Male	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data	27	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	No Data	No Helmet					
5	70	Straight	Level	Paved	Road Surface Condition	No Data	25	Male	None	Ran off Roadway	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
10	70	Straight	Level	Paved	None	No Data	70	Male	Non-incapacitating	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
8	70	Curve Left	Level	Paved	None	No Data	23	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
8	70	Straight	Level	Unpaved	None	No Data	17	Female	Incapacitating	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					

NumberOfLanes	RoadPostedSpeedLimit	RoadAlignment	RoadGrade	RoadShoulderType	RoadCCauseMain	RoadCCauseSub	Driver1Age	Driver1Sex	Driver1Injury	Driver1CCause	Driver1CCauseSub	Driver1Condition	Driver1VisionObstruct	Driver1Distraction	Driver1AlcoholUse	Driver1DrugUse	Driver1Restraint	Driver1SafetyEquip	Driver2Age	Driver2Sex	Driver2Injury	Driver2CCause	Driver2CCauseSub
10	70	Straight	Level	Paved	None	No Data	19	Male	None	Other Contributing Actions	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	43	Male	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data	57	Male	None	Failed to Yield Right-of-Way	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	51	Female	None	No Contributing Action	No Data
5	70	Straight	Level	Paved	None	No Data	58	Male	None	Ran off Roadway	No Data	Other, Explain in Narrative	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
8	70	Straight	Level	Paved	None	No Data	77	Male	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	65	Male	None	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data	45	Male	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	31	Male	None	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data													31	Female	Possible	No Contributing Action	No Data
10	70	Straight	Level	Paved	None	No Data	36	Male	None	Failed to Keep in Proper Lane	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	30	Male	None	No Contributing Action	No Data
10	70	Straight	Level	Paved	None	No Data	24	Female	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	35	Male	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data	39	Male	None	Followed too Closely	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	21	Male	None	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data													25	Female	None	No Contributing Action	No Data
4	70	Straight	Level	Paved	None	No Data	51	Male	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	33	Male	None	No Contributing Action	No Data
10	70	Straight	Level	Paved	None	No Data	27	Male	None	Operated MV in Careless or Negligent Manner	No Data	Asleep or Fatigued	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	31	Female	None	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data	37	Male	None	Other Contributing Actions	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	44	Female	None	No Contributing Action	No Data
12	70	Straight	Level	Paved	None	No Data	25	Male	Non-incapacitating	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	47	Male	None	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data	21	Female	None	Failed to Yield Right-of-Way	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	24	Male	None	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data													30	Male	None	No Contributing Action	No Data
7	70	Straight	Level	Paved	None	No Data	28	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	26	Male	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data	26	Female	Possible	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	72	Male	None	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data	16	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
6	70	Straight	Level	Paved	None	No Data	54	Male	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Unknown	No	No	Shoulder and Lap Belt Used	No Data	40	Female	Incapacitating	No Contributing Action	No Data
9	70	Straight	Level	Unpaved	None	No Data	20	Female	Non-incapacitating	Over-Correcting/Over-Steering	Operated MV in Careless or Negligent Manner	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
8	70	Straight	Level	Paved	Road Surface Condition	No Data	57	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
4	70	Straight	Level	Paved	None	No Data	58	Male	None	Failed to Keep in Proper Lane	No Data	Apparently Normal	Vision Not Obscured	Unknown	No	No	Shoulder and Lap Belt Used	No Data	23	Male	None	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data	35	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
12	70	Straight	Level	Paved	None	No Data	23	Female	None	Failed to Yield Right-of-Way	Operated MV in Careless or Negligent Manner	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder Belt Only Used	No Data	26	Male	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data	24	Female	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
6	70	Straight	Level	Paved	None	No Data													41	Female	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data	41	Male	None	Other Contributing Actions	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	55	Male	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data													19	Female	None	No Contributing Action	No Data
7	70	Straight	Level	Paved	None	No Data	60	Female	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	61	Male	None	No Contributing Action	No Data
10	70	Straight	Level	Paved	None	No Data													36	Male	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data	55	Male	None	Failed to Keep in Proper Lane	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	55	Male	None	No Contributing Action	No Data
10	70	Straight	Level	Paved	Work Zone	No Data	26	Female	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
6	70	Straight	Level	Paved	None	No Data													19	Female	Possible	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data	23	Female	Incapacitating	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
6	70	Straight	Level	Unpaved	None	No Data													19	Female	None	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data	45	Male	None	Failed to Keep in Proper Lane	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	54	Female	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data													49	Male	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data													52	Male	None	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data	73	Female	None	Swerved or Avoided : Due to Wind, Slippery Surface, MV, Object, Non-Motorist in Roadway, etc	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	57	Male	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data	31	Male	Possible	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	49	Female	Possible	No Contributing Action	No Data
10	70	Straight	Level	Paved	None	No Data	68	Female	Incapacitating	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	58	Male	Incapacitating	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data													48	Female	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data	60	Male	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	47	Female	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data	22	Female	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	25	Male	None	No Contributing Action	No Data
10	70	Straight	Level	Paved	None	No Data													66	Male	None	No Contributing Action	No Data
2	60	Straight	Level	Paved	None	No Data	17	Female	None	Failed to Keep in Proper Lane	No Data	Apparently Normal	Vision Not Obscured	Inattentive	No	No	Shoulder and Lap Belt Used	No Data	52	Male	None	No Contributing Action	No Data
8	70	Straight	Level	Unpaved	None	No Data	25	Male	Possible	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	63	Male	Possible	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data	25	Female	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	41	Male	None	No Contributing Action	No Data
10	70	Straight	Level	Paved	None	No Data	22	Male	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	20	Male	None	No Contributing Action	No Data

Segment # 14140000

I-75 Pasco County

NumberOfLanes	RoadPostedSpeedLimit	RoadAlignment	RoadGrade	RoadShoulderType	RoadCCauseMain	RoadCCauseSub	Driver1Age	Driver1Sex	Driver1Injury	Driver1CCause	Driver1CCauseSub	Driver1Condition	Driver1VisionObstruct	Driver1Distraction	Driver1AlcoholUse	Driver1DrugUse	Driver1Restraint	Driver1SafetyEquip	Driver2Age	Driver2Sex	Driver2Injury	Driver2CCause	Driver2CCauseSub
9	70	Straight	Level	Paved	None	No Data	46	Female	Non-incapacitating	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Inattentive	No	No	Shoulder and Lap Belt Used	No Data	69	Male	None	No Contributing Action	No Data
10	70	Straight	Level	Paved	None	No Data	43	Male	None	Failed to Yield Right-of-Way	Operated MV in Careless or Negligent Manner	Unknown	Vision Not Obscured	Unknown	No	Unknown	Restraint Used - Type Unknown	No Data	34	Female	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	Road Surface Condition	No Data	43	Male	Incapacitating	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
6	70	Straight	Level	Unpaved	None	No Data	21	Female	Incapacitating	Drove Too Fast for Conditions	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
8	70	Straight	Level	Paved	Road Surface Condition	No Data	32	Male	Possible	Over-Correcting/Over-Steering	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
10	70	Straight	Level	Paved	None	No Data	32	Female	Possible	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
6	70	Straight	Level	Paved	Road Surface Condition	No Data	31	Male	None	Drove Too Fast for Conditions	Failed to Keep in Proper Lane	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
8	70	Straight	Level	Paved	None	No Data	31	Female	Possible	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	64	Male	None	No Contributing Action	No Data
8	70	Straight	Level	Paved	Road Surface Condition	No Data	23	Female	Possible	Swerved or Avoided : Due to Wind, Slippery Surface, MV, Object, Non-Motorist in Roadway, etc	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
6	70	Straight	Level	Unpaved	Road Surface Condition	No Data	23	Female	Possible	Drove Too Fast for Conditions	No Contributing Action	Unknown	Inclement Weather	Unknown	No	No	Shoulder and Lap Belt Used	No Data					
6	70	Straight	Level	Paved	None	No Data	34	Male	Possible	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
6	70	Straight	Level	Paved	None	No Data	20	Female	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
8	70	Straight	Level	Paved	None	No Data													52	Male	None	Swerved or Avoided : Due to Wind, Slippery Surface, MV, Object, Non-Motorist in Roadway, etc	No Data
8	70	Straight	Level	Paved	None	No Data	43	Female	None	Failed to Keep in Proper Lane	Failed to Yield Right-of-Way	Apparently Normal	Vision Not Obscured	Inattentive	No	No	Shoulder and Lap Belt Used	No Data	29	Male	None	No Contributing Action	No Data
4	70	Straight	Level	Paved	None	No Data	20	Female	Possible	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
10	70	Straight	Level	Paved	None	No Data													24	Male	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data	40	Female	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
8	70	Straight	Level	Paved	None	No Data																	
8	70	Straight	Level	Paved	None	No Data	18	Female	Incapacitating	Other Contributing Actions	No Data	Emotional (depression, angry, disturbed, etc)	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
6	70	Straight	Level	Paved	None	No Data	18	Male	Possible	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
6	60	Straight	Level	Unpaved	None	No Data	36	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	36	Male	None	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data	51	Male	None	Failed to Keep in Proper Lane	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	45	Female	None	No Contributing Action	No Data
2	70	Straight	Level	Paved	None	No Data	25	Male	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
2	60	Straight	Level	Paved	None	No Data	38	Male	Incapacitating	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	38	Male	None	No Contributing Action	No Data
4	70	Straight	Level	Paved	None	No Data	18	Male	Non-incapacitating	Failed to Keep in Proper Lane	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	55	Male	Non-incapacitating	No Contributing Action	No Data
4	60	Straight	Level	Paved	Road Surface Condition	No Data	21	Female	Possible	Failed to Keep in Proper Lane	Ran off Roadway	Apparently Normal	Vision Not Obscured	Unknown	No	No	Shoulder and Lap Belt Used	No Data	57	Male	None	No Contributing Action	No Data
4	70	Straight	Level	Paved	None	No Data													44	Female	None	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data													53	Female	None	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data	32	Female	None	Drove Too Fast for Conditions	Operated MV in Careless or Negligent Manner	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	35	Male	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	Road Surface Condition	No Data	24	Female	Non-incapacitating	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
5	70	Straight	Level	Paved	None	No Data	25	Female	None	Other Contributing Actions	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	47	Female	None	No Contributing Action	No Data
6	70	Straight	Level	Unpaved	None	No Data	26	Male	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	32	Male	None	No Contributing Action	No Data
4	60	Straight	Level	Paved	None	No Data	34	Male	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Inattentive	No	No	Shoulder and Lap Belt Used	No Data	46	Female	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	Road Surface Condition	No Data																	
6	60	Straight	Level	Paved	None	No Data	75	Female	None	Improper Passing	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	23	Male	None	No Contributing Action	No Data
9	60	Straight	Level	Paved	None	No Data	34	Male	None	Other Contributing Actions	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	24	Male	Possible	Operated MV in Careless or Negligent Manner	No Data
6	60	Straight	Level	Paved	None	No Data	83	Female	Possible	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	64	Female	None	No Contributing Action	No Data
4	60	Straight	Level	Paved	Road Surface Condition	No Data	29	Male	None	Over-Correcting/Over-Steering	Ran off Roadway	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
6	70	Straight	Level	Paved	Road Surface Condition	No Data	20	Male	None	Drove Too Fast for Conditions	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
8	60	Straight	Level	Paved	Work Zone	No Data	36	Female	None	Other Contributing Actions	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	46	Male	None	No Contributing Action	No Data
8	60	Straight	Level	Unpaved	None	No Data	26	Male	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	30	Female	Possible	No Contributing Action	No Data
4	70	Straight	Level	Unpaved	None	No Data													72	Male	None	No Contributing Action	No Data
6	60	Straight	Level	Paved	Road Surface Condition	No Data	26	Female	None	Drove Too Fast for Conditions	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	48	Female	None	No Contributing Action	No Data
10	60	Straight	Level	Paved	None	No Data	49	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	42	Male	None	No Contributing Action	No Data
4	70	Straight	Level	Paved	None	No Data	22	Male	Incapacitating	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
8	60	Straight	Level	Unpaved	None	No Data	51	Male	Possible	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	40	Female	None	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data	80	Male	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	53	Male	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data	19	Male	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	19	Male	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data													31	Male	Possible	No Contributing Action	No Data
6	60	Straight	Level	Unpaved	None	No Data	20	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					

Segment # 14140000

I-75 Pasco County

NumberOfLanes	RoadPostedSpeedLimit	RoadAlignment	RoadGrade	RoadShoulderType	RoadCCauseMain	RoadCCauseSub	Driver1Age	Driver1Sex	Driver1Injury	Driver1CCause	Driver1CCauseSub	Driver1Condition	Driver1VisionObstruct	Driver1Distraction	Driver1AlcoholUse	Driver1DrugUse	Driver1Restraint	Driver1SafetyEquip	Driver2Age	Driver2Sex	Driver2Injury	Driver2CCause	Driver2CCauseSub
8	70	Straight	Level	Paved	None	No Data	69	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
6	70	Straight	Level	Paved	None	No Data	36	Male	Fatal (within 30 days)	Operated MV in Careless or Negligent Manner	No Data	Unknown	Vision Not Obscured	Unknown	No	Unknown	None Used - Motor Vehicle Occupant	No Data	49	Male	None	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data	60	Male	Non-incapacitating	Failed to Keep in Proper Lane	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
4	60	Straight	Level	Paved	None	No Data	76	Male	None	Failed to Yield Right-of-Way	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	47	Male	None	No Contributing Action	No Data
7	60	Straight	Level	Paved	None	No Data	43	Female	Possible	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	49	Male	None	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data	20	Female	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	36	Male	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data													63	Male	None	No Contributing Action	No Data
8	60	Straight	Level	Paved	Road Surface Condition	No Data	32	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
8	60	Straight	Level	Paved	None	No Data	55	Male	Possible	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	38	Female	Possible	No Contributing Action	No Data
3	60	Straight	Level	Paved	None	No Data	67	Female	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
8	60	Straight	Level	Paved	None	No Data	20	Female	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	25	Female	None	No Contributing Action	No Data
6	70	Straight	Level	Paved	None	No Data	18	Male	None	Failed to Keep in Proper Lane	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	23	Female	None	No Contributing Action	No Data
8	60	Straight	Level	Paved	None	No Data	51	Male	Possible	Failed to Keep in Proper Lane	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	24	Female	Possible	No Contributing Action	No Data
5	70	Straight	Level	Paved	Debris	No Data	35	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
6	60	Straight	Level	Paved	Work Zone	Shoulders													20	Female	None	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data													30	Female	Possible	No Contributing Action	No Data
8	70	Straight	Level	Paved	None	No Data	28	Male	None	Operated MV in Careless or Negligent Manner	No Data	Under the influence of Medications/Drugs/Alcohol	Vision Not Obscured	Not Distracted	Yes	No	Shoulder and Lap Belt Used	No Data	21	Male	None	No Contributing Action	No Data
5	60	Straight	Level	Paved	None	No Data	20	Female	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	48	Male	None	No Contributing Action	No Data
4	60	Straight	Level	Paved	Road Surface Condition	Shoulders	51	Female	Non-incapacitating	Failed to Keep in Proper Lane	Over-Correcting/Over-Steering	Apparently Normal	Vision Not Obscured	Unknown	No	No	Shoulder and Lap Belt Used	No Data					
8	60	Straight	Level	Paved	None	No Data	32	Male	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Inattentive	No	No	Shoulder and Lap Belt Used	No Data	38	Male	None	No Contributing Action	No Data
3	70	Straight	Level	Paved	None	No Data	62	Male	None	Other Contributing Actions	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	41	Male	None	Other Contributing Actions	No Data
6	60	Straight	Level	Paved	None	No Data	23	Male	None	Operated MV in Careless or Negligent Manner	No Contributing Action	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data					
8	60	Straight	Level	Paved	None	No Data	28	Female	None	Swerved or Avoided : Due to Wind, Slippery Surface, MV, Object, Non-Motorist in Roadway, etc	Over-Correcting/Over-Steering	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	43	Male	None	No Contributing Action	No Data
5	70	Straight	Level	Paved	None	No Data	47	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Inattentive	No	No	Shoulder and Lap Belt Used	No Data	38	Male	None	No Contributing Action	No Data

Segment # 14140000

I-75 Pasco County

Driver2Condition	Driver2VisionObstruct	Driver2Distraction	Driver2AlcoholUse	Driver2DrugUse	Driver2Restraint	Driver2SafetyEquip	Vehicle1Number	Vehicle1Direction	Vehicle1Movement	Vehicle1Damage	Vehicle1Speed	Vehicle1Type	Vehicle2Number	Vehicle2Direction	Vehicle2Movement	Vehicle2Damage	Vehicle2Speed	Vehicle2Type	Vehicle3Number	Vehicle3Direction	Vehicle3Movement	Vehicle3Damage	Vehicle3Speed	Vehicle3Type	PropertyDamageAmount
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	50	70	Pickup	2	S	Straight Ahead	1000	70	Passenger Car	3	S	Straight Ahead	2000	70	(Sport) Utility Vehicle	0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	5000	70	Passenger Car	2	S	Straight Ahead	5000	70	Passenger Car							10000
							1	S	Straight Ahead	4000	70	(Sport) Utility Vehicle													0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	150	35	Passenger Car	2	S	Straight Ahead	200	30	(Sport) Utility Vehicle							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	8000	70	Passenger Car	2	S	Straight Ahead	5000	70	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	No Data	0	70	No Data	2	S	Changing Lanes	1000	70	(Sport) Utility Vehicle							0
							1	S	Straight Ahead	2500	70	Pickup													0
							1	S	Straight Ahead	500	50	Pickup													300
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	No Data	0	70	No Data	2	S	Straight Ahead	7000	70	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	3000	70	Passenger Car	2	S	Straight Ahead	500	70	Passenger Car	3	S	Straight Ahead	500	70	Passenger Car	0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	0	0	(Sport) Utility Vehicle	2	S	Straight Ahead	1000	75	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	1000	70	Passenger Car	2	S	Straight Ahead	1000	65	(Sport) Utility Vehicle							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	1500	70	Pickup	2	S	Stopped in Traffic	12500	0	(Sport) Utility Vehicle	3	S	Other, Explain in Narrative	2500	0	(Sport) Utility Vehicle	0
							1	S	Leaving Traffic Lane	2500	70	(Sport) Utility Vehicle													1500
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	6000	50	Passenger Car	2	S	Slowing	6000	50	(Sport) Utility Vehicle	3	S	Straight Ahead	4000	55	Pickup	0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	0	75	Passenger Car	2	S	Straight Ahead	8000	70	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	500	70	Medium/Heavy Trucks (more than 10,000lbs	2	S	Straight Ahead	5000	70	Passenger Car	3	S	Straight Ahead	3000	70	(Sport) Utility Vehicle	0
							1	S	Straight Ahead	6000	70	Passenger Car													2000
							1	S	Changing Lanes	5000	60	(Sport) Utility Vehicle													0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	3000	70	Passenger Car	2	S	Stopped in Traffic	1000	70	Pickup							0
							1	S	Straight Ahead	4000	60	(Sport) Utility Vehicle													1000
							1	S	Straight Ahead	16000	70	Passenger Car													1000
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	10000	70	(Sport) Utility Vehicle	2	S	Stopped in Traffic	1500	0	Other Light Trucks (10,000lbs (4,536kg) or							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	4000	80	Passenger Car	2	S	Straight Ahead	500	70	Pickup							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	3000	55	Passenger Car	2	S	Straight Ahead	1000	55	Pickup							0
							1	S	Leaving Traffic Lane	4000	40	Passenger Car													0
							1	S	Straight Ahead	8000	70	Passenger Car													2000
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	100	60	Pickup	2	S	Straight Ahead	300	70	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	1000	70	Passenger Car	2	S	Straight Ahead	1000	70	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	0	80	No Data	2	S	Slowing	2000	65	Pickup							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	2500	70	Passenger Car	2	S	Straight Ahead	9000	70	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	5000	70	Passenger Car	2	S	Straight Ahead	6500	65	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	9000	70	Passenger Car	2	S	Straight Ahead	6000	0	(Sport) Utility Vehicle							0
							1	S	Other, Explain in Narrative	10000	70	Passenger Car													1000
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	6000	50	Passenger Car	2	S	Stopped in Traffic	2000	0	(Sport) Utility Vehicle	3	S	Straight Ahead	5000	50	Passenger Car	0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Other, Explain in Narrative	1000	65	Passenger Car	2	S	Straight Ahead	1000	70	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	500	10	(Sport) Utility Vehicle	2	S	Stopped in Traffic	0	0	(Sport) Utility Vehicle							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	100	70	No Data	2	S	Straight Ahead	800	65	Pickup							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Not Applicable (non-motorist)	No Data	1	S	Straight Ahead	7000	50	Passenger Car	2	S	Stopped in Traffic	2000	0	(Sport) Utility Vehicle	3	S	Stopped in Traffic	100	0	(Sport) Utility Vehicle	0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Other, Explain in Narrative	4000	60	Pickup	2	S	Other, Explain in Narrative	2000	60	Cargo Van (10,000lbs (4,536kg) or less)							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	0	70	Pickup	2	S	Straight Ahead	3000	70	Passenger Car							0
							1	S	Straight Ahead	5500	70	Passenger Car													0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	0	60	Medium/Heavy Trucks (more than	2	S	Straight Ahead	1000	60	Pickup							0
							1	S	Straight Ahead	0	70	Motorcycle													0
							1	S	Straight Ahead	500	70	Pickup													100
							1	S	Straight Ahead	200000	70	Medium/Heavy Trucks (more than													125000
							1	S	Straight Ahead	3500	75	Passenger Car													0
							1	S	Straight Ahead	4500	70	Passenger Car													0

Segment # 14140000

I-75 Pasco County

Driver2Condition	Driver2VisionObstruct	Driver2Distraction	Driver2AlcoholUse	Driver2DrugUse	Driver2Restraint	Driver2SafetyEquip	Vehicle1Number	Vehicle1Direction	Vehicle1Movement	Vehicle1Damage	Vehicle1Speed	Vehicle1Type	Vehicle2Number	Vehicle2Direction	Vehicle2Movement	Vehicle2Damage	Vehicle2Speed	Vehicle2Type	Vehicle3Number	Vehicle3Direction	Vehicle3Movement	Vehicle3Damage	Vehicle3Speed	Vehicle3Type	PropertyDamageAmount
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	5600	70	Passenger Car	2	S	Straight Ahead	2500	65	Medium/Heavy Trucks (more than 10,000lbs							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	0	70	Pickup	2	S	Straight Ahead	5000	70	Passenger Van							700
							1	S	Straight Ahead	6000	70	Passenger Car													1000
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	2500	30	Pickup	2	S	Stopped in Traffic	2500	0	Pickup							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	4500	60	Passenger Car	2	S	Slowing	2500	10	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	3000	70	No Data	2	S	Straight Ahead	24000	70	Passenger Car							1000
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	2500	80	Passenger Car	2	S	Straight Ahead	3500	70	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	3000	74	Passenger Car	2	S	Slowing	800	70	Passenger Car							1
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	18000	70	Passenger Car	2	S	Slowing	18000	50	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	0	70	No Data	2	S	Straight Ahead	4000	70	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	2000	70	Medium/Heavy Trucks (more than	2	S	Straight Ahead	5000	60	(Sport) Utility Vehicle							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	2500	75	Passenger Car	2	S	Straight Ahead	800	60	(Sport) Utility Vehicle							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	1000	70	Pickup	2	S	Straight Ahead	10000	70	(Sport) Utility Vehicle							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	10000	70	Passenger Car	2	S	Straight Ahead	10000	50	(Sport) Utility Vehicle							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	100	60	Passenger Car	2	N	Straight Ahead	500	70	Pickup							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	0	0	No Data	2	N	Straight Ahead	100	70	Medium/Heavy Trucks (more than 10,000lbs							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	4000	70	Passenger Car	2	S	Straight Ahead	2000	70	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	5500	65	(Sport) Utility Vehicle	2	S	Slowing	500	60	Pickup	3	S	Slowing	500	55	Passenger Car	0
							1	S	Straight Ahead	300	70	Passenger Car													1
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	4000	80	Passenger Van	2	S	Straight Ahead	6000	70	Passenger Car							0
							1	S	Changing Lanes	1500	50	Passenger Car													0
							1	S	Straight Ahead	3000	70	Passenger Car													500
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	500	65	Medium/Heavy Trucks (more than	2	S	Straight Ahead	5000	70	Passenger Car							0
							1	S	Straight Ahead	10000	70	Medium/Heavy Trucks (more than													15000
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	1200	65	Passenger Car	2	S	Straight Ahead	3200	70	Passenger Car							0
							1	S	Straight Ahead	1500	70	Passenger Car													0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	0	70	No Data	2	S	Straight Ahead	100	70	Medium/Heavy Trucks (more than 10,000lbs							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	50	70	Passenger Van	2	S	Straight Ahead	1000	70	Medium/Heavy Trucks (more than 10,000lbs							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Entering Traffic Lane	0	45	Pickup	2	S	Straight Ahead	2000	45	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	6000	70	Pickup	2	S	Straight Ahead	500	70	Medium/Heavy Trucks (more than 10,000lbs							1800
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	0	70	No Data	2	S	Straight Ahead	3000	70	Passenger Car	3	S	Straight Ahead	500	70	Pickup	0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	N	Changing Lanes	6000	50	Passenger Car	2	S	Straight Ahead	200	70	Pickup							0
							1	S	Straight Ahead	5000	70	Passenger Car													0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	0	70	No Data	2	S	Straight Ahead	6000	70	Passenger Car	3	S	Straight Ahead	8000	70	Passenger Car	0
							1	S	Straight Ahead	10000	75	Passenger Car													25000
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	0	70	No Data	2	S	Straight Ahead	20000	70	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	300	70	Medium/Heavy Trucks (more than	2	S	Straight Ahead	1200	70	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	0	50	No Data	2	S	Slowing	1000	35	Passenger Car	3	S	Slowing	0	35	No Data	0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	100	5	No Data	2	S	Slowing	3000	20	Pickup	3	S	Stopped in Traffic	2000	0	No Data	0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	3000	70	(Sport) Utility Vehicle	2	S	Stopped in Traffic	2000	0	Pickup							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	4000	30	Pickup	2	S	Slowing	4000	5	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	10000	70	Passenger Car	2	S	Stopped in Traffic	2000	0	Pickup							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	0	50	No Data	2	S	Straight Ahead	1500	50	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	6000	60	(Sport) Utility Vehicle	2	S	Slowing	1500	50	(Sport) Utility Vehicle	3	S	Straight Ahead	10000	60	Passenger Car	0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	3000	70	Passenger Car	2	S	Straight Ahead	500	70	Other, Explain in Narrative							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Unknown	0	70	Pickup	2	S	Changing Lanes	500	70	(Sport) Utility Vehicle							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	7000	55	Passenger Car	2	S	Straight Ahead	2000	55	Medium/Heavy Trucks (more than 10,000lbs							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	8500	75	Passenger Car	2	S	Straight Ahead	3500	65	Pickup							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	6000	70	Passenger Car	2	S	Straight Ahead	1500	70	(Sport) Utility Vehicle							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	12000	80	Passenger Van	2	S	Straight Ahead	400	70	Passenger Van							6000

Driver2Condition	Driver2VisionObstruct	Driver2Distraction	Driver2AlcoholUse	Driver2DrugUse	Driver2Restraint	Driver2SafetyEquip	Vehicle1Number	Vehicle1Direction	Vehicle1Movement	Vehicle1Damage	Vehicle1Speed	Vehicle1Type	Vehicle2Number	Vehicle2Direction	Vehicle2Movement	Vehicle2Damage	Vehicle2Speed	Vehicle2Type	Vehicle3Number	Vehicle3Direction	Vehicle3Movement	Vehicle3Damage	Vehicle3Speed	Vehicle3Type	PropertyDamageAmount
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	15000	80	Passenger Car	2	S	Straight Ahead	5000	65	Pickup							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	0	70	Medium/Heavy Trucks (more than	2	S	Straight Ahead	2700	65	Passenger Car							0
							1	S	Straight Ahead	20000	70	(Sport) Utility Vehicle													0
							1	S	Straight Ahead	10000	60	Passenger Car													500
							1	S	Straight Ahead	10000	60	(Sport) Utility Vehicle													500
							1	S	Changing Lanes	8000	70	Passenger Car													800
							1	S	Leaving Traffic Lane	4000	65	Passenger Car													200
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	2000	60	(Sport) Utility Vehicle	2	S	Straight Ahead	2000	50	Pickup							0
							1	S	Straight Ahead	5000	70	Passenger Car													2000
							1	S	Straight Ahead	3000	70	Passenger Car													0
							1	S	Changing Lanes	3500	55	(Sport) Utility Vehicle													2500
							1	S	Overtaking/Passing	5000	70	Passenger Car													100
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	0	70	Passenger Car	2	S	Straight Ahead	2100	70	Passenger Car	3	S	Straight Ahead	1200	70	(Sport) Utility Vehicle	0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Other, Explain in Narrative	900	70	Medium/Heavy Trucks (more than	2	S	Straight Ahead	6500	70	Passenger Car							0
							1	S	Straight Ahead	10000	70	Passenger Car													1000
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	0	65	(Sport) Utility Vehicle	2	S	Straight Ahead	5000	65	Pickup							0
							1	S	Straight Ahead	10000	60	Passenger Car													4000
							1	S	Straight Ahead	100	70	No Data	2	S	Straight Ahead	100	70	No Data	3	S	Straight Ahead	500	65	Passenger Car	0
							1	S	Straight Ahead	12000	70	Passenger Car													200
							1	S	Straight Ahead	5000	70	Passenger Car													500
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	0	60	Other Light Trucks (10,000lbs	2	S	Straight Ahead	10000	55	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	500	55	Pickup	2	S	Straight Ahead	2000	55	(Sport) Utility Vehicle							0
							1	S	Straight Ahead	5000	70	Pickup													5000
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	10000	50	Other Light Trucks (10,000lbs	2	S	Slowing	10000	30	Passenger Car	3	S	Slowing	10000	20	Passenger Car	0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	4000	70	Passenger Car	2	S	Straight Ahead	4000	70	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	7000	60	Passenger Car	2	S	Straight Ahead	0	45	Medium/Heavy Trucks (more than 10,000lbs							500
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	0	75	No Data	2	S	Straight Ahead	2500	70	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	0	70	No Data	2	S	Straight Ahead	5000	70	(Sport) Utility Vehicle							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	7000	70	Passenger Car	2	S	Straight Ahead	2400	70	Passenger Car							200
							1	S	Straight Ahead	8000	65	Passenger Car													500
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	1500	60	Passenger Car	2	S	Straight Ahead	1500	70	Passenger Van							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	4000	60	Pickup	2	S	Straight Ahead	2000	65	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	3200	55	Passenger Car	2	S	Slowing	1100	40	(Sport) Utility Vehicle							0
							1	S	Straight Ahead	5000	60	Passenger Car													5000
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	2000	60	Motor Home	2	S	Straight Ahead	4000	60	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Other, Explain in Narrative	0	0	Cargo Van (10,000lbs	2	S	Slowing	10000	40	Passenger Car	3	S	Slowing	10000	20	Passenger Car	0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Overtaking/Passing	15000	50	(Sport) Utility Vehicle	2	S	Straight Ahead	4000	15	Passenger Car							5000
							1	S	Straight Ahead	6500	60	Passenger Car													1500
							1	S	Straight Ahead	8000	70	(Sport) Utility Vehicle													50
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	0	60	Passenger Car	2	S	Straight Ahead	7000	10	Pickup	3	S	Slowing	7000	10	Passenger Car	0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	5000	35	Passenger Car	2	S	Stopped in Traffic	1500	0	Passenger Car	3	S	Stopped in Traffic	1500	0	Passenger Car	0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	1000	70	No Data	2	S	Straight Ahead	3000	70	Passenger Van							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Slowing	5000	45	Passenger Car	2	S	Slowing	1000	30	(Sport) Utility Vehicle	3	S	Slowing	1000	25	Passenger Car	0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	8000	60	Passenger Car	2	S	Straight Ahead	100	60	Pickup							0
							1	S	Straight Ahead	3000	70	Passenger Car													0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	5000	50	Passenger Car	2	S	Straight Ahead	2000	50	Passenger Car	3	S	Straight Ahead	5000	55	Pickup	0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	3000	40	Passenger Car	2	S	Stopped in Traffic	500	0	(Sport) Utility Vehicle							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	6000	60	(Sport) Utility Vehicle	2	S	Straight Ahead	6000	60	Passenger Car							2000
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	0	70	Passenger Car	2	S	Straight Ahead	7000	60	Passenger Car							100
							1	S	Straight Ahead	5000	60	Passenger Car													1000

Segment # 14140000

I-75 Pasco County

Driver2Condition	Driver2VisionObstruct	Driver2Distraction	Driver2AlcoholUse	Driver2DrugUse	Driver2Restraint	Driver2SafetyEquip	Vehicle1Number	Vehicle1Direction	Vehicle1Movement	Vehicle1Damage	Vehicle1Speed	Vehicle1Type	Vehicle2Number	Vehicle2Direction	Vehicle2Movement	Vehicle2Damage	Vehicle2Speed	Vehicle2Type	Vehicle3Number	Vehicle3Direction	Vehicle3Movement	Vehicle3Damage	Vehicle3Speed	Vehicle3Type	PropertyDamageAmount
							1	S	Straight Ahead	4000	70	Passenger Car													0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	6000	70	Pickup	2	S	Straight Ahead	3000	57	Medium/Heavy Trucks (more than 10,000lbs	3	S	Straight Ahead	20000	63	Medium/Heavy Trucks	2500
							1	S	Straight Ahead	5000	70	Passenger Car													1500
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	1500	15	Passenger Car	2	S	Straight Ahead	1000	10	Medium/Heavy Trucks (more than 10,000lbs							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	12000	70	Passenger Car	2	S	Straight Ahead	4000	60	Pickup							5000
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	5000	70	(Sport) Utility Vehicle	2	S	Straight Ahead	2000	70	Passenger Car	3	S	Parked	50	0	(Sport) Utility Vehicle	0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	0	70	No Data	2	S	Straight Ahead	2000	70	Passenger Car	3	S	Straight Ahead	1000	70	Passenger Car	0
							1	S	Straight Ahead	10000	35	Passenger Car													0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	5000	40	Passenger Car	2	S	Slowing	1000	5	Passenger Car							0
							1	S	Straight Ahead	10000	51	Passenger Car	2	S	Other, Explain in Narrative	12000	0	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	3000	60	Passenger Car	2	S	Stopped in Traffic	2500	0	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	500	70	(Sport) Utility Vehicle	2	S	Straight Ahead	1000	70	Passenger Car							300
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	5000	45	Pickup	2	S	Straight Ahead	5000	60	Passenger Car							0
							1	S	Straight Ahead	1000	65	Passenger Car													0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	500	60	Passenger Car	2	S	Straight Ahead	900	60	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	100	70	Pickup	2	S	Straight Ahead	5000	60	Passenger Car							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	2500	76	Passenger Car	2	S	Straight Ahead	1000	75	Passenger Car							300
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	8000	60	Passenger Car	2	S	Straight Ahead	10000	60	Passenger Car							0
							1	S	Straight Ahead	6500	45	Passenger Car													0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	7500	55	Passenger Car	2	S	Slowing	4200	20	Passenger Van							0
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	1000	50	Passenger Car	2	S	Straight Ahead	500	50	Pickup							0
							1	S	Straight Ahead	1500	70	Passenger Car													1000
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	3000	60	Passenger Car	2	S	Straight Ahead	750	60	Medium/Heavy Trucks (more than 10,000lbs (4,536kg))							350
Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Entering Traffic Lane	5000	50	Passenger Car	2	S	Straight Ahead	1000	40	Passenger Van							0

Segment # 10320000

I-275

EventID	EventCrashDate	EventCrashTime	EventOnStreet	EventCrossStreet	EventCrashNode	CrashType	EventCounty	EventCltyCode	EventJurisdiction	EventAddress	EventRoadwayID	EventMP	EventDD X	EventDD Y	EventNodeDescription	EventDirectionFmInt	EventDistanceFmInt	EventRelationtoIntersection	EventImpactType
87262202	7/20/2018	659	INTERSTATE 275 (STATE ROAD 93)	COUNTY LINE ROAD	10_33198	Rear End	HILLSBOROUGH	TAMPA	No Data	No Data	10320000	15.698	-82.39954376	28.16431427	I 275 @ COUNTY LINE RD	S	1320	Non-Junction	Other, Explain in Narrative
87151124	2/20/2018	2200	I-275(SR-93)	COUNTY LINE RD	10_33198	Hit Fixed Object	HILLSBOROUGH	TAMPA	No Data	No Data	10320000	15.448	-82.40213776	28.1604538	I 275 @ COUNTY LINE RD	S	2640	Non-Junction	Other, Explain in Narrative
87125029	1/5/2018	2006	I-275 (STATE ROAD 93)	MM 59.5	I275_MM59.5	Single Vehicle	HILLSBOROUGH	TAMPA	No Data	No Data	10320000	15.469	-82.40235138	28.15983963	I 275 @ MM 59.5		0	Non-Junction	Other, Explain in Narrative
86915164	9/1/2017	1700	I275 SOUTHBOUND	I75 SOUTHBOUND	10_33090	Rear End	HILLSBOROUGH	UNINCORPORATED H.C.	UNINC HILLSBOROUGH	No Data	10320000	15.358	-82.3984024	28.1636964	I 275 @ I 75	S	584	Non-Junction	Sideswipe, same direction
85226404	11/23/2015	943	I 275 (SR 93)	COUNTY LINE RD (OVERPASS)	10_33198	Sideswipe	HILLSBOROUGH	TAMPA	UNINC HILLSBOROUGH	No Data	10320000	15.548	-82.3960808	28.1654995	SR 93 @ COUNTY LINE RD	S	2112	Non-Junction	Front to Rear
85184175	10/26/2015	29	I-275 OR SR 93 NB MM58	SR 56	DATA_ENTRY	Hit Fixed Object	HILLSBOROUGH	TAMPA	UNINC HILLSBOROUGH	No Data	10320000	15.725	-82.39454517	28.16678397	No Data	N	2640	Non-Junction	Other, Explain in Narrative
85168002	7/29/2015	718	I 275 (SR 93)	COUNTY LINE RD (OVERPASS)	10_33198	Hit Fixed Object	HILLSBOROUGH	LUTZ	UNINC HILLSBOROUGH	No Data	10320000	15.148	-82.4008914	28.161562	SR 93 @ COUNTY LINE RD	S	4224	Non-Junction	Other, Explain in Narrative
84870392	3/16/2015	549	I-275 (SR-93)	I-75 (SR-93A)	10_33090	Single Vehicle	HILLSBOROUGH	TAMPA	UNINC HILLSBOROUGH	No Data	10320000	15.091	-82.4014792	28.1609183	SR 93 @ INTERSTATE 275	S	2640	Non-Junction	Other, Explain in Narrative
84482082	8/15/2014	1545	STATE ROAD 93 (I-75)	STATE ROAD 56	14_2125	Rear End	HILLSBOROUGH	WESLEY CHAPEL	UNINC HILLSBOROUGH	No Data	10320000	15.666	-82.39463642	28.16669579	I 75 @ SR 56	S	1874	Non-Junction	Front to Rear
84482083	8/15/2014	1545	STATE ROAD 93 (I-75)	STATE ROAD 56	14_2125	Rear End	HILLSBOROUGH	WESLEY CHAPEL	UNINC HILLSBOROUGH	No Data	10320000	15.666	-82.39463642	28.16669579	I 75 @ SR 56	S	1874	Non-Junction	Front to Rear
83807935	5/23/2014	2233	I 275 (SR 93)	I 75 (SR 93A)	10_33090	Single Vehicle	HILLSBOROUGH	LUTZ	UNINC HILLSBOROUGH	No Data	10320000	15.103	-82.40139113	28.16102347	I 75 @ I 275	S	2640	Non-Junction	Other, Explain in Narrative
83760427	4/12/2014	1520	STATE ROAD 93-A (I-275)	STATE ROAD 56	DATA_ENTRY	Hit Fixed Object	HILLSBOROUGH	WESLEY CHAPEL	UNINC HILLSBOROUGH	No Data	10320000	15.666	-82.39454517	28.16678397	No Data	S	1874	Non-Junction	Other, Explain in Narrative
83767876	4/2/2014	1455	I-275 (SR 93)	COUNTY LINE ROAD	10_33198	Rear End	HILLSBOROUGH	TAMPA	UNINC HILLSBOROUGH	No Data	10320000	15.103	-82.40139113	28.16102347	SR 93 @ COUNTY LINE RD	S	2640	Non-Junction	Front to Rear

Segment # 10320000 I-275

EventNonVehicularCollision	EventHitandRun	EventLocationOnRoadway	EventFormType	EventLightingCondition	EventWeatherCondition	EventEnvironmentalCondition	EventWorkZone	EventReportingAgencyType	EventReportingAgencyName	EventReportingCaseNumber	HighestSeverity	TotalFatalities	TotalInjuries	TotalSeriousInjuries	TotalNonIncapInjuries	TotalPossibleInjuries	PedestrianInvolved	BicycleInvolved
Motor Vehicle in Transport	No	On Roadway	S	Daylight	Cloudy	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0
Tree	No	Roadside	L	Dark-Not Lighted	Clear	None	No	No Data	No Data	No Data	Non-incapacitating	0	1	0	1	0	0	0
Overturn/Rollover	No	Off Roadway	L	Dark-Not Lighted	Clear	None	No	No Data	No Data	No Data	Possible	0	1	0	0	1	0	0
Motor Vehicle in Transport	No	On Roadway	L	Daylight	Rain	Weather Conditions	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0
Motor Vehicle in Transport	No	On Roadway	L	Daylight	Clear	None	No	No Data	No Data	No Data	Possible	0	1	0	0	1	0	0
Cable Barrier	No	Off Roadway	L	Dark-Not Lighted	Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0
Tree	No	Off Roadway	L	Daylight	Clear	None	No	No Data	No Data	No Data	Non-incapacitating	0	1	0	1	0	0	0
Other Non-Collision	No	Off Roadway	L	Dark-Lighted	Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0
Motor Vehicle in Transport	No	On Roadway	L	Daylight	Rain	None	Yes	No Data	No Data	No Data	Possible	0	1	0	0	1	0	0
Motor Vehicle in Transport	No	On Roadway	S	Daylight	Rain	None	Yes	No Data	No Data	No Data	None	0	0	0	0	0	0	0
Other Non-Collision	No	On Roadway	L	Dark-Not Lighted	Clear	None	No	No Data	No Data	No Data	None	0	0	0	0	0	0	0
Concrete Traffic Barrier	No	On Roadway	L	Daylight	Clear	None	Yes	No Data	No Data	No Data	Possible	0	1	0	0	1	0	0
Motor Vehicle in Transport	No	On Roadway	L	Daylight	Clear	None	No	No Data	No Data	No Data	Non-incapacitating	0	3	0	2	1	0	0

Segment # 10320000 I-275

Intoxication	Speeding	DisregardControl	WorkZone	NoLighting	NightTime	SHSP VulnerableUser	SHSP AgrDriving	SHSP LaneDeparture	SHSP Intersetion	SHSP Distracted	SHSP Teen	SHSP Aging	SHSP Impaired	SHSP Commercial	SHSP NoRestraint	Veh1AgeCatagory1	Veh1AgeCatagory2	Angle	LeftTurn	RightTurn	HeadOn	Sideswipe	SignalizeStop	CloseMedian	ProtectetLeftTurn	AccessMgmtReview	RoadFriction	RunOffRoad
0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	45 to 49	40 to 49	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	30 to 34	30 to 39	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	50 to 54	50 to 59	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	60 to 64	60 to 69	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	45 to 49	40 to 49	0	0	0	0	1	0	0	0	0	0	0
0	0	0	0	1	1	0	0	1	0	0	1	0	0	0	0	15 to 19	< 20	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	50 to 54	50 to 59	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	55 to 59	50 to 59	0	0	0	0	0	0	0	0	0	0	1
0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	40 to 44	40 to 49	0	0	0	0	0	0	0	0	0	0	0
0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	20 to 24	20 to 29	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	0	50 to 54	50 to 59	0	0	0	0	0	0	0	0	0	0	1
0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	25 to 29	20 to 29	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	30 to 34	30 to 39	0	0	0	0	0	0	0	0	0	0	0

Segment # 10320000

I-275

HeavyTruck	Prohibit UTurns	MotorCycle	CurveSignage	UnpavedShoulder	NonTypicalGeometry	AnimalInvolved	ElectronicDistraction	SegmentID	AADT	CD Main	CD Link	CD Edit	CD Symbology	RoadIntersectionType	RoadTrafficControl	RoadSystemType	RoadClassification	RoadFunctionalClass	RoadSurfaceCondition	NumberOfLanes	RoadPostedSpeedLimit	RoadAlignment	RoadGrade
1	0	0	0	0	0	0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet	6	70	Straight	Level
0	0	0	0	0	0	0	0	0	0	136			2_16_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry	6	70	Straight	Level
0	0	0	0	0	0	0	0	0	0	119			2_17_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry	6	70	Straight	Level
0	0	0	0	0	0	0	0	0	0	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet	6	70	Straight	Level
1	0	0	0	0	0	0	0	102001	58000	244			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry	6	70	Straight	Level
0	0	0	0	0	0	0	0	102001	58000	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry	6	70	Straight	Level
0	0	0	0	0	0	0	0	102001	58000	136			2_16_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry	6	70	Straight	Level
0	0	0	0	0	0	0	0	102001	58000	119			2_17_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry	6	70	Straight	Level
0	0	0	0	0	0	0	0	102001	54500	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet	10	60	Straight	Level
0	0	0	0	0	0	0	0	102001	54500	246			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet	10	60	Straight	Level
0	0	0	0	0	0	0	0	102001	54500	119			2_17_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry	6	70	Straight	Level
0	0	0	0	0	0	0	0	102001	54500	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry	5	60	Straight	Level
0	0	0	0	0	0	0	0	102001	54500	246			2_1_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry	6	70	Straight	Level

RoadShoulderType	RoadCCauseMain	RoadCCauseSub	Driver1Age	Driver1Sex	Driver1Injury	Driver1CCause	Driver1CCauseSub	Driver1Condition	Driver1VisionObstruct	Driver1Distraction	Driver1AlcoholUse	Driver1DrugUse	Driver1Restraint	Driver1SafetyEquip	Driver2Age	Driver2Sex	Driver2Injury	Driver2CCause
Paved	None	No Data	45	Male	None	Other Contributing Actions	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	19	Male	None	No Contributing Action
Paved	None	No Data	30	Male	Non-incapacitating	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data				
Paved	None	No Data	51	Male	Possible	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data				
Unpaved	Road Surface Condition	Obstruction in Roadway	64	Male	None	Drove Too Fast for Conditions	No Data	Apparently Normal	Inclement Weather	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	17	Male	None	No Contributing Action
Paved	None	No Data	48	Male	None	Other Contributing Actions	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	48	Female	Possible	No Contributing Action
Paved	None	No Data	16	Male	None	Other Contributing Actions	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	58	Male	None	No Contributing Action
Paved	None	No Data	54	Female	Non-incapacitating	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data				
Paved	None	No Data	58	Female	None	Swerved or Avoided : Due to Wind, Slippery Surface, MV, Object, Non-Motorist in Roadway, etc	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data				
Paved	Obstruction in Roadway	No Data	42	Male	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	35	Female	None	No Contributing Action
Paved	Obstruction in Roadway	No Data	21	Female	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	66	Female	None	No Contributing Action
Paved	None	No Data	50	Female	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data				
Paved	None	No Data	28	Female	Possible	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data				
Paved	None	No Data	34	Male	Non-incapacitating	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Inattentive	No	No	Shoulder and Lap Belt Used	No Data	49	Male	Possible	No Contributing Action

Driver2CCauseSub	Driver2Condition	Driver2VisionObstruct	Driver2Distraction	Driver2AlcoholUse	Driver2DrugUse	Driver2Restraint	Driver2SafetyEquip	Vehicle1Number	Vehicle1Direction	Vehicle1Movement	Vehicle1Damage	Vehicle1Speed	Vehicle1Type	Vehicle2Number	Vehicle2Direction	Vehicle2Movement	Vehicle2Damage	Vehicle2Speed	Vehicle2Type
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	1	65	Medium/Heavy Trucks (more than 10,000lbs (4,536kg))	2	S	Straight Ahead	1500	70	Passenger Car
								1	S	Straight Ahead	5000	70	Passenger Car						
								1	S	Straight Ahead	2000	70	Passenger Car						
No Data	Apparently Normal	Inclement Weather	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	300	70	Other Light Trucks (10,000lbs (4,536kg) or less)	2	S	Straight Ahead	10000	70	Passenger Car
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	1000	65	Medium/Heavy Trucks (more than 10,000lbs (4,536kg))	2	S	Straight Ahead	4000	65	Passenger Car
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	N	Straight Ahead	4000	70	Passenger Car	2	S	Straight Ahead	2000	70	Passenger Van
								1	S	Straight Ahead	5000	65	Passenger Car						
								1	S	Straight Ahead	500	65	Passenger Car						
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	8000	50	Passenger Car	2	S	Slowing	7000	45	Passenger Car
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	5000	55	Passenger Car	2	S	Slowing	500	45	Passenger Car
								1	S	Straight Ahead	3000	70	Passenger Car						
								1	S	Straight Ahead	10000	60	Passenger Car						
No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	5000	70	Passenger Car	2	S	Straight Ahead	1000	50	Passenger Car

Vehicle3Number	Vehicle3Dire	Vehicle3Movement	Vehicle3Damage	Vehicle3Speed	Vehicle3Type	PropertyDamageAmount
3	S	Straight Ahead	1500	70	(Sport) Utility Vehicle	0
						0
						0
						0
3	S	Straight Ahead	0	65	Passenger Car	0
3	S	Straight Ahead	4000	70	Passenger Car	1000
						0
						0
						0
						0
						0
						0
						0

Segment # 10075000

I-75 Hillsborough County

EventID	EventCrashDate	EventCrashTime	EventOnStreet	EventCrossStreet	EventCrashNode	CrashType	EventCounty	EventCItyCode	EventJurisdiction	EventAddress	EventRoadwayID	EventMP	EventDD X	EventDD Y	EventNodeDescription	EventDirectionFmInt	EventDistanceFmInt
88042713	11/29/2018	1650	I-75 N	E COUNTY LINE ROAD	I75_MM272.5	Left Turn	HILLSBOROUGH	TAMPA	No Data	No Data	10075000	39.826	-82.39452362	28.16242027	I 75 @ MM 272.5	S	150
87231097	6/24/2018	1830	SB I-75 (93A)	MM273	I75_MM273.5	Hit Fixed Object	HILLSBOROUGH	TAMPA	No Data	No Data	10075000	39.758	-82.39519501	28.16565132	I 75 @ MM273.5	N	2640
87126571	1/16/2018	1850	SB I-75 (SR-93A)	E COUNTY LINE RD	I75_MM273.5	Sideswipe	HILLSBOROUGH	TAMPA	No Data	No Data	10075000	39.854	-82.39408112	28.17105293	I 75 @ MM 273.5	N	50
85584013	9/24/2017	1907	I-75	COUNTY LINE ROAD	10_33090	Sideswipe	HILLSBOROUGH	TAMPA	UNINC HILLSBOROUGH	No Data	10075000	39.604	-82.3947098	28.1677892	I 275 @ I 75	S	1320
85558441	7/29/2017	2201	I-75	BRUCE B DOWNS BL	10_31623	Rear End	HILLSBOROUGH	TAMPA	UNINC HILLSBOROUGH	No Data	10075000	39.259	-82.3945995	28.1627973	I 75 @ BRUCE B DOWNS BLVD	N	15840
85564042	7/15/2017	1937	I-75 (SR-93A)	MILE MARKER 273	I75_MM273.5	Single Vehicle	HILLSBOROUGH	TAMPA	UNINC HILLSBOROUGH	No Data	10075000	39.353	-82.3948023	28.1641503	I 75 SR 93A @ MILE MARKER 273	N	500
85518882	5/22/2017	915	SB I-75 (SR-93A)	MM272	10_33090	Sideswipe	HILLSBOROUGH	TAMPA	UNINC HILLSBOROUGH	No Data	10075000	39.347	-82.3947928	28.1640636	SB I 75 SR 93A @ MM272	N	5280
85376786	9/5/2016	1825	I-75 SB MM 273	COUNTY LINE ROAD	10_33200	Hit Fixed Object	HILLSBOROUGH	TAMPA	UNINC HILLSBOROUGH	No Data	10075000	39.354	-82.3948035	28.1641648	SR 93A @ COUNTY LINE RD	S	2640
85384651	8/29/2016	1333	MM273	STATE ROAD 56	10_33090	Rear End	HILLSBOROUGH	TAMPA	UNINC HILLSBOROUGH	No Data	10075000	39.258	-82.3945965	28.1627831	MM273 @ SR56		0
85297664	5/12/2016	1007	I-75 (SR-93A) SB	BRUCE B DOWNS BLVD	10_31623	Hit Fixed Object	HILLSBOROUGH	TAMPA	UNINC HILLSBOROUGH	No Data	10075000	39.255	-82.3945873	28.1627402	I 75 @ BRUCE B DOWNS BLVD	N	15840
85211804	10/28/2015	750	I-75 (STATE ROAD 93A)	COUNTY LINE ROAD	10_33200	Single Vehicle	HILLSBOROUGH	TAMPA	UNINC HILLSBOROUGH	No Data	10075000	39.82	-82.3938673	28.1708311	SR 93A @ COUNTY LINE RD	S	150
85132881	7/7/2015	618	I-75 (SR93A)	COUNTY LINE RD	10_33200	Sideswipe	HILLSBOROUGH	TAMPA	UNINC HILLSBOROUGH	No Data	10075000	39.835	-82.3937838	28.1710362	SR 93A @ COUNTY LINE RD	S	100
85130821	6/17/2015	2011	SR 93A	SR 93	10_33090	Hit Fixed Object	HILLSBOROUGH	LUTZ	UNINC HILLSBOROUGH	No Data	10075000	39.247	-82.3945628	28.162626	SR 93A @ SR 93	S	1320
84540465	12/17/2014	754	I-75(S.R. 93)	STATE ROAD 56	14_2125	Hit Non-Fixed Object	HILLSBOROUGH	LUTZ	UNINC HILLSBOROUGH	No Data	10075000	39.337	-82.39478161	28.16396435	I 75 @ SR 56		0
83783964	4/12/2014	2156	I-75 (SR93A)	COUNTY LINE ROAD	10_33200	Hit Fixed Object	HILLSBOROUGH	TAMPA	UNINC HILLSBOROUGH	No Data	10075000	39.354	-82.39480147	28.16411017	SR 93A @ COUNTY LINE RD	S	2640

Segment # 10075000

I-75 Hillsborough County

EventRelationtoIntersection	EventImpactType	EventNonVehicularCollision	EventHitandRun	EventLocationOnRoadway	EventFormType	EventLightingCondition	EventWeatherCondition	EventEnvironmentalCondition	EventWorkZone	EventReportingAgencyType	EventReportingAgencyName	EventReportingCaseNumber	HighestSeverity	TotalFatalities	TotalInjuries
Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	S	Daylight	Clear	None	No	No Data	No Data	No Data	None	0	0
Non-Junction	Other, Explain in Narrative	Guardrail Face	No	On Roadway	S	Daylight	Rain	None	No	No Data	No Data	No Data	None	0	0
Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Daylight	Clear	None	No	No Data	No Data	No Data	Possible	0	1
Non-Junction	Other, Explain in Narrative	Motor Vehicle in Transport	No	On Roadway	L	Dusk	Cloudy	None	No	No Data	No Data	No Data	None	0	0
Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Dusk	Clear	None	No	No Data	No Data	No Data	None	0	0
Non-Junction	Other, Explain in Narrative	Motor Vehicle in Transport	No	On Roadway	L	Daylight	Rain	None	No	No Data	No Data	No Data	Non-incapacitating	0	3
Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	No	On Roadway	L	Daylight	Clear	None	No	No Data	No Data	No Data	None	0	0
Non-Junction	Other, Explain in Narrative	Concrete Traffic Barrier	No	On Roadway	L	Daylight	Rain	None	No	No Data	No Data	No Data	None	0	0
Non-Junction	Front to Rear	Motor Vehicle in Transport	No	On Roadway	L	Daylight	Clear	None	No	No Data	No Data	No Data	Non-incapacitating	0	1
Non-Junction	Other, Explain in Narrative	Guardrail Face	No	Off Roadway	L	Daylight	Clear	None	No	No Data	No Data	No Data	Possible	0	1
Non-Junction	Other, Explain in Narrative	Other Non-Collision	No	Off Roadway	L	Daylight	Rain	Weather Conditions	No	No Data	No Data	No Data	Non-incapacitating	0	1
Non-Junction	Sideswipe, same direction	Motor Vehicle in Transport	Yes	On Roadway	L	Daylight	Clear	None	No	No Data	No Data	No Data	Non-incapacitating	0	2
Non-Junction	Other, Explain in Narrative	Guardrail Face	No	Outside Right-of-Way	L	Dusk	Clear	None	No	No Data	No Data	No Data	Possible	0	1
Non-Junction	Other, Explain in Narrative	Other Non-Fixed Objects	No	On Roadway	S	Daylight	Clear	None	Yes	No Data	No Data	No Data	None	0	0
Non-Junction	Other, Explain in Narrative	Impact Attenuator/Crash Cushion	No	Shoulder	L	Dark-Lighted	Clear	None	No	No Data	No Data	No Data	Possible	0	1

Segment # 10075000

I-75 Hillsborough County

TotalSeriousInjuries	TotalNonIncapInjuries	TotalPossibleInjuries	PedestrianInvolved	BicycleInvolved	Intoxication	Speeding	DisregardControl	WorkZone	NoLighting	NightTime	SHSP VulnerableUser	SHSP AgrDriving	SHSP LaneDeparture	SHSP Intersetion	SHSP Distracted	SHSP Teen	SHSP Aging	SHSP Impaired	SHSP Commercial	SHSP NoRestraint	Veh1AgeCatagory1	Veh1AgeCatagory2
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55 to 59	50 to 59
0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	70 to 74	70 to 79
0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	No Data	No Data
0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	No Data	No Data
0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	No Data	No Data
0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	40 to 44	40 to 49
0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	65 to 69	60 to 69
0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	15 to 19	< 20
0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30 to 34	30 to 39
0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	20 to 24	20 to 29
0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	30 to 34	30 to 39
0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	No Data	No Data
0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	20 to 24	20 to 29
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	50 to 54	50 to 59
0	0	1	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	30 to 34	30 to 39

Segment # 10075000

I-75 Hillsborough County

Angle	LeftTurn	HeadOn	Sideswipe	RunOffRoad	AnimalInvolved	SegmentID	AADT	CD Main	CD Link	CD Edit	CD Symbology	RoadIntersectionType	RoadTrafficControl	RoadSystemType	RoadClassification	RoadFunctionalClass	RoadSurfaceCondition	NumberOfLanes	RoadPostedSpeedLimit	RoadAlignment	RoadGrade	RoadShoulderType
0	1	0	0	0	0	0	0	232			2_7_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry	6	70	Straight	Level	Paved
0	0	0	0	1	0	0	0	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet	6	70	Straight	Level	Paved
0	0	0	1	0	0	0	0	4			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry	9	70	Straight	Level	Paved
0	0	0	1	0	0	0	0	244			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry	6	70	Straight	Level	Paved
0	0	0	0	0	0	0	0	6			2_1_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry	6	70	Straight	Level	Paved
0	0	0	0	1	0	0	0	119			2_17_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet	6	70	Straight	Level	Paved
0	0	0	1	0	0	0	0	4			1_13_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry	6	70	Straight	Level	Paved
0	0	0	0	1	0	0	0	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet	6	70	Straight	Level	Curb
0	0	0	0	0	0	0	0	6			2_1_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry	3	70	Straight	Level	Paved
0	0	0	0	1	0	0	0	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry	6	70	Straight	Level	Paved
0	0	0	0	1	0	100154	76000	119			2_17_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Wet	8	70	Curve Left	Level	Paved
0	0	0	1	1	0	100154	76000	244			1_13_INJ	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry	6	70	Straight	Level	Paved
0	0	0	0	1	0	100154	76000	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry	3	70	Straight	Level	Paved
0	0	0	0	0	0	100154	64500	137			2_18_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry	6	60	Straight	Level	Paved
0	0	0	0	1	0	100154	64500	136			2_16_PDO	Not at Intersection	No Controls	Interstate	interstate urban	URBAN - PRINCIPAL ARTERIAL - INTERSTATE	Dry	4	60	Curve Left	Level	Paved

Segment # 10075000

I-75 Hillsborough County

RoadCCauseMain	RoadCCauseSub	Driver1Age	Driver1Sex	Driver1Injury	Driver1CCause	Driver1CCauseSub	Driver1Condition	Driver1VisionObstruct	Driver1Distraction	Driver1AlcoholUse	Driver1DrugUse	Driver1Restraint	Driver1SafetyEquip	Driver2Age	Driver2Sex
None	No Data	55	Male	None	Failed to Yield Right-of-Way	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	55	Male
Road Surface Condition	No Data	70	Male	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data		
None	No Data	0	Unknown	Possible	Failed to Keep in Proper Lane	No Data	Unknown	Vision Not Obscured	Unknown	No	Unknown	Other, Explain in Narrative	No Data	52	Male
None	No Data													52	Male
None	No Data													49	Female
None	No Data	41	Male	Non-incapacitating	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	28	Female
None	No Data	69	Male	None	Failed to Keep in Proper Lane	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	76	Male
None	No Data	19	Male	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data		
None	No Data	32	Male	None	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	36	Male
None	No Data	22	Female	Possible	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data		
None	No Data	31	Female	Non-incapacitating	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data		
None	No Data													54	Female
None	No Data	21	Female	Possible	Operated MV in Careless or Negligent Manner	No Data	Apparently Normal	Vision Not Obscured	Electronic Communication Devices (cell phone, etc)	No	No	Shoulder and Lap Belt Used	No Data		
None	No Data	50	Female	None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data		
None	No Data	32	Female	Possible	Operated MV in Careless or Negligent Manner	No Data	Emotional (depression, angry, disturbed, etc)	Vision Not Obscured	Electronic Communication Devices (cell phone, etc)	No	No	Shoulder and Lap Belt Used	No Data		

Segment # 10075000

I-75 Hillsborough County

Driver2Injury	Driver2CCause	Driver2CCauseSub	Driver2Condition	Driver2VisionObstruct	Driver2Distraction	Driver2AlcoholUse	Driver2DrugUse	Driver2Restraint	Driver2SafetyEquip	Vehicle1Num	Vehicle1Directi	Vehicle1Movement	Vehicle1Damage	Vehicle1Speed	Vehicle1Type	Vehicle2Number	Vehicle2Direction
None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	N	Changing Lanes	7000	45	Passenger Car	2	S
										1	S	Straight Ahead	5000	70	Passenger Car		
None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	0	70	No Data	2	S
None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	0	70	Passenger Car	2	S
None	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	0	70	Pickup	2	S
Possible	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	5000	70	Pickup	2	N
None	Failed to Keep in Proper Lane	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Changing Lanes	5000	70	Other Light Trucks (10,000lbs (4,536kg) or less)	2	S
										1	S	Straight Ahead	10000	70	Passenger Car		
Non-incapacitating	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Straight Ahead	2000	70	Pickup	2	S
										1	S	Straight Ahead	5000	60	Passenger Car		
										1	S	Changing Lanes	2000	55	Passenger Car		
Non-incapacitating	No Contributing Action	No Data	Apparently Normal	Vision Not Obscured	Not Distracted	No	No	Shoulder and Lap Belt Used	No Data	1	S	Unknown	0	70	Medium/Heavy Trucks (more than 10,000lbs (4,536kg))	2	S
										1	S	Straight Ahead	8000	70	Passenger Car		
										1	S	Straight Ahead	500	60	Passenger Car		
										1	S	Straight Ahead	8000	60	Passenger Car		

Vehicle2Movement	Vehicle2Damage	Vehicle2Speed	Vehicle2Type	Vehicle3Number	Vehicle3Direction	Vehicle3Movement	Vehicle3Damage	Vehicle3Speed	Vehicle3Type	PropertyDamageAmount
Slowing	1000	10	Pickup	3	N	Slowing	500	15	Pickup	0
										100
Straight Ahead	1000	70	Passenger Car							0
Straight Ahead	500	60	Medium/Heavy Trucks (more than 10,000lbs (4,536kg))	3	S	Straight Ahead	5000	70	Passenger Van	0
Straight Ahead	3000	60	Passenger Van							0
Straight Ahead	5000	70	Passenger Car							500
Changing Lanes	4000	70	(Sport) Utility Vehicle							0
										0
Straight Ahead	4000	70	(Sport) Utility Vehicle							0
										0
										0
Straight Ahead	4500	70	Passenger Car	3	S	Straight Ahead	6000	70	Passenger Car	2000
										0
										0
										10000

FLHSMV

FLORIDA HIGHWAY SAFETY AND MOTOR VEHICLES

Traffic Crash Facts

Annual Report 2018

Providing Highway Safety and Security through Excellence in Service, Education, and Enforcement

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FLORIDA HIGHWAY SAFETY AND MOTOR VEHICLES

Environmental Factors & Injury Levels

Note: *The environmental factor titled "Road Contributing Circumstance" can be listed on the crash report with more than one value per crash event. Therefore injury totals may differ from the true count of fatalities and injuries found in the summary on pages 7 & 8.*

		Fatal	Incapacitating	Non-Incapacitating	Possible	No Injuries
Weather Conditions	Blowing Sand, Soil, Dirt	0	0	1	4	7
	Clear	2,356	14,610	55,322	123,887	563,831
	Cloudy	523	3,080	10,853	24,423	99,033
	Fog, Smog, Smoke	31	99	300	458	2,262
	Other, Explain in Narrative	13	8	32	166	1,206
	Rain	211	1,393	6,264	14,391	63,222
	Severe Crosswinds	0	4	3	3	45
	Sleet/Hail/Freezing Rain	0	2	7	14	73
	Unknown	1	0	7	22	340
	Total	**3,135**	**19,196**	**72,789**	**163,368**	**730,019**
Road Surface Condition	Dry	2,703	16,814	62,448	139,611	626,603
	Ice/Frost	1	1	12	23	78
	Mud, Dirt, Gravel	6	73	165	150	850
	Oil	1	0	18	8	53
	Other, Explain in Narrative	3	11	26	26	246
	Sand	1	25	30	32	188
	Unknown	11	6	32	206	1,406
	Water (standing/moving)	2	3	21	42	176
	Wet	406	2,263	10,030	23,246	100,110
	Not Specified	1	0	7	24	309
	Total	**3,135**	**19,196**	**72,789**	**163,368**	**730,019**

14%

		Fatal	Incapacitating	Non-Incapacitating	Possible	No Injuries
Lighting Condition	Dark-Lighted	896	3,753	13,969	30,524	131,614
	Dark-Not Lighted	805	2,433	5,774	8,924	36,349
	Dark-Unknown Lighting	4	22	117	227	1,412
	Dawn	63	365	1,388	2,773	12,558
	Daylight	1,242	11,939	49,155	115,105	523,092
	Dusk	108	668	2,350	5,563	22,473
	Other, Explain in Narrative	7	4	23	66	358
	Unknown	9	12	9	165	1,836
	Not Specified	1	0	4	21	327
	Total	**3,135**	**19,196**	**72,789**	**163,368**	**730,019**
Road Contributing Circumstance	Debris	2	23	91	123	1,220
	None	3,085	19,036	72,405	162,557	730,038
	Non-Highway Work	0	0	12	17	124
	Obstruction in Roadway	15	35	165	290	1,822
	Other, Explain in Narrative	16	78	458	1,014	5,070
	Road Surface Condition (wet, icy, snow, slush, etc.)	108	510	2,520	5,571	22,254
	Rut, Holes, Bumps	2	34	93	88	356
	Shoulders (none, low, soft, high)	4	10	34	36	158
	Traffic Control Device Inoperative, Missing or Obscured	1	9	51	166	663
	Unknown	42	63	267	727	4,544
	Work Zone (construction/ maintenance/utility)	25	79	326	894	4,061
	Worn, Travel Polished Surface	1	5	14	69	156
	Total	**3,301**	**19,882**	**76,436**	**171,552**	**770,466**

		Fatal	Incapacitating	Non-Incapacitating	Possible	No Injuries
Roadway Type	County	602	3,963	13,653	28,903	126,890
	Forest Road	0	4	28	12	79
	Interstate	310	1,873	6,649	15,776	75,850
	Local	728	4,935	22,387	51,374	231,079
	Other, Explain in Narrative	9	89	241	397	2,679
	Parking Lot	17	423	2,084	4,522	46,821
	Private Roadway	12	117	454	834	6,161
	State	864	4,737	17,836	41,879	161,200
	Turnpike/Toll	70	237	1,267	2,215	14,513
	U.S.	523	2,811	8,173	17,359	64,341
	Unknown	0	7	17	97	406
	Total	**3,135**	**19,196**	**72,789**	**163,368**	**730,019**
First Harmful Event	Animal	6	54	163	337	2,539
	Bridge Overhead Structure	1	4	9	17	194
	Bridge Pier or Support	4	5	5	12	54
	Bridge Rail	2	16	47	55	203
	Cable Barrier	0	4	18	46	321
	Cargo/Equipment Loss or Shift	0	4	36	37	789
	Concrete Traffic Barrier	16	155	698	1,121	4,099
	Cross Centerline	0	1	0	0	3
	Cross Median	0	0	0	0	7
	Culvert	16	50	124	86	354
	Curb	80	348	784	874	3,917
	Ditch	18	126	430	584	2,024
	Downhill Runaway	0	0	0	0	0
	Embankment	7	32	83	123	266

		Fatal	Incapacitating	Non-Incapacitating	Possible	No Injuries
First Harmful Event	Equipment Failure (blown tire, brake failure, etc.)	0	0	0	1	11
	Fell/Jumped From Motor Vehicle	19	97	233	98	311
	Fence	30	112	251	440	2,588
	Fire/Explosion	3	2	9	6	172
	Guardrail End	3	35	93	121	485
	Guardrail Face	46	225	720	967	4,307
	Immersion	2	4	8	33	156
	Impact Attenuator/Crash Cushion	4	32	85	142	502
	Jackknife	0	5	29	53	368
	Mailbox	11	51	156	191	1,695
	Motor Vehicle in Transport	1,433	13,064	56,027	143,565	623,518
	Other Fixed Object (wall, building, tunnel, etc.)	34	172	665	1,053	6,587
	Other Non-Collision	69	365	956	963	3,854
	Other Non-Fixed Object	19	78	369	529	5,084
	Other Post, Pole, or Support	13	78	260	385	3,060
	Other Traffic Barrier	3	20	52	108	696
	Overturn/Rollover	149	820	1,851	2,013	4,772
	Parked Motor Vehicle	32	177	738	1,698	28,982
	Pedalcycle	132	647	2,032	1,668	5,154
	Pedestrian	657	1,366	3,219	2,799	9,386
	Railway Vehicle (train, engine)	6	11	8	23	116
	Ran into Water/ Canal	17	25	50	103	523
	Ran Off Roadway, Left	0	1	4	4	24
	Ran Off Roadway, Right	1	4	16	12	51
	Struck By Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	1	8	33	100	1,666
	Separation of Units	0	0	0	0	0

		Fatal	Incapacitating	Non-Incapacitating	Possible	No Injuries
First Harmful Event	Thrown or Falling Object	5	5	17	22	407
	Traffic Sign Support	20	69	180	288	1,742
	Traffic Signal Support	0	12	37	47	226
	Tree (standing)	198	659	1,576	1,675	4,498
	Unknown	2	3	6	44	414
	Utility Pole/Light Support	68	241	677	872	3,600
	Work Zone/Maintenance Equipment	8	9	35	53	294
	Total	**3,135**	**19,196**	**72,789**	**163,368**	**730,019**

Florida Average Crash Rates for Urban Segments Crash Rates Per Million Vehicle Miles							
CC	**Category**	**2013**	**2014**	**2015**	**2016**	**2017**	**5 Year Average**
40	One Way	9.821	10.833	10.623	11.002	11.932	10.842
10	2-3 Lanes 2wy Div Rasd	6.128	6.502	7.647	8.106	8.701	7.436
11	2-3 Lanes 2wy Div Pavd	4.751	5.619	6.410	6.892	6.550	6.054
12	2-3 Lanes 2wy Undivided	3.200	3.498	3.450	3.890	4.246	3.654
20	4-5 Lanes 2wy Div Rasd	3.165	3.529	3.744	3.792	3.911	3.634
21	4-5 Lanes 2wy Div Pavd	5.121	5.782	6.129	6.128	6.244	5.885
22	4-5 Lanes 2wy Undivided	6.091	6.339	7.072	7.092	7.500	6.815
30	6+ Lanes 2wy Div Rasd	4.089	4.538	4.869	5.021	5.000	4.714
31	6+ Lanes 2wy Div Pavd	4.749	5.229	5.491	5.391	5.469	5.273
32	6+ Lanes 2wy Undivided	54.148	71.186	68.039	68.097	62.600	65.018
1	Interstate	0.887	0.908	0.992	1.040	1.038	0.976
3	Toll Road	0.767	0.766	0.785	0.740	0.778	0.767
7	Ramp	*0.000*	0.000	0.000	0.000	0.000	0.000
5	Other Limited access	1.795	1.936	2.089	1.981	2.056	1.970

Florida Average Crash Rates for Rural Segments Crash Rates Per Million Vehicle Miles							
CC	**Category**	**2013**	**2014**	**2015**	**2016**	**2017**	**5 Year Average**
42	One Way	13.488	3.116	3.670	4.007	2.859	3.786
16	2-3 Lanes 2wy Div Rasd	1.545	0.865	0.908	2.110	2.084	1.317
17	2-3 Lanes 2wy Div Pavd	1.883	1.772	1.840	1.714	1.830	1.809
18	2-3 Lanes 2wy Undivided	0.720	0.733	0.777	0.801	0.808	0.768
26	4-5 Lanes 2wy Div Rasd	0.685	0.665	0.717	0.737	0.755	0.715
27	4-5 Lanes 2wy Div Pavd	0.637	0.532	0.499	0.558	0.627	0.577
28	4-5 Lanes 2wy Undivided	0.000	0.000	0.000	0.000	2.389	2.196
36	6+ Lanes 2wy Div Rasd	1.031	0.369	0.793	1.268	0.547	0.863
37	6+ Lanes 2wy Div Pavd	0.000	0.000	0.000	0.000	0.000	0.000
38	6+ Lanes 2wy Undivided	0.000	0.000	0.000	0.000	0.000	0.000
2	Interstate	0.438	0.416	3.670	0.467	0.463	0.457
4	Toll Road	0.427	0.371	0.454	0.456	0.501	0.444
8	Ramp	0.000	0.000	0.000	0.000	0.000	*0.000*
6	Other Limited access	0.503	0.819	1.224	1.689	1.685	1.040

Florida Average Crash Rates for Suburban Segments
Crash Rates Per Million Vehicle Miles

CC	Category	2013	2014	2015	2016	2017	5 Year Average
41	One Way	2.037	1.946	2.490	2.539	2.143	2.238
13	2-3 Lanes 2wy Div Rasd	2.505	3.444	3.488	4.245	4.294	3.589
14	2-3 Lanes 2wy Div Pavd	2.486	2.628	2.721	2.865	2.883	2.725
15	2-3 Lanes 2wy Undivided	1.025	1.097	1.233	1.312	1.328	1.202
23	4-5 Lanes 2wy Div Rasd	1.653	1.678	1.770	1.782	1.757	1.730
24	4-5 Lanes 2wy Div Pavd	2.039	2.146	2.616	2.823	2.400	2.397
25	4-5 Lanes 2wy Undivided	1.179	1.927	1.623	2.058	2.688	1.845
33	6+ Lanes 2wy Div Rasd	2.417	2.549	2.899	2.826	2.818	2.711
34	6+ Lanes 2wy Div Pavd	1.186	0.813	0.832	1.168	1.422	1.118
35	6+ Lanes 2wy Undivided	0.000	0.000	0.000	0.000	0.000	0.000

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

APPENDIX D

Existing Year (2019) HCS LOS Results

Basic Freeway Segment 1

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	2/18/2021
Agency	FDOT	Analysis Year	2019 (Existing)
Jurisdiction	Pasco County	Time Period Analyzed	AM peak
Project Description	I-75 southbound north of SR56 on ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5258	Heavy Vehicle Adjustment Factor (f_{HV})	0.942
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1469
Total Trucks, %	6.20	Capacity (c), pc/h/ln	2375
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2299
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.64
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	66.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	22.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.5		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	743	1216	1677	2036	-
Service Flow Rate (SF), veh/h	2800	4583	6319	7673	-
Service Volume, veh/h	2660	4354	6003	7289	-
One Direction DSV, 1000 veh/day	30	48	67	81	-
Bi-Directional DSV, 1000 veh/day	52	85	118	143	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	-	32.8	22.1	17.4
LOS	F	D	C	B

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Basic Freeway Segment 1

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	2/18/2021
Agency	FDOT	Analysis Year	2019 (Existing)
Jurisdiction	Pasco County	Time Period Analyzed	PM peak
Project Description	I-75 southbound north of SR56 on ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3959	Heavy Vehicle Adjustment Factor (f_{HV})	0.942
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1106
Total Trucks, %	6.20	Capacity (c), pc/h/ln	2375
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2299
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.48
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	67.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	16.4
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.5		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	743	1216	1677	2036	-
Service Flow Rate (SF), veh/h	2800	4583	6319	7673	-
Service Volume, veh/h	2660	4354	6003	7289	-
One Direction DSV, 1000 veh/day	30	48	67	81	-
Bi-Directional DSV, 1000 veh/day	68	112	154	187	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	41.3	22.1	16.4	13.1
LOS	E	C	B	B

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Basic Freeway Segment 2

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/2021
Agency	FDOT	Analysis Year	2019 (Existing)
Jurisdiction	Pasco County	Time Period Analyzed	AM peak
Project Description	I-275 southbound south of I-75	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3831	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1379
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	69.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	19.9
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2252	3677	5003	6006	-
Service Volume, veh/h	2140	3493	4753	5705	-
One Direction DSV, 1000 veh/day	24	39	53	63	-
Bi-Directional DSV, 1000 veh/day	38	62	84	101	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	35.3	19.9	14.8	11.8
LOS	E	C	B	B

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Basic Freeway Segment 2

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/2021
Agency	FDOT	Analysis Year	2019 (Existing)
Jurisdiction	Pasco County	Time Period Analyzed	PM peak
Project Description	I-275 southbound south of I-75	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2417	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	870
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.37
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	12.4
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2252	3677	5003	6006	-
Service Volume, veh/h	2140	3493	4753	5705	-
One Direction DSV, 1000 veh/day	24	39	53	63	-
Bi-Directional DSV, 1000 veh/day	63	103	141	169	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	18.7	12.4	9.3	7.5
LOS	C	B	A	A

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Basic Freeway Segment 3

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	2/19/2021
Agency	FDOT	Analysis Year	2019 (Existing)
Jurisdiction	Pasco County	Time Period Analyzed	AM peak
Project Description	I-75 southbound south of off ramp to I-275 southbound	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3960	Heavy Vehicle Adjustment Factor (f_{HV})	0.933
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1489
Total Trucks, %	7.20	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.64
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	68.3
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	21.8
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2155	3518	4788	5747	-
Service Volume, veh/h	2047	3342	4548	5459	-
One Direction DSV, 1000 veh/day	23	37	51	61	-
Bi-Directional DSV, 1000 veh/day	40	65	89	107	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	41.1	21.8	16.0	12.8
LOS	E	C	B	B

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Basic Freeway Segment 3

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/2021
Agency	FDOT	Analysis Year	2019 (Existing)
Jurisdiction	Pasco County	Time Period Analyzed	PM peak
Project Description	I-75 southbound south of off ramp to I-275 southbound	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3095	Heavy Vehicle Adjustment Factor (f_{HV})	0.933
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1164
Total Trucks, %	7.20	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.50
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	16.6
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2155	3518	4788	5747	-
Service Volume, veh/h	2047	3342	4548	5459	-
One Direction DSV, 1000 veh/day	23	37	51	61	-
Bi-Directional DSV, 1000 veh/day	53	86	117	140	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	26.8	16.6	12.5	10.0
LOS	D	B	B	A

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Existing Year (2019)

Roadway Segment	VOLUME-TO-CAPCITY (v/c)	
	AM	PM
SR 56 Southbound On-Ramp	0.77	0.47

Segment	Capacity	Demand	
		AM	PM
SR 56 Southbound On-Ramp	4200*	3214	1970

* HCM Exhibit 14-12 for a two lane ramp with a free flow speed of >40-50

Diverge Analysis 1

Existing Year 2019				
Segment	v_F	**N**	D_{MD}	**LOS**
Diverge from I-75 southbound to I-275 (AM)	7791	4	34.1	D
Diverge from I-75 southbound to I-275 (AM)	5512	4	24.1	C

HCM Equation 14-28

$$D_{MD} = 0.0175\left(\frac{v_F}{N}\right)$$

LOS	Density (pc/mi/ln)
A	≤10
B	>10–20
C	>20–28
D	>28–35
E	>35
F	Demand exceeds capacity

Merge Analysis 1

Existing Year 2019

Segment	Peak DDHV	No. of Lanes	Capacity	Demand exceed capacity?	Volume to Capacity
Major Merge - Upstream	4577	4	9600	No	0.48
Major Merge - Downstream	7791	6	14400	No	0.54

*Capcity based on HCM 6th Ed, Exhibit 14-10

Weaving Analysis 1

HCS7 Freeway Weaving Report

Project Information

Analyst	GDZ	Date	6/212021
Agency	FDOT	Analysis Year	2019
Jurisdiction	Pasco Co	Time Period Analyzed	AM Peak
Project Description	Weaving along I-75 southbound between on-ramp from SR 56 to off Ramp of I-275	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	5750	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	2289	1671	1543	2288
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	7.20	2.00	2.00	2.60
Heavy Vehicle Adjustment Factor (f_{HV})	0.933	0.980	0.980	0.975
Flow Rate (v_i), pc/h	2583	1795	1657	2470

Weaving Flow Rate (v_w), pc/h	4265	Freeway Max Capacity (c_{IFL}), pc/h/ln	2400
Non-Weaving Flow Rate (v_{NW}), pc/h	4240	Density-Based Capacity (c_{IWL}), pc/h/ln	2240
Total Flow Rate (v), pc/h	8505	Demand Flow-Based Capacity (c_{IW}), pc/h	4790
Volume Ratio (VR)	0.501	Weaving Segment Capacity (c_W), veh/h	4619
Minimum Lane Change Rate (LC_{MIN}), lc/h	0	Adjusted Weaving Area Capacity, pc/h	4637
Maximum Weaving Length (L_{MAX}), ft	7838	Volume-to-Capacity Ratio (v/c)	1.83

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W), mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	641	773	773	773	773
Service Flow Rate (SF), veh/h	3590	4326	4326	4326	4326
Service Volume, veh/h	3410	4110	4110	4110	4110
One Direction DSV, 1000 veh/day	38	46	46	46	46
Bi-Directional DSV, 1000 veh/day	67	81	81	81	81

Design Analysis Table

Number of Lanes, ln	5	6	7	8
Density, pc/mi/ln	-	-	-	-
LOS	F	F	F	F

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Weaving Analysis 1

HCS7 Freeway Weaving Report

Project Information

Analyst	GDZ	Date	10/14/2020
Agency	FDOT	Analysis Year	2019
Jurisdiction	Pasco Co	Time Period Analyzed	PM Peak
Project Description	Weaving along I-75 southbound between on-ramp from SR 56 to off Ramp of I-275	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	5750	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	2071	1024	946	1471
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	7.20	2.00	2.00	2.60
Heavy Vehicle Adjustment Factor (f_{HV})	0.933	0.980	0.980	0.975
Flow Rate (v_i), pc/h	2337	1100	1016	1588

Weaving Flow Rate (v_w), pc/h	2688	Freeway Max Capacity (c_{IFL}), pc/h/ln	2400
Non-Weaving Flow Rate (v_{NW}), pc/h	3353	Density-Based Capacity (c_{IWL}), pc/h/ln	2290
Total Flow Rate (v), pc/h	6041	Demand Flow-Based Capacity (c_{IW}), pc/h	5393
Volume Ratio (VR)	0.445	Weaving Segment Capacity (c_W), veh/h	5180
Minimum Lane Change Rate (LC_{MIN}), lc/h	0	Adjusted Weaving Area Capacity, pc/h	5220
Maximum Weaving Length (L_{MAX}), ft	7191	Volume-to-Capacity Ratio (v/c)	1.16

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W), mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	647	870	870	870	870
Service Flow Rate (SF), veh/h	3622	4870	4870	4870	4870
Service Volume, veh/h	3441	4627	4627	4627	4627
One Direction DSV, 1000 veh/day	38	51	51	51	51
Bi-Directional DSV, 1000 veh/day	88	119	119	119	119

Design Analysis Table

Number of Lanes, ln	5	6	7	8
Density, pc/mi/ln	-	-	-	-
LOS	F	F	F	F

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Existing Year 2019

Segment	v_F	N	D_{MD}	LOS
Diverge from I-75 southbound to I-275 (AM)	7791	4	34.1	D
Diverge from I-75 southbound to I-275 (AM)	5512	4	24.1	C

$$D_{MD} = 0.0175\left(\frac{v_F}{N}\right)$$

LOS	Density (pc/mi/ln)
A	≤10
B	>10–20
C	>20–28
D	>28–35
E	>35
F	Demand exceeds capacity

APPENDIX E

Year 2025 and 2045 No-Build Alternative HCS LOS Results

Basic Freeway Segment 1

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	2/19/21
Agency	FDOT	Analysis Year	2025 (No- Build)
Jurisdiction	Pasco County	Time Period Analyzed	AM peak
Project Description	I-75 southbound north of SR56 on ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5838	Heavy Vehicle Adjustment Factor (f_{HV})	0.942
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1631
Total Trucks, %	6.20	Capacity (c), pc/h/ln	2375
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2299
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.71
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	65.1
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	25.1
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.5		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	743	1216	1677	2036	-
Service Flow Rate (SF), veh/h	2800	4583	6319	7673	-
Service Volume, veh/h	2660	4354	6003	7289	-
One Direction DSV, 1000 veh/day	30	48	67	81	-
Bi-Directional DSV, 1000 veh/day	52	85	118	143	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	-	39.8	25.1	19.4
LOS	F	E	C	C

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Basic Freeway Segment 1

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2025 (No- Build)
Jurisdiction	Pasco County	Time Period Analyzed	PM peak
Project Description	I-75 southbound north of SR56 on ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4458	Heavy Vehicle Adjustment Factor (f_{HV})	0.942
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1246
Total Trucks, %	6.20	Capacity (c), pc/h/ln	2375
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2299
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.54
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	67.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	18.5
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.5		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	743	1216	1677	2036	-
Service Flow Rate (SF), veh/h	2800	4583	6319	7673	-
Service Volume, veh/h	2660	4354	6003	7289	-
One Direction DSV, 1000 veh/day	30	48	67	81	-
Bi-Directional DSV, 1000 veh/day	68	112	154	187	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	-	25.7	18.5	14.8
LOS	F	C	C	B

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Basic Freeway Segment 2

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2025 (No Build)
Jurisdiction	Pasco County	Time Period Analyzed	AM peak
Project Description	I-275 southbound south of I-75	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4344	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1563
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.67
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	67.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	23.2
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2252	3677	5003	6006	-
Service Volume, veh/h	2140	3493	4753	5705	-
One Direction DSV, 1000 veh/day	24	39	53	63	-
Bi-Directional DSV, 1000 veh/day	38	62	84	101	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	-	23.2	16.7	13.4
LOS	F	C	B	B

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Basic Freeway Segment 2

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2025 (No Build)
Jurisdiction	Pasco County	Time Period Analyzed	PM peak
Project Description	I-275 southbound south of I-75	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2736	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	985
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.42
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	14.1
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2252	3677	5003	6006	-
Service Volume, veh/h	2140	3493	4753	5705	-
One Direction DSV, 1000 veh/day	24	39	53	63	-
Bi-Directional DSV, 1000 veh/day	63	103	141	169	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	21.6	14.1	10.5	8.4
LOS	C	B	A	A

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Basic Freeway Segment 3

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2025 (No Build)
Jurisdiction	Pasco County	Time Period Analyzed	AM peak
Project Description	I-75 southbound south of off ramp to I-275 southbound	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4340	Heavy Vehicle Adjustment Factor (f_{HV})	0.933
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1632
Total Trucks, %	7.20	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.70
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	66.7
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	24.5
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2155	3518	4788	5747	-
Service Volume, veh/h	2047	3342	4548	5459	-
One Direction DSV, 1000 veh/day	23	37	51	61	-
Bi-Directional DSV, 1000 veh/day	40	65	89	107	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	24.5	17.5	14.0
LOS	F	C	B	B

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Basic Freeway Segment 3

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2025 (No Build)
Jurisdiction	Pasco County	Time Period Analyzed	PM peak
Project Description	I-75 southbound south of off ramp to I-275 southbound	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3466	Heavy Vehicle Adjustment Factor (f_{HV})	0.933
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1303
Total Trucks, %	7.20	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.56
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	69.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	18.7
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2155	3518	4788	5747	-
Service Volume, veh/h	2047	3342	4548	5459	-
One Direction DSV, 1000 veh/day	23	37	51	61	-
Bi-Directional DSV, 1000 veh/day	53	86	117	140	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	31.9	18.7	14.0	11.2
LOS	D	C	B	B

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Diverge Analysis 1

HCM Equation 14-28

$$D_{MD} = 0.0175\left(\frac{v_F}{N}\right)$$

2025 No Build

Segment	v_F	N	D_{MD}	LOS
Merge for I-75 southbound from SR 56 ramp (AM)	5838	4	25.5	C
Merge for I-75 southbound from SR 56 ramp (PM)	4458	4	19.5	B
Diverge from I-75 southbound to I-275 (AM)	8684	4	38.0	E
Diverge from I-75 southbound to I-275 (PM)	6202	4	27.1	C

LOS	Density (pc/mi/ln)
A	≤10
B	>10–20
C	>20–28
D	>28–35
E	>35
F	Demand exceeds capacity

Merge Analysis 1

No-Build 2025

Segment	Peak DDHV	No. of Lanes	Capacity	Demand exceed capacity?	Volume to Capacity
Major Merge - Upstream	5068	4	9600	No	0.53
	3986			No	0.42
Major Merge - Downstream	8684	6	14400	No	0.60
	6202			No	0.43

*Capcity based on HCM 6th Ed, Exhibit 14-10

HCM Equation 14-28

$$D_{MD} = 0.0175\left(\frac{v_F}{N}\right)$$

LOS	Density (pc/mi/ln)
A	≤10
B	>10–20
C	>20–28
D	>28–35
E	>35
F	Demand exceeds capacity

Weaving Analysis 1

HCS7 Freeway Weaving Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2025 (No Build)
Jurisdiction	Pasco Co	Time Period Analyzed	AM Peak
Project Description	Weaving along I-75 southbound between on-ramp from SR 56 to off Ramp of I-275	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	5750	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	2460	1880	1736	2608
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	7.20	2.00	2.00	2.60
Heavy Vehicle Adjustment Factor (f_{HV})	0.933	0.980	0.980	0.975
Flow Rate (v_i), pc/h	2775	2019	1865	2816

Weaving Flow Rate (v_w), pc/h	4835	Freeway Max Capacity (c_{IFL}), pc/h/ln	2400
Non-Weaving Flow Rate (v_{NW}), pc/h	4640	Density-Based Capacity (c_{IWL}), pc/h/ln	2232
Total Flow Rate (v), pc/h	9475	Demand Flow-Based Capacity (c_{IW}), pc/h	4706
Volume Ratio (VR)	0.510	Weaving Segment Capacity (c_W), veh/h	4540
Minimum Lane Change Rate (LC_{MIN}), lc/h	0	Adjusted Weaving Area Capacity, pc/h	4556
Maximum Weaving Length (L_{MAX}), ft	7944	Volume-to-Capacity Ratio (v/c)	2.08

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W), mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	642	759	759	759	759
Service Flow Rate (SF), veh/h	3592	4251	4251	4251	4251
Service Volume, veh/h	3412	4038	4038	4038	4038
One Direction DSV, 1000 veh/day	38	45	45	45	45
Bi-Directional DSV, 1000 veh/day	67	79	79	79	79

Design Analysis Table

Number of Lanes, ln	5	6	7	8
Density, pc/mi/ln	-	-	-	-
LOS	F	F	F	F

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Weaving Analysis 1

HCS7 Freeway Weaving Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2025 (No Build)
Jurisdiction	Pasco Co	Time Period Analyzed	PM Peak
Project Description	Weaving along I-75 southbound between on-ramp from SR 56 to off Ramp of I-275	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	5750	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	2314	1152	1064	1672
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	7.20	2.00	2.00	2.60
Heavy Vehicle Adjustment Factor (f_{HV})	0.933	0.980	0.980	0.975
Flow Rate (v_i), pc/h	2611	1237	1143	1805
Weaving Flow Rate (v_w), pc/h	3042	Freeway Max Capacity (c_{IFL}), pc/h/ln		2400
Non-Weaving Flow Rate (v_{NW}), pc/h	3754	Density-Based Capacity (c_{IWL}), pc/h/ln		2287
Total Flow Rate (v), pc/h	6796	Demand Flow-Based Capacity (c_{IW}), pc/h		5357
Volume Ratio (VR)	0.448	Weaving Segment Capacity (c_W), veh/h		5146
Minimum Lane Change Rate (LC_{MIN}), lc/h	0	Adjusted Weaving Area Capacity, pc/h		5185
Maximum Weaving Length (L_{MAX}), ft	7225	Volume-to-Capacity Ratio (v/c)		1.31

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W), mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

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$$D_{MD} = 0.0175\left(\frac{v_F}{N}\right)$$

LOS	Density (pc/mi/ln)
A	≤10
B	>10–20
C	>20–28
D	>28–35
E	>35
F	Demand exceeds capacity

2025 No Build

Segment	v_F	N	D_{MD}	LOS
Diverge from I-75 southbound to I-275 (AM)	8684	4	38.0	E
Diverge from I-75 southbound to I-275 (PM)	6202	4	27.1	C

2045 No Build

Segment	v_F	N	D_{MD}	LOS
Diverge from I-75 southbound to I-275 (AM)	12017	4	52.6	E
Diverge from I-75 southbound to I-275 (PM)	8670	4	37.9	E

Segment	Demand	Capacity	D exceed C?
Diverge from I-75 southbound to I-275 (AM)	12017	14100	N
Diverge from I-75 southbound to I-275 (PM)	8670	14100	N

*HCM Exhibit 14-10, Segment is 6 lanes upstream at FFS 65mph = 2,350/ln

Exhibit 14-10
Capacity of Ramp–Freeway Junctions (pc/h)

FFS (mi/h)	Capacity of Upstream or Downstream Freeway Segment[a] — Number of Lanes in One Direction: 2	3	4	>4	Maximum Desirable Flow Rate (v_{R12}) Entering Merge Influence Area[b]	Maximum Desirable Flow Rate (v_{12}) Entering Diverge Influence Area[b]
≥70	4,800	7,200	9,600	2,400/ln	4,600	4,400
65	4,700	7,050	9,400	2,350/ln	4,600	4,400
60	4,600	6,900	9,200	2,300/ln	4,600	4,400
55	4,500	6,750	9,000	2,250/ln	4,600	4,400

Notes: [a] Demand in excess of these capacities results in LOS F.
[b] Demand in excess of these values alone does not result in LOS F; operations may be worse than predicted by this methodology.

2025 Build

Segment	v_F	N	D_{MD}	LOS
Diverge 1 - SB CD to I-275 (AM)	3616	3	21.1	C
Diverge 1 - SB CD to I-275 (PM)	2216	3	12.9	B
Diverge 2 - SB I-75 to I-275 (AM)	5068	6	14.8	B
Diverge 2 - SB I-75 to I-275 (PM)	3986	6	11.6	B

2045 Build

Segment	v_F	N	D_{MD}	LOS
Diverge 1 - SB CD to I-275 (AM)	4475	3	26.1	C
Diverge 1 - SB CD to I-275 (PM)	2743	3	16.0	B
Diverge 2 - SB I-75 to I-275 (AM)	7542	6	22.0	C
Diverge 2 - SB I-75 to I-275 (PM)	5927	6	17.3	B

2045
NO BUILD

Basic Freeway Segment 1

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2045 (No- Build)
Jurisdiction	Pasco County	Time Period Analyzed	AM peak
Project Description	I-75 southbound north of SR56 on ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8680	Heavy Vehicle Adjustment Factor (f_{HV})	0.942
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2425
Total Trucks, %	6.20	Capacity (c), pc/h/ln	2375
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2299
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.05
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.5		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	743	1216	1677	2036	-
Service Flow Rate (SF), veh/h	2800	4583	6319	7673	-
Service Volume, veh/h	2660	4354	6003	7289	-
One Direction DSV, 1000 veh/day	30	48	67	81	-
Bi-Directional DSV, 1000 veh/day	52	85	118	143	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	-	-	-	32.2
LOS	F	F	F	D

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Basic Freeway Segment 1

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2045 (No-Build)
Jurisdiction	Pasco County	Time Period Analyzed	PM peak
Project Description	I-75 southbound north of SR56 on ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6625	Heavy Vehicle Adjustment Factor (f_{HV})	0.942
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1851
Total Trucks, %	6.20	Capacity (c), pc/h/ln	2375
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2299
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.81
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	61.9
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	29.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.5		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	743	1216	1677	2036	-
Service Flow Rate (SF), veh/h	2800	4583	6319	7673	-
Service Volume, veh/h	2660	4354	6003	7289	-
One Direction DSV, 1000 veh/day	30	48	67	81	-
Bi-Directional DSV, 1000 veh/day	68	112	154	187	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	-	-	29.9	22.3
LOS	F	F	D	C

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Basic Freeway Segment 2

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2045 (No Build)
Jurisdiction	Pasco County	Time Period Analyzed	AM peak
Project Description	I-275 southbound south of I-75	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5976	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2151
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.93
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	56.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	38.1
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2252	3677	5003	6006	-
Service Volume, veh/h	2140	3493	4753	5705	-
One Direction DSV, 1000 veh/day	24	39	53	63	-
Bi-Directional DSV, 1000 veh/day	38	62	84	101	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	-	38.1	24.1	18.5
LOS	F	E	C	C

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Basic Freeway Segment 2

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2045 (No Build)
Jurisdiction	Pasco County	Time Period Analyzed	PM peak
Project Description	I-275 southbound south of I-75	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3786	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1362
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	69.3
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	19.7
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2252	3677	5003	6006	-
Service Volume, veh/h	2140	3493	4753	5705	-
One Direction DSV, 1000 veh/day	24	39	53	63	-
Bi-Directional DSV, 1000 veh/day	63	103	141	169	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	34.5	19.7	14.6	11.7
LOS	D	C	B	B

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Basic Freeway Segment 3

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2045 (No Build)
Jurisdiction	Pasco County	Time Period Analyzed	AM peak
Project Description	I-75 southbound south of off ramp to I-275 southbound	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6041	Heavy Vehicle Adjustment Factor (f_{HV})	0.933
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2272
Total Trucks, %	7.20	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.98
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	42.7
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2155	3518	4788	5747	-
Service Volume, veh/h	2047	3342	4548	5459	-
One Direction DSV, 1000 veh/day	23	37	51	61	-
Bi-Directional DSV, 1000 veh/day	40	65	89	107	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	42.7	25.9	19.7
LOS	F	E	C	C

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Basic Freeway Segment 3

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2045 (No-Build)
Jurisdiction	Pasco County	Time Period Analyzed	PM peak
Project Description	I-75 southbound north of SR56 on ramp	Unit	United States Customary

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	2.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	69.2
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6625	Heavy Vehicle Adjustment Factor (f_{HV})	0.942
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1851
Total Trucks, %	6.20	Capacity (c), pc/h/ln	2375
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2299
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.81
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	61.9
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	29.9
Total Ramp Density Adjustment	5.8	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.5		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	743	1216	1677	2036	-
Service Flow Rate (SF), veh/h	2800	4583	6319	7673	-
Service Volume, veh/h	2660	4354	6003	7289	-
One Direction DSV, 1000 veh/day	30	48	67	81	-
Bi-Directional DSV, 1000 veh/day	68	112	154	187	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	-	-	29.9	22.3
LOS	F	F	D	C

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Weaving Analysis 1

HCS7 Freeway Weaving Report

Project Information

Analyst	GDZ	Date	10/14/2020
Agency	FDOT	Analysis Year	2045 (No Build)
Jurisdiction	Pasco Co	Time Period Analyzed	AM Peak
Project Description	Weaving along I-75 southbound between on-ramp from SR 56 to off Ramp of I-275	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	5750	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	3714	2327	2148	3828
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	7.20	2.00	2.00	2.60
Heavy Vehicle Adjustment Factor (f_{HV})	0.933	0.980	0.980	0.975
Flow Rate (v_i), pc/h	4190	2499	2307	4133

Weaving Flow Rate (v_w), pc/h	6632	Freeway Max Capacity (c_{IFL}), pc/h/ln	2400
Non-Weaving Flow Rate (v_{NW}), pc/h	6497	Density-Based Capacity (c_{IWL}), pc/h/ln	2237
Total Flow Rate (v), pc/h	13129	Demand Flow-Based Capacity (c_{IW}), pc/h	4752
Volume Ratio (VR)	0.505	Weaving Segment Capacity (c_W), veh/h	4579
Minimum Lane Change Rate (LC_{MIN}), lc/h	0	Adjusted Weaving Area Capacity, pc/h	4600
Maximum Weaving Length (L_{MAX}), ft	7885	Volume-to-Capacity Ratio (v/c)	2.85

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W), mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

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Weaving Analysis 1

HCS7 Freeway Weaving Report

Project Information

Analyst	GDZ	Date	02/21/2021
Agency	FDOT	Analysis Year	2045 (No Build)
Jurisdiction	Pasco Co	Time Period Analyzed	PM Peak
Project Description	Weaving along I-75 southbound between on-ramp from SR 56 to off Ramp of I-275	Unit	United States Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	5750	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	3458	1426	1317	2469
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	7.20	2.00	2.00	2.60
Heavy Vehicle Adjustment Factor (f_{HV})	0.933	0.980	0.980	0.975
Flow Rate (v_i), pc/h	3901	1532	1415	2666

Weaving Flow Rate (v_w), pc/h	4198	Freeway Max Capacity (c_{IFL}), pc/h/ln	2400
Non-Weaving Flow Rate (v_{NW}), pc/h	5316	Density-Based Capacity (c_{IWL}), pc/h/ln	2293
Total Flow Rate (v), pc/h	9514	Demand Flow-Based Capacity (c_{IW}), pc/h	5442
Volume Ratio (VR)	0.441	Weaving Segment Capacity (c_W), veh/h	5221
Minimum Lane Change Rate (LC_{MIN}), lc/h	0	Adjusted Weaving Area Capacity, pc/h	5268
Maximum Weaving Length (L_{MAX}), ft	7145	Volume-to-Capacity Ratio (v/c)	1.81

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W), mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

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Diverge Analysis 1

HCM Equation 14-28

$$D_{MD} = 0.0175\left(\frac{v_F}{N}\right)$$

LOS	Density (pc/mi/ln)
A	≤10
B	>10–20
C	>20–28
D	>28–35
E	>35
F	Demand exceeds capacity

2045 No Build

Segment	v_F	N	D_{MD}	LOS
Diverge from I-75 southbound to I-275 (AM)	12017	4	52.6	E
Diverge from I-75 southbound to I-275 (PM)	8670	4	37.9	E

Merge Analysis 1

HCM Equation 14-28

$$D_{MD} = 0.0175\left(\frac{v_F}{N}\right)$$

LOS	Density (pc/mi/ln)
A	≤10
B	>10–20
C	>20–28
D	>28–35
E	>35
F	Demand exceeds capacity

No-Build 2045

Segment	Peak DDHV	No. of Lanes	Capacity	Demand exceed capacity?	Volume to Capacity
Major Merge - Upstream	7542	4	9600	No	0.79
	5927			No	0.62
Major Merge - Downstream	12017	6	14400	No	0.83
	8670			No	0.60

*Capcity based on HCM 6th Ed, Exhibit 14-10

$$D_{MD} = 0.0175\left(\frac{v_F}{N}\right)$$

LOS	Density (pc/mi/ln)
A	≤10
B	>10–20
C	>20–28
D	>28–35
E	>35
F	Demand exceeds capacity

2025 No Build

Segment	v_F	N	D_{MD}	LOS
Diverge from I-75 southbound to I-275 (AM)	8684	4	38.0	E
Diverge from I-75 southbound to I-275 (PM)	6202	4	27.1	C

2045 No Build

Segment	v_F	N	D_{MD}	LOS
Diverge from I-75 southbound to I-275 (AM)	12017	4	52.6	E
Diverge from I-75 southbound to I-275 (PM)	8670	4	37.9	E

Segment	Demand	Capacity	D exceed C?
Diverge from I-75 southbound to I-275 (AM)	12017	14100	N
Diverge from I-75 southbound to I-275 (PM)	8670	14100	N

*HCM Exhibit 14-10, Segment is 6 lanes upstream at FFS 65mph = 2,350/ln

Exhibit 14-10
Capacity of Ramp–Freeway Junctions (pc/h)

FFS (mi/h)	Capacity of Upstream or Downstream Freeway Segment[a] — Number of Lanes in One Direction: 2	3	4	>4	Maximum Desirable Flow Rate (v_{R12}) Entering Merge Influence Area[b]	Maximum Desirable Flow Rate (v_{12}) Entering Diverge Influence Area[b]
≥70	4,800	7,200	9,600	2,400/ln	4,600	4,400
65	4,700	7,050	9,400	2,350/ln	4,600	4,400
60	4,600	6,900	9,200	2,300/ln	4,600	4,400
55	4,500	6,750	9,000	2,250/ln	4,600	4,400

Notes: [a] Demand in excess of these capacities results in LOS F.
[b] Demand in excess of these values alone does not result in LOS F; operations may be worse than predicted by this methodology.

2025 Build

Segment	v_F	N	D_{MD}	LOS
Diverge 1 - SB CD to I-275 (AM)	3616	3	21.1	C
Diverge 1 - SB CD to I-275 (PM)	2216	3	12.9	B
Diverge 2 - SB I-75 to I-275 (AM)	5068	6	14.8	B
Diverge 2 - SB I-75 to I-275 (PM)	3986	6	11.6	B

2045 Build

Segment	v_F	N	D_{MD}	LOS
Diverge 1 - SB CD to I-275 (AM)	4475	3	26.1	C
Diverge 1 - SB CD to I-275 (PM)	2743	3	16.0	B
Diverge 2 - SB I-75 to I-275 (AM)	7542	6	22.0	C
Diverge 2 - SB I-75 to I-275 (PM)	5927	6	17.3	B

APPENDIX F

Year 2025 and 2045 Build Alternative HCS LOS Results

Basic Freeway Segment 1

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2025 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	AM peak
Project Description	I-75 southbound CD south of SR56	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	61.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3616	Heavy Vehicle Adjustment Factor (f_{HV})	0.980
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1295
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2302
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2228
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.58
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	21.5
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	60.2		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	660	1086	1560	1957	-
Service Flow Rate (SF), veh/h	1940	3193	4586	5754	-
Service Volume, veh/h	1843	3033	4357	5467	-
One Direction DSV, 1000 veh/day	20	34	48	61	-
Bi-Directional DSV, 1000 veh/day	188	309	444	557	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	34.6	21.5	16.1	12.9
LOS	D	C	B	B

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Basic Freeway Segment 1

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2025 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	PM peak
Project Description	I-75 southbound CD south of SR56	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	61.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2216	Heavy Vehicle Adjustment Factor (f_{HV})	0.980
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	793
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2302
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2228
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	13.2
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	60.2		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	660	1086	1560	1957	-
Service Flow Rate (SF), veh/h	1940	3193	4586	5754	-
Service Volume, veh/h	1843	3033	4357	5467	-
One Direction DSV, 1000 veh/day	20	34	48	61	-
Bi-Directional DSV, 1000 veh/day	205	337	484	607	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	19.8	13.2	9.9	7.9
LOS	C	B	A	A

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Basic Freeway Segment 2

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2025 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	AM peak
Project Description	I-75 southbound north of off ramp to I-275	Unit	United States Customary

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5068	Heavy Vehicle Adjustment Factor (f_{HV})	0.940
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	946
Total Trucks, %	6.40	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	13.5
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	4343	7089	9647	11580	-
Service Volume, veh/h	4126	6735	9165	11001	-
One Direction DSV, 1000 veh/day	46	75	102	122	-
Bi-Directional DSV, 1000 veh/day	81	132	180	216	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	-	30.3	20.6	16.2
LOS	F	D	C	B

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Basic Freeway Segment 2

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	10/13/2020
Agency	FDOT	Analysis Year	2025 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	PM peak
Project Description	I-75 southbound north of off ramp to I-275	Unit	United States Customary

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3986	Heavy Vehicle Adjustment Factor (f_{HV})	0.940
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	744
Total Trucks, %	6.40	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.32
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	10.6
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	4343	7089	9647	11580	-
Service Volume, veh/h	4126	6735	9165	11001	-
One Direction DSV, 1000 veh/day	46	75	102	122	-
Bi-Directional DSV, 1000 veh/day	106	173	235	282	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	41.1	21.8	15.9	12.8
LOS	E	C	B	B

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Basic Freeway Segment 3

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2025 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	AM peak
Project Description	I-75 southbound south of on ramp from CD road	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4340	Heavy Vehicle Adjustment Factor (f_{HV})	0.933
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1632
Total Trucks, %	7.20	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.70
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	66.7
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	24.5
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2155	3518	4788	5747	-
Service Volume, veh/h	2047	3342	4548	5459	-
One Direction DSV, 1000 veh/day	23	37	51	61	-
Bi-Directional DSV, 1000 veh/day	40	65	89	107	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	-	24.5	17.5	14.0
LOS	F	C	B	B

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Basic Freeway Segment 3

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2025 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	PM peak
Project Description	I-75 southbound south of on ramp from CD road	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3466	Heavy Vehicle Adjustment Factor (f_{HV})	0.933
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1303
Total Trucks, %	7.20	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.56
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	69.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	18.7
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2155	3518	4788	5747	-
Service Volume, veh/h	2047	3342	4548	5459	-
One Direction DSV, 1000 veh/day	23	37	51	61	-
Bi-Directional DSV, 1000 veh/day	53	86	117	140	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	31.9	18.7	14.0	11.2
LOS	D	C	B	B

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Basic Freeway Segment 4

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2025 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	AM peak
Project Description	I-275 southbound south of I-75 (prior to SB CD ramp)	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2686	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	967
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.42
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	13.8
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2252	3677	5003	6006	-
Service Volume, veh/h	2140	3493	4753	5705	-
One Direction DSV, 1000 veh/day	24	39	53	63	-
Bi-Directional DSV, 1000 veh/day	218	356	485	582	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	21.1	13.8	10.4	8.3
LOS	C	B	A	A

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Basic Freeway Segment 4

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2025 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	PM peak
Project Description	I-275 southbound south of I-75 (ramp from I-75 SB prior to CD ramp)	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1899	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	683
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.29
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	9.8
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2252	3677	5003	6006	-
Service Volume, veh/h	2140	3493	4753	5705	-
One Direction DSV, 1000 veh/day	24	39	53	63	-
Bi-Directional DSV, 1000 veh/day	238	388	528	634	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	14.6	9.8	7.3	5.9
LOS	B	A	A	A

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Basic Freeway Segment 5

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2025 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	AM peak
Project Description	I-275 southbound south of I-75 southbound CD merge to I-275	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4344	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1563
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.67
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	67.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	23.2
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2252	3677	5003	6006	-
Service Volume, veh/h	2140	3493	4753	5705	-
One Direction DSV, 1000 veh/day	24	39	53	63	-
Bi-Directional DSV, 1000 veh/day	38	62	84	101	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	23.2	16.7	13.4
LOS	F	C	B	B

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Basic Freeway Segment 5

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2025 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	PM peak
Project Description	I-275 southbound south of I-75 southbound CD merge to I-275	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2736	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	985
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.42
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	14.1
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2252	3677	5003	6006	-
Service Volume, veh/h	2140	3493	4753	5705	-
One Direction DSV, 1000 veh/day	24	39	53	63	-
Bi-Directional DSV, 1000 veh/day	63	103	141	169	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	21.6	14.1	10.5	8.4
LOS	C	B	A	A

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Basic Freeway Segment 6

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2025 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	AM peak
Project Description	I-75 southbound CD between diverge to I-75 and merge at I-275	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	61.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1658	Heavy Vehicle Adjustment Factor (f_{HV})	0.980
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	890
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2302
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2228
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.40
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	14.8
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	60.2		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	660	1086	1560	1957	-
Service Flow Rate (SF), veh/h	1294	2129	3058	3836	-
Service Volume, veh/h	1229	2022	2905	3644	-
One Direction DSV, 1000 veh/day	14	22	32	40	-
Bi-Directional DSV, 1000 veh/day	125	206	296	371	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	14.8	9.9	7.4	5.9
LOS	B	A	A	A

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Basic Freeway Segment 6

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2025 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	PM peak
Project Description	I-75 southbound CD between diverge to I-75 and merge at I-275	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	61.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	837	Heavy Vehicle Adjustment Factor (f_{HV})	0.980
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	450
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2302
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2228
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.20
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	7.5
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	60.2		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	660	1086	1560	1957	-
Service Flow Rate (SF), veh/h	1294	2129	3058	3836	-
Service Volume, veh/h	1229	2022	2905	3644	-
One Direction DSV, 1000 veh/day	14	22	32	40	-
Bi-Directional DSV, 1000 veh/day	137	225	323	405	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	7.5	5.0	3.7	3.0
LOS	A	A	A	A

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Basic Freeway Segment 7

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2025 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	AM peak
Project Description	I-75 southbound CD ramp between diverge to I-75 and merge at I-75	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	61.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1958	Heavy Vehicle Adjustment Factor (f_{HV})	0.980
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1052
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2302
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2228
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.47
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	17.5
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	60.2		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	660	1086	1560	1957	-
Service Flow Rate (SF), veh/h	1294	2129	3058	3836	-
Service Volume, veh/h	1229	2022	2905	3644	-
One Direction DSV, 1000 veh/day	14	22	32	40	-
Bi-Directional DSV, 1000 veh/day	125	206	296	371	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	17.5	11.6	8.7	7.0
LOS	B	B	A	A

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Basic Freeway Segment 7

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2025 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	PM peak
Project Description	I-75 southbound CD ramp between diverge to I-75 and merge at I-75	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	61.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1379	Heavy Vehicle Adjustment Factor (f_{HV})	0.980
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	740
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2302
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2228
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.33
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	12.3
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	60.2		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	660	1086	1560	1957	-
Service Flow Rate (SF), veh/h	1294	2129	3058	3836	-
Service Volume, veh/h	1229	2022	2905	3644	-
One Direction DSV, 1000 veh/day	14	22	32	40	-
Bi-Directional DSV, 1000 veh/day	137	225	323	405	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	12.3	8.2	6.1	4.9
LOS	B	A	A	A

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Basic Freeway Segment 8

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2025 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	AM peak
Project Description	I-75 southbound between diverge to I-75 and merge at I-75	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2382	Heavy Vehicle Adjustment Factor (f_{HV})	0.933
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	896
Total Trucks, %	7.20	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.39
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	12.8
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2155	3518	4788	5747	-
Service Volume, veh/h	2047	3342	4548	5459	-
One Direction DSV, 1000 veh/day	23	37	51	61	-
Bi-Directional DSV, 1000 veh/day	40	65	89	107	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	19.4	12.8	9.6	7.7
LOS	C	B	A	A

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HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2025 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	PM peak
Project Description	I-75 southbound between diverge to I-75 and merge at I-75	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2087	Heavy Vehicle Adjustment Factor (f_{HV})	0.933
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	785
Total Trucks, %	7.20	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.34
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	11.2
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2155	3518	4788	5747	-
Service Volume, veh/h	2047	3342	4548	5459	-
One Direction DSV, 1000 veh/day	23	37	51	61	-
Bi-Directional DSV, 1000 veh/day	53	86	117	140	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	16.8	11.2	8.4	6.7
LOS	B	B	A	A

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Diverge Analysis 1 & 2

HCM Equation 14-28

$$D_{MD} = 0.0175\left(\frac{v_F}{N}\right)$$

LOS	Density (pc/mi/ln)
A	≤10
B	>10–20
C	>20–28
D	>28–35
E	>35
F	Demand exceeds capacity

2025 Build

Segment	v_F	N	D_{MD}	LOS
Diverge 1 - SB CD to I-275 (AM)	3616	3	21.1	C
Diverge 1 - SB CD to I-275 (PM)	2216	3	12.9	B
Diverge 2 - SB I-75 to I-275 (AM)	5068	6	14.8	C
Diverge 2 - SB I-75 to I-275 (PM)	3986	6	11.6	B

Merge Analysis 1

FREEWAY MERGE ANALYSIS

File Name:	Merge1 2025 Build I-75 southbound CD to I-275 AM.xuf
Analyst:	GDZ
Agency:	FDOT
Jurisdiction:	Pasco Co.
Date:	02/19/21
Analysis Year:	2025 (Build)
Time Period Analyzed:	AM Peak
Project Description:	Merge for I-75 southbound CD to I-275
Units:	United States Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	24.9	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1128	pc/h/ln
Average Speed in Ramp Influence Area, SR	62.9	mi/h
Average Speed in Outer Lanes of Freeway, SO	70.8	mi/h
Average Speed for On-Ramp (Merge) Junction, S	64.6	mi/h
Density Across All Lanes, D	24.2	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data		
Number of Freeway Lanes	3	ln
Freeway Free-Flow Speed, FFS	75.0	mi/h
Segment Length	3000	ft
Multilane Highway or C-D Roadway?	Freeway	
Demand Volume, V	2686	veh/h
Peak Hour Factor, PHF	0.95	
Ramp Data		
Number of Ramp Lanes	1	ln
Ramp Free-Flow Speed, SFR	55.0	mi/h
Ramp Side	Right	
Length of First Acceleration Lane, LA or LA1	1200	ft
Length of Second Acceleration Lane, LA2	-	ft

Junction Components	Freeway	Ramp	
Demand Volume, V	2686	1658	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	2.60	2.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.0260	0.0200	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.975	0.980	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	2900	1781	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps		
Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.611	
Flow Rate in Lanes 1 and 2, v12	1772	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	4681	6970	No
vR	1781	2130	No
vR12	3553	4600	No

	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	2200	pc/h
Driver Population	Mostly Familiar	Mostly Familiar	
Driver Population CAF	0.968	0.968	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	0.968	0.968	
Adjusted Capacity, cmda	6970	2130	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	1781	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	1772	pc/h
Length of Acceleration Lane, LA	1200	ft
Density in On-Ramp Influence Area, DR	24.9	pc/mi/ln
Density in On-Ramp Influence Area, DR	24.4	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	55.0	mi/h
Length of Acceleration Lane, LA	1200	ft
Driver Population	Mostly Familiar	
Driver Population SAF	0.975	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	0.975	
Demand Flow Rate on Freeway, vF	2900	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	1772	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3553	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.329	
Average Speed in Ramp Influence Area, SR	62.9	mi/h
Average Flow in Outer Lanes, vOA	1128	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	70.8	mi/h
Average Speed for On-Ramp Junction, S	64.6	mi/h
Density Across All Lanes, D	24.2	pc/mi/ln

Service Volume Table

Target LOS	A	B	C	D	E
Freeway					
Max Service Flow Rate (MSF), pc/h/ln	426	788	1076	1150	-
Service Flow Rate (SF), veh/h	1245	2305	3147	3364	-
Service Volume, veh/h	1182	2190	2990	3196	-
One Direction DSV, 1000 veh/day	13	24	33	36	-
Bi-Direction DSV, 1000 veh/day	21	39	53	57	-
Ramp					
Max Service Flow Rate (MSF), pc/h/ln	784	1452	1982	2130	-
Service Flow Rate (SF), veh/h	768	1423	1943	2087	-
Service Volume, veh/h	730	1352	1846	1983	-
One Direction DSV, 1000 veh/day	8	15	21	22	-

Design Analysis Table

Number of Lanes, ln	2	2	3	3	4	4	5	5

Number of Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	24.2	23.7	17.4	17.2	13.8	13.7
LOS	F	F	C	C	C	B	B	B

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.8.5 on 2/25/2021 21:40:16

Merge Analysis 1

FREEWAY MERGE ANALYSIS

File Name:	Merge1 2025 Build I-75 southbound CD to I-275 PM.xuf
Analyst:	GDZ
Agency:	FDOT
Jurisdiction:	Pasco Co.
Date:	02/19/21
Analysis Year:	2025 (Build)
Time Period Analyzed:	PM Peak
Project Description:	Merge for I-75 southbound CD to I-275
Units:	United States Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	14.4	pc/mi/ln
Level of Service, LOS	B	
Average Flow in Outer Lanes, vOA	797	pc/h/ln
Average Speed in Ramp Influence Area, SR	66.1	mi/h
Average Speed in Outer Lanes of Freeway, SO	72.0	mi/h
Average Speed for On-Ramp (Merge) Junction, S	67.6	mi/h
Density Across All Lanes, D	14.5	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data		
Number of Freeway Lanes	3	ln
Freeway Free-Flow Speed, FFS	75.0	mi/h
Segment Length	3000	ft
Multilane Highway or C-D Roadway?	Freeway	
Demand Volume, V	1899	veh/h
Peak Hour Factor, PHF	0.95	
Ramp Data		
Number of Ramp Lanes	1	ln
Ramp Free-Flow Speed, SFR	55.0	mi/h
Ramp Side	Right	
Length of First Acceleration Lane, LA or LA1	1200	ft
Length of Second Acceleration Lane, LA2	-	ft

Junction Components	Freeway	Ramp	
Demand Volume, V	1899	837	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	2.60	2.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.0260	0.0200	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.975	0.980	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	2050	899	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps		
Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.611	
Flow Rate in Lanes 1 and 2, v12	1253	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	2949	6970	No
vR	899	2130	No
vR12	2152	4600	No

	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	2200	pc/h
Driver Population	Mostly Familiar	Mostly Familiar	
Driver Population CAF	0.968	0.968	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	0.968	0.968	
Adjusted Capacity, cmda	6970	2130	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	899	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	1253	pc/h
Length of Acceleration Lane, LA	1200	ft
Density in On-Ramp Influence Area, DR	14.4	pc/mi/ln
Density in On-Ramp Influence Area, DR	14.1	veh/mi/ln
Level of Service, LOS	B	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	55.0	mi/h
Length of Acceleration Lane, LA	1200	ft
Driver Population	Mostly Familiar	
Driver Population SAF	0.975	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	0.975	
Demand Flow Rate on Freeway, vF	2050	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	1253	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	2152	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.226	
Average Speed in Ramp Influence Area, SR	66.1	mi/h
Average Flow in Outer Lanes, vOA	797	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	72.0	mi/h
Average Speed for On-Ramp Junction, S	67.6	mi/h
Density Across All Lanes, D	14.5	pc/mi/ln

Service Volume Table

Target LOS	A	B	C	D	E
Freeway					
Max Service Flow Rate (MSF), pc/h/ln	494	916	1250	1537	1611
Service Flow Rate (SF), veh/h	1445	2678	3656	4495	4711
Service Volume, veh/h	1373	2544	3474	4270	4475
One Direction DSV, 1000 veh/day	15	28	39	47	50
Bi-Direction DSV, 1000 veh/day	41	75	103	127	133
Ramp					
Max Service Flow Rate (MSF), pc/h/ln	650	1205	1645	2021	2130
Service Flow Rate (SF), veh/h	637	1180	1612	1981	2087
Service Volume, veh/h	605	1121	1531	1882	1983
One Direction DSV, 1000 veh/day	7	12	17	21	22

Design Analysis Table

Number of Lanes, ln	2	2	3	3	4	4	5	5

Number of Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	22.8	22.4	14.5	14.4	10.7	10.6	8.6	8.5
LOS	C	B	B	B	B	A	A	A

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.8.5 on 2/25/2021 21:41:25

Merge Analysis 2

FREEWAY MERGE ANALYSIS

File Name:	Merge2 2025 Build I-75 southbound CD to I-75 AM.xuf
Analyst:	GDZ
Agency:	FDOT
Jurisdiction:	Pasco Co.
Date:	02/19/21
Analysis Year:	2025 (Build)
Time Period Analyzed:	AM Peak
Project Description:	Merge for I-75 southbound CD to I-75
Units:	United States Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	28.0	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1067	pc/h/ln
Average Speed in Ramp Influence Area, SR	61.1	mi/h
Average Speed in Outer Lanes of Freeway, SO	71.1	mi/h
Average Speed for On-Ramp (Merge) Junction, S	63.1	mi/h
Density Across All Lanes, D	25.3	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data		
Number of Freeway Lanes	3	ln
Freeway Free-Flow Speed, FFS	75.0	mi/h
Segment Length	4000	ft
Multilane Highway or C-D Roadway?	Freeway	
Demand Volume, V	2382	veh/h
Peak Hour Factor, PHF	0.95	
Ramp Data		
Number of Ramp Lanes	1	ln
Ramp Free-Flow Speed, SFR	55.0	mi/h
Ramp Side	Right	
Length of First Acceleration Lane, LA or LA1	900	ft
Length of Second Acceleration Lane, LA2	-	ft

Junction Components	Freeway	Ramp	
Demand Volume, V	2382	1958	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	7.20	2.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.0720	0.0200	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.933	0.980	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	2687	2103	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps		
Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.603	
Flow Rate in Lanes 1 and 2, v12	1620	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	4790	6970	No
vR	2103	2130	No
vR12	3723	4600	No

	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	2200	pc/h
Driver Population	Mostly Familiar	Mostly Familiar	
Driver Population CAF	0.968	0.968	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	0.968	0.968	
Adjusted Capacity, cmda	6970	2130	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	2103	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	1620	pc/h
Length of Acceleration Lane, LA	900	ft
Density in On-Ramp Influence Area, DR	28.0	pc/mi/ln
Density in On-Ramp Influence Area, DR	27.4	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	55.0	mi/h
Length of Acceleration Lane, LA	900	ft
Driver Population	Mostly Familiar	
Driver Population SAF	0.975	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	0.975	
Demand Flow Rate on Freeway, vF	2687	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	1620	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3723	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.386	
Average Speed in Ramp Influence Area, SR	61.1	mi/h
Average Flow in Outer Lanes, vOA	1067	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	71.1	mi/h
Average Speed for On-Ramp Junction, S	63.1	mi/h
Density Across All Lanes, D	25.3	pc/mi/ln

Service Volume Table

Target LOS	A	B	C	D	E
Freeway					
Max Service Flow Rate (MSF), pc/h/ln	318	640	890	864	-
Service Flow Rate (SF), veh/h	889	1791	2492	2417	-
Service Volume, veh/h	845	1701	2367	2296	-
One Direction DSV, 1000 veh/day	9	19	26	26	-
Bi-Direction DSV, 1000 veh/day	17	33	46	45	-
Ramp					
Max Service Flow Rate (MSF), pc/h/ln	746	1502	2090	2130	-
Service Flow Rate (SF), veh/h	731	1472	2048	2087	-
Service Volume, veh/h	695	1398	1946	1983	-
One Direction DSV, 1000 veh/day	8	16	22	22	-

Design Analysis Table

Number of Lanes, ln	2	2	3	3	4	4	5	5

Number of Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	25.3	24.5	18.2	17.8	14.5	14.2
LOS	F	F	C	C	C	B	C	B

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.8.5 on 2/25/2021 21:48:56

Merge Analysis 2

FREEWAY MERGE ANALYSIS

File Name:	Merge2 2025 Build I-75 southbound CD to I-75 PM.xuf
Analyst:	GDZ
Agency:	FDOT
Jurisdiction:	Pasco Co.
Date:	02/19/21
Analysis Year:	2025 (Build)
Time Period Analyzed:	PM Peak
Project Description:	Merge for I-75 southbound CD to I-75
Units:	United States Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	21.9	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	935	pc/h/ln
Average Speed in Ramp Influence Area, SR	63.9	mi/h
Average Speed in Outer Lanes of Freeway, SO	71.5	mi/h
Average Speed for On-Ramp (Merge) Junction, S	65.6	mi/h
Density Across All Lanes, D	19.5	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data		
Number of Freeway Lanes	3	ln
Freeway Free-Flow Speed, FFS	75.0	mi/h
Segment Length	4000	ft
Multilane Highway or C-D Roadway?	Freeway	
Demand Volume, V	2087	veh/h
Peak Hour Factor, PHF	0.95	
Ramp Data		
Number of Ramp Lanes	1	ln
Ramp Free-Flow Speed, SFR	55.0	mi/h
Ramp Side	Right	
Length of First Acceleration Lane, LA or LA1	900	ft
Length of Second Acceleration Lane, LA2	-	ft

Junction Components	Freeway	Ramp	
Demand Volume, V	2087	1379	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	7.20	2.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.0720	0.0200	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.933	0.980	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	2355	1481	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps		
Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.603	
Flow Rate in Lanes 1 and 2, v12	1420	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	3836	6970	No
vR	1481	2130	No
vR12	2901	4600	No

	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	2200	pc/h
Driver Population	Mostly Familiar	Mostly Familiar	
Driver Population CAF	0.968	0.968	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	0.968	0.968	
Adjusted Capacity, cmda	6970	2130	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	1481	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	1420	pc/h
Length of Acceleration Lane, LA	900	ft
Density in On-Ramp Influence Area, DR	21.9	pc/mi/ln
Density in On-Ramp Influence Area, DR	21.5	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	55.0	mi/h
Length of Acceleration Lane, LA	900	ft
Driver Population	Mostly Familiar	
Driver Population SAF	0.975	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	0.975	
Demand Flow Rate on Freeway, vF	2355	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	1420	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	2901	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.295	
Average Speed in Ramp Influence Area, SR	63.9	mi/h
Average Flow in Outer Lanes, vOA	935	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	71.5	mi/h
Average Speed for On-Ramp Junction, S	65.6	mi/h
Density Across All Lanes, D	19.5	pc/mi/ln

Service Volume Table

Target LOS	A	B	C	D	E
Freeway					
Max Service Flow Rate (MSF), pc/h/ln	356	717	1003	1074	-
Service Flow Rate (SF), veh/h	997	2007	2808	3007	-
Service Volume, veh/h	947	1907	2667	2857	-
One Direction DSV, 1000 veh/day	11	21	30	32	-
Bi-Direction DSV, 1000 veh/day	24	49	68	73	-
Ramp					
Max Service Flow Rate (MSF), pc/h/ln	672	1354	1893	2130	-
Service Flow Rate (SF), veh/h	659	1326	1855	2087	-
Service Volume, veh/h	626	1260	1762	1983	-
One Direction DSV, 1000 veh/day	7	14	20	22	-

Design Analysis Table

Number of Lanes, ln	2	2	3	3	4	4	5	5

Number of Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	31.7	30.7	19.5	19.0	14.2	13.9	11.4	11.1
LOS	D	C	C	B	B	B	B	B

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Build 2025

ID	Segment	Peak DDHV	No. of lanes	Volume to Capacity Ratio
1	Southbound C-D to I-275 Ramp	1658	1	0.75
		837		0.38
2	Southbound C-D to I-75 Ramp	1958	1	0.89
		1379		0.63

Build 2045

ID	Segment	Peak DDHV	No. of lanes	Volume to Capacity Ratio
1	Southbound C-D to I-275 Ramp	2066	1	0.94
		1038		0.47
2	Southbound C-D to I-75 Ramp	2409	1	1.10
		1705		0.78

Build 2025

Segment	Peak DDHV	No. of lanes	Max Desirable Flow Rate
Southbound C-D Diverge Upstream	3616	3	6600
Southbound C-D Diverge Downstream on I-275	4344	3	6600
Southbound C-D Diverge Downstream on I-75	4340	3	6600

Build 2045

Segment	Peak DDHV	No. of lanes	Max Desirable Flow Rate
Southbound C-D Diverge Upstream	4475	3	6600
Southbound C-D Diverge Downstream on I-275	5976	3	6600
Southbound C-D Diverge Downstream on I-75	6041	3	6600

2045

Basic Freeway Segment 1

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2045 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	AM peak
Project Description	I-75 southbound CD south of SR56	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	61.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4475	Heavy Vehicle Adjustment Factor (f_{HV})	0.980
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1602
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2302
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2228
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	26.7
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	60.2		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	660	1086	1560	1957	-
Service Flow Rate (SF), veh/h	1940	3193	4586	5754	-
Service Volume, veh/h	1843	3033	4357	5467	-
One Direction DSV, 1000 veh/day	20	34	48	61	-
Bi-Directional DSV, 1000 veh/day	188	309	444	557	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	-	26.7	20.0	16.0
LOS	F	D	C	B

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Basic Freeway Segment 1

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	10/13/2020
Agency	FDOT	Analysis Year	2045 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	PM peak
Project Description	I-75 southbound CD south of SR56	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	61.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2743	Heavy Vehicle Adjustment Factor (f_{HV})	0.980
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	982
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2302
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2228
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.44
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	16.3
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	60.2		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	660	1086	1560	1957	-
Service Flow Rate (SF), veh/h	1940	3193	4586	5754	-
Service Volume, veh/h	1843	3033	4357	5467	-
One Direction DSV, 1000 veh/day	20	34	48	61	-
Bi-Directional DSV, 1000 veh/day	205	337	484	607	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	24.5	16.3	12.2	9.8
LOS	C	B	B	A

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Basic Freeway Segment 2

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2045 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	AM peak
Project Description	I-75 southbound north of off ramp to I-275	Unit	United States Customary

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	7542	Heavy Vehicle Adjustment Factor (f_{HV})	0.940
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1408
Total Trucks, %	6.40	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.61
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	69.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	20.4
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	4343	7089	9647	11580	-
Service Volume, veh/h	4126	6735	9165	11001	-
One Direction DSV, 1000 veh/day	46	75	102	122	-
Bi-Directional DSV, 1000 veh/day	81	132	180	216	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	-	-	36.7	25.6
LOS	F	F	E	C

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Basic Freeway Segment 2

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2045 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	PM peak
Project Description	I-75 southbound north of off ramp to I-275	Unit	United States Customary

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5927	Heavy Vehicle Adjustment Factor (f_{HV})	0.940
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1106
Total Trucks, %	6.40	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.48
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	15.8
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	4343	7089	9647	11580	-
Service Volume, veh/h	4126	6735	9165	11001	-
One Direction DSV, 1000 veh/day	46	75	102	122	-
Bi-Directional DSV, 1000 veh/day	106	173	235	282	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	-	40.3	25.0	19.1
LOS	F	E	C	C

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Basic Freeway Segment 3

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	10/13/2020
Agency	FDOT	Analysis Year	2045 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	AM peak
Project Description	I-75 southbound south of on ramp from CD road	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6041	Heavy Vehicle Adjustment Factor (f_{HV})	0.933
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2272
Total Trucks, %	7.20	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.98
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	42.7
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2155	3518	4788	5747	-
Service Volume, veh/h	2047	3342	4548	5459	-
One Direction DSV, 1000 veh/day	23	37	51	61	-
Bi-Directional DSV, 1000 veh/day	40	65	89	107	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	-	42.7	25.9	19.7
LOS	F	E	C	C

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Basic Freeway Segment 3

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2045 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	PM peak
Project Description	I-75 southbound south of on ramp from CD road	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4884	Heavy Vehicle Adjustment Factor (f_{HV})	0.933
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1837
Total Trucks, %	7.20	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.79
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	63.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	28.9
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2155	3518	4788	5747	-
Service Volume, veh/h	2047	3342	4548	5459	-
One Direction DSV, 1000 veh/day	23	37	51	61	-
Bi-Directional DSV, 1000 veh/day	53	86	117	140	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5

Density, pc/mi/ln	-	28.9	19.9	15.7
LOS	F	D	C	B

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Basic Freeway Segment 4

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	10/13/2020
Agency	FDOT	Analysis Year	2025 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	AM peak
Project Description	I-275 southbound south of I-75 (ramp from I-75 SB prior to CD ramp)	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3910	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1407
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.61
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	69.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	20.4
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2252	3677	5003	6006	-
Service Volume, veh/h	2140	3493	4753	5705	-
One Direction DSV, 1000 veh/day	24	39	53	63	-
Bi-Directional DSV, 1000 veh/day	38	63	85	102	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	36.6	20.4	15.1	12.1
LOS	E	C	B	B

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Basic Freeway Segment 4

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2045 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	PM peak
Project Description	I-275 southbound south of I-75 (ramp from I-75 SB prior to CD ramp)	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2748	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	989
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.43
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	70.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	14.1
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2252	3677	5003	6006	-
Service Volume, veh/h	2140	3493	4753	5705	-
One Direction DSV, 1000 veh/day	24	39	53	63	-
Bi-Directional DSV, 1000 veh/day	38	63	85	102	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	21.7	14.1	10.6	8.5
LOS	C	B	A	A

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Basic Freeway Segment 5

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2045 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	AM peak
Project Description	I-275 southbound south of I-75 southbound CD merge to I-275	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5976	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2151
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.93
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	56.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	38.1
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2252	3677	5003	6006	-
Service Volume, veh/h	2140	3493	4753	5705	-
One Direction DSV, 1000 veh/day	24	39	53	63	-
Bi-Directional DSV, 1000 veh/day	38	62	84	101	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	38.1	24.1	18.5
LOS	F	E	C	C

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Basic Freeway Segment 5

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	10/13/2020
Agency	FDOT	Analysis Year	2045 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	PM peak
Project Description	I-275 southbound south of I-75 southbound CD merge to I-275	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3786	Heavy Vehicle Adjustment Factor (f_{HV})	0.975
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1362
Total Trucks, %	2.60	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	69.3
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	19.7
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2252	3677	5003	6006	-
Service Volume, veh/h	2140	3493	4753	5705	-
One Direction DSV, 1000 veh/day	24	39	53	63	-
Bi-Directional DSV, 1000 veh/day	63	103	141	169	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	34.5	19.7	14.6	11.7
LOS	D	C	B	B

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Basic Freeway Segment 6

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2045 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	AM peak
Project Description	I-75 southbound CD between diverge to I-75 and merge at I-275	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2066	Heavy Vehicle Adjustment Factor (f_{HV})	0.980
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1110
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2334
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2259
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	63.4
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	17.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	63.4		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	697	1138	1618	1993	-
Service Flow Rate (SF), veh/h	1367	2231	3172	3907	-
Service Volume, veh/h	1298	2120	3013	3712	-
One Direction DSV, 1000 veh/day	14	24	33	41	-
Bi-Directional DSV, 1000 veh/day	132	216	307	378	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	17.5	11.7	8.8	7.0
LOS	B	B	A	A

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Basic Freeway Segment 6

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2045 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	PM peak
Project Description	I-75 southbound CD between diverge to I-75 and merge at I-275	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	61.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1038	Heavy Vehicle Adjustment Factor (f_{HV})	0.980
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	558
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2302
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2228
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.25
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	9.3
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	A
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	60.2		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	660	1086	1560	1957	-
Service Flow Rate (SF), veh/h	1294	2129	3058	3836	-
Service Volume, veh/h	1229	2022	2905	3644	-
One Direction DSV, 1000 veh/day	14	22	32	40	-
Bi-Directional DSV, 1000 veh/day	137	225	323	405	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	9.3	6.2	4.6	3.7
LOS	A	A	A	A

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Basic Freeway Segment 7

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	10/13/2020
Agency	FDOT	Analysis Year	2045 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	AM peak
Project Description	I-75 southbound CD ramp between diverge to I-75 and merge at I-75	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	61.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	2409	Heavy Vehicle Adjustment Factor (f_{HV})	0.980
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1294
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2302
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2228
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.58
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	21.5
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	60.2		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	660	1086	1560	1957	-
Service Flow Rate (SF), veh/h	1294	2129	3058	3836	-
Service Volume, veh/h	1229	2022	2905	3644	-
One Direction DSV, 1000 veh/day	14	22	32	40	-
Bi-Directional DSV, 1000 veh/day	125	206	296	371	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	21.5	14.3	10.7	8.6
LOS	C	B	A	A

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HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	10/13/2020
Agency	FDOT	Analysis Year	2045 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	PM peak
Project Description	I-75 southbound CD ramp between diverge to I-75 and merge at I-75	Unit	United States Customary

Geometric Data

Number of Lanes, ln	2	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	65.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	61.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	1705	Heavy Vehicle Adjustment Factor (f_{HV})	0.980
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	916
Total Trucks, %	2.00	Capacity (c), pc/h/ln	2302
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2228
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.2
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	15.2
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	60.2		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	660	1086	1560	1957	-
Service Flow Rate (SF), veh/h	1294	2129	3058	3836	-
Service Volume, veh/h	1229	2022	2905	3644	-
One Direction DSV, 1000 veh/day	14	22	32	40	-
Bi-Directional DSV, 1000 veh/day	137	225	323	405	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	15.2	10.1	7.6	6.1
LOS	B	A	A	A

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Basic Freeway Segment 8

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2045 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	AM peak
Project Description	I-75 southbound between diverge to I-75 and merge at I-75	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3632	Heavy Vehicle Adjustment Factor (f_{HV})	0.933
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1366
Total Trucks, %	7.20	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	69.3
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	19.7
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2155	3518	4788	5747	-
Service Volume, veh/h	2047	3342	4548	5459	-
One Direction DSV, 1000 veh/day	23	37	51	61	-
Bi-Directional DSV, 1000 veh/day	40	65	89	107	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	34.7	19.7	14.6	11.7
LOS	D	C	B	B

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Basic Freeway Segment 8

HCS7 Basic Freeway Report

Project Information

Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2045 (Build)
Jurisdiction	Pasco County	Time Period Analyzed	PM peak
Project Description	I-75 southbound between diverge to I-75 and merge at I-75	Unit	United States Customary

Geometric Data

Number of Lanes, ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	75.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	71.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	0.968
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	3179	Heavy Vehicle Adjustment Factor (f_{HV})	0.933
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1196
Total Trucks, %	7.20	Capacity (c), pc/h/ln	2400
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2323
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.51
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	69.9
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	17.1
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	70.0		

Service Volume Table

Target LOS	A	B	C	D	E
Max Service Flow Rate (MSF), pc/h/ln	770	1257	1710	2053	-
Service Flow Rate (SF), veh/h	2155	3518	4788	5747	-
Service Volume, veh/h	2047	3342	4548	5459	-
One Direction DSV, 1000 veh/day	23	37	51	61	-
Bi-Directional DSV, 1000 veh/day	53	86	117	140	-

Design Analysis Table

Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	27.9	17.1	12.8	10.2
LOS	D	B	B	A

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Diverge Analysis 1 & 2

HCM Equation 14-28

$$D_{MD} = 0.0175\left(\frac{v_F}{N}\right)$$

LOS	Density (pc/mi/ln)
A	≤10
B	>10–20
C	>20–28
D	>28–35
E	>35
F	Demand exceeds capacity

2045 Build

Segment	v_F	N	D_{MD}	LOS
Diverge 1 - SB CD to I-275 (AM)	4475	3	26.1	C
Diverge 1 - SB CD to I-275 (PM)	2743	3	16.0	B
Diverge 2 - SB I-75 to I-275 (AM)	7542	6	22.0	C
Diverge 2 - SB I-75 to I-275 (PM)	5927	6	17.3	B

Build 2025

ID	Segment	Peak DDHV	No. of lanes	Volume to Capacity Ratio
1	Southbound C-D to I-275 Ramp	1658	1	0.75
		837		0.38
2	Southbound C-D to I-75 Ramp	1958	1	0.89
		1379		0.63

Build 2045

ID	Segment	Peak DDHV	No. of lanes	Volume to Capacity Ratio
1	Southbound C-D to I-275 Ramp	2066	1	0.94
		1038		0.47
2	Southbound C-D to I-75 Ramp	2409	1	1.10
		1705		0.78

Build 2025

Segment	Peak DDHV	No. of lanes	Max Desirable Flow Rate
Southbound C-D Diverge Upstream	3616	3	6600
Southbound C-D Diverge Downstream on I-275	4344	3	6600
Southbound C-D Diverge Downstream on I-75	4340	3	6600

Build 2045

Segment	Peak DDHV	No. of lanes	Max Desirable Flow Rate
Southbound C-D Diverge Upstream	4475	3	6600
Southbound C-D Diverge Downstream on I-275	5976	3	6600
Southbound C-D Diverge Downstream on I-75	6041	3	6600

Merge Analysis 1

FREEWAY MERGE ANALYSIS

File Name:	Merge1 2045 Build I-75 southbound CD to I-275 AM.xuf
Analyst:	GDZ
Agency:	FDOT
Jurisdiction:	Pasco Co.
Date:	10/15/2020
Analysis Year:	2045 (Build)
Time Period Analyzed:	AM Peak
Project Description:	Merge for I-75 southbound CD to I-275
Units:	United States Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	34.7	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	1642	pc/h/ln
Average Speed in Ramp Influence Area, SR	51.9	mi/h
Average Speed in Outer Lanes of Freeway, SO	69.0	mi/h
Average Speed for On-Ramp (Merge) Junction, S	55.4	mi/h
Density Across All Lanes, D	39.0	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data		
Number of Freeway Lanes	3	ln
Freeway Free-Flow Speed, FFS	75.0	mi/h
Segment Length	3000	ft
Multilane Highway or C-D Roadway?	Freeway	
Demand Volume, V	3910	veh/h
Peak Hour Factor, PHF	0.95	
Ramp Data		
Number of Ramp Lanes	1	ln
Ramp Free-Flow Speed, SFR	55.0	mi/h
Ramp Side	Right	
Length of First Acceleration Lane, LA or LA1	1200	ft
Length of Second Acceleration Lane, LA2	-	ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3910	2099	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	2.60	2.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.0260	0.0200	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.975	0.980	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4221	2255	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps		
Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.611	
Flow Rate in Lanes 1 and 2, v12	2579	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	6476	6970	No
vR	2255	2130	Yes
vR12	4834	4600	Yes

	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	2200	pc/h
Driver Population	Mostly Familiar	Mostly Familiar	
Driver Population CAF	0.968	0.968	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	0.968	0.968	
Adjusted Capacity, cmda	6970	2130	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	2255	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2579	pc/h
Length of Acceleration Lane, LA	1200	ft
Density in On-Ramp Influence Area, DR	34.7	pc/mi/ln
Density in On-Ramp Influence Area, DR	34.0	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	55.0	mi/h
Length of Acceleration Lane, LA	1200	ft
Driver Population	Mostly Familiar	
Driver Population SAF	0.975	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	0.975	
Demand Flow Rate on Freeway, vF	4221	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2579	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	4834	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.683	
Average Speed in Ramp Influence Area, SR	51.9	mi/h
Average Flow in Outer Lanes, vOA	1642	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	69.0	mi/h
Average Speed for On-Ramp Junction, S	55.4	mi/h
Density Across All Lanes, D	39.0	pc/mi/ln

Service Volume Table

Target LOS	A	B	C	D	E
Freeway					
Max Service Flow Rate (MSF), pc/h/ln	454	842	1149	1322	-
Service Flow Rate (SF), veh/h	1329	2462	3360	3868	-
Service Volume, veh/h	1263	2339	3192	3674	-
One Direction DSV, 1000 veh/day	14	26	35	41	-
Bi-Direction DSV, 1000 veh/day	22	42	57	65	-
Ramp					
Max Service Flow Rate (MSF), pc/h/ln	728	1349	1841	2130	-
Service Flow Rate (SF), veh/h	713	1322	1804	2087	-
Service Volume, veh/h	678	1255	1714	1983	-
One Direction DSV, 1000 veh/day	8	14	19	22	-

Design Analysis Table

Number of Lanes, ln	2	2	3	3	4	4	5	5

Number of Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	39.0	37.0	25.2	24.9	19.7	19.5
LOS	F	F	D	D	C	C	C	C

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.8.5 on 2/25/2021 21:38:38

Merge Analysis 1

FREEWAY MERGE ANALYSIS

File Name:	Merge1 2045 Build I-75 southbound CD to I-275 PM.xuf
Analyst:	GDZ
Agency:	FDOT
Jurisdiction:	Pasco Co.
Date:	02/19/21
Analysis Year:	2045 (Build)
Time Period Analyzed:	PM Peak
Project Description:	Merge for I-75 southbound CD to I-275
Units:	United States Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	20.3	pc/mi/ln
Level of Service, LOS	C	
Average Flow in Outer Lanes, vOA	1154	pc/h/ln
Average Speed in Ramp Influence Area, SR	64.9	mi/h
Average Speed in Outer Lanes of Freeway, SO	70.7	mi/h
Average Speed for On-Ramp (Merge) Junction, S	66.4	mi/h
Density Across All Lanes, D	20.5	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data		
Number of Freeway Lanes	3	ln
Freeway Free-Flow Speed, FFS	75.0	mi/h
Segment Length	3000	ft
Multilane Highway or C-D Roadway?	Freeway	
Demand Volume, V	2748	veh/h
Peak Hour Factor, PHF	0.95	
Ramp Data		
Number of Ramp Lanes	1	ln
Ramp Free-Flow Speed, SFR	55.0	mi/h
Ramp Side	Right	
Length of First Acceleration Lane, LA or LA1	1200	ft
Length of Second Acceleration Lane, LA2	-	ft

Junction Components	Freeway	Ramp	
Demand Volume, V	2748	1038	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	2.60	2.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.0260	0.0200	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.975	0.980	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	2967	1115	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps		
Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.611	
Flow Rate in Lanes 1 and 2, v12	1813	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	4082	6970	No
vR	1115	2130	No
vR12	2928	4600	No

	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	2200	pc/h
Driver Population	Mostly Familiar	Mostly Familiar	
Driver Population CAF	0.968	0.968	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	0.968	0.968	
Adjusted Capacity, cmda	6970	2130	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	1115	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	1813	pc/h
Length of Acceleration Lane, LA	1200	ft
Density in On-Ramp Influence Area, DR	20.3	pc/mi/ln
Density in On-Ramp Influence Area, DR	19.9	veh/mi/ln
Level of Service, LOS	C	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	55.0	mi/h
Length of Acceleration Lane, LA	1200	ft
Driver Population	Mostly Familiar	
Driver Population SAF	0.975	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	0.975	
Demand Flow Rate on Freeway, vF	2967	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	1813	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	2928	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.265	
Average Speed in Ramp Influence Area, SR	64.9	mi/h
Average Flow in Outer Lanes, vOA	1154	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	70.7	mi/h
Average Speed for On-Ramp Junction, S	66.4	mi/h
Density Across All Lanes, D	20.5	pc/mi/ln

Service Volume Table

Target LOS	A	B	C	D	E
Freeway					
Max Service Flow Rate (MSF), pc/h/ln	524	972	1326	1636	1686
Service Flow Rate (SF), veh/h	1533	2844	3879	4786	4932
Service Volume, veh/h	1457	2701	3685	4547	4686
One Direction DSV, 1000 veh/day	16	30	41	51	52
Bi-Direction DSV, 1000 veh/day	43	80	109	135	139
Ramp					
Max Service Flow Rate (MSF), pc/h/ln	591	1096	1495	1845	1901
Service Flow Rate (SF), veh/h	579	1074	1465	1808	1863
Service Volume, veh/h	550	1020	1392	1717	1770
One Direction DSV, 1000 veh/day	6	11	15	19	20

Design Analysis Table

Number of Lanes, ln	2	2	3	3	4	4	5	5

Number of Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	34.1	33.5	20.5	20.2	14.9	14.8	11.9	11.8
LOS	D	C	C	B	B	B	B	B

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.8.5 on 2/25/2021 21:39:29

Merge Analysis 2 w/ 900' acceleration length

FREEWAY MERGE ANALYSIS

File Name:	Merge2 2045 Build I-75 southbound CD to I-75 AM.xuf
Analyst:	GDZ
Agency:	FDOT
Jurisdiction:	Pasco Co.
Date:	02/19/21
Analysis Year:	2045 (Build)
Time Period Analyzed:	AM Peak
Project Description:	Merge for I-75 southbound to I-75
Units:	United States Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	38.2	pc/mi/ln
Level of Service, LOS	E	
Average Flow in Outer Lanes, vOA	1627	pc/h/ln
Average Speed in Ramp Influence Area, SR	47.0	mi/h
Average Speed in Outer Lanes of Freeway, SO	69.0	mi/h
Average Speed for On-Ramp (Merge) Junction, S	51.0	mi/h
Density Across All Lanes, D	43.7	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data		
Number of Freeway Lanes	3	ln
Freeway Free-Flow Speed, FFS	75.0	mi/h
Segment Length	4000	ft
Multilane Highway or C-D Roadway?	Freeway	
Demand Volume, V	3632	veh/h
Peak Hour Factor, PHF	0.95	
Ramp Data		
Number of Ramp Lanes	1	ln
Ramp Free-Flow Speed, SFR	55.0	mi/h
Ramp Side	Right	
Length of First Acceleration Lane, LA or LA1	900	ft
Length of Second Acceleration Lane, LA2	-	ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3632	2409	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	7.20	2.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.0720	0.0200	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.933	0.980	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	4098	2588	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps		
Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.603	
Flow Rate in Lanes 1 and 2, v12	2471	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	6686	6970	No
vR	2588	2130	Yes
vR12	5059	4600	Yes

	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	2200	pc/h
Driver Population	Mostly Familiar	Mostly Familiar	
Driver Population CAF	0.968	0.968	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	0.968	0.968	
Adjusted Capacity, cmda	6970	2130	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	2588	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2471	pc/h
Length of Acceleration Lane, LA	900	ft
Density in On-Ramp Influence Area, DR	38.2	pc/mi/ln
Density in On-Ramp Influence Area, DR	37.4	veh/mi/ln
Level of Service, LOS	E	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	55.0	mi/h
Length of Acceleration Lane, LA	900	ft
Driver Population	Mostly Familiar	
Driver Population SAF	0.975	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	0.975	
Demand Flow Rate on Freeway, vF	4098	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2471	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	5059	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.839	
Average Speed in Ramp Influence Area, SR	47.0	mi/h
Average Flow in Outer Lanes, vOA	1627	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	69.0	mi/h
Average Speed for On-Ramp Junction, S	51.0	mi/h
Density Across All Lanes, D	43.7	pc/mi/ln

Service Volume Table

Target LOS	A	B	C	D	E
Freeway					
Max Service Flow Rate (MSF), pc/h/ln	355	716	1001	1070	-
Service Flow Rate (SF), veh/h	994	2004	2803	2996	-
Service Volume, veh/h	945	1903	2663	2846	-
One Direction DSV, 1000 veh/day	10	21	30	32	-
Bi-Direction DSV, 1000 veh/day	19	37	52	56	-
Ramp					
Max Service Flow Rate (MSF), pc/h/ln	673	1356	1897	2130	-
Service Flow Rate (SF), veh/h	660	1329	1859	2087	-
Service Volume, veh/h	627	1262	1766	1983	-
One Direction DSV, 1000 veh/day	7	14	20	22	-

Design Analysis Table

Number of Lanes, ln	2	2	3	3	4	4	5	5

Number of Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	43.7	40.6	27.0	26.4	21.0	20.6
LOS	F	F	E	D	D	C	D	C

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Merge Analysis 2 with 900 feet acceleration length

FREEWAY MERGE ANALYSIS

File Name:	Merge2 2045 Build I-75 southbound CD to I-75 PM.xuf
Analyst:	GDZ
Agency:	FDOT
Jurisdiction:	Pasco Co.
Date:	10/15/2020
Analysis Year:	2045 (Build)
Time Period Analyzed:	PM Peak
Project Description:	Merge for I-75 southbound CD to I-75
Units:	United States Customary

LOS and Performance Measures

Density in On-Ramp (Merge) Influence Area, DR	30.2	pc/mi/ln
Level of Service, LOS	D	
Average Flow in Outer Lanes, vOA	1424	pc/h/ln
Average Speed in Ramp Influence Area, SR	59.5	mi/h
Average Speed in Outer Lanes of Freeway, SO	69.8	mi/h
Average Speed for On-Ramp (Merge) Junction, S	61.9	mi/h
Density Across All Lanes, D	29.2	pc/mi/ln

Step 1: Specify Inputs and Convert Demand Volumes to Demand Flow Rates

Freeway Data		
Number of Freeway Lanes	3	ln
Freeway Free-Flow Speed, FFS	75.0	mi/h
Segment Length	4000	ft
Multilane Highway or C-D Roadway?	Freeway	
Demand Volume, V	3179	veh/h
Peak Hour Factor, PHF	0.95	
Ramp Data		
Number of Ramp Lanes	1	ln
Ramp Free-Flow Speed, SFR	55.0	mi/h
Ramp Side	Right	
Length of First Acceleration Lane, LA or LA1	900	ft
Length of Second Acceleration Lane, LA2	-	ft

Junction Components	Freeway	Ramp	
Demand Volume, V	3179	1705	veh/h
Peak Hour Factor, PHF	0.95	0.95	
Percent Total Trucks	7.20	2.00	%
Percent SUTs	-	-	%
Percent TTs	-	-	%
Prop.Total Trucks, PT	0.0720	0.0200	
Heavy Vehicle PCE, ET	2.000	2.000	
Heavy Vehicle Adj., fHV	0.933	0.980	
Terrain Type	Level	Level	
Percent Grade	-	-	%
Grade Length	-	-	mi
Demand Adj.Factor, DAF	1.000	1.000	
Demand Flow Rate, v	3587	1831	pc/h

Step 2: Estimate the Approaching Flow Rate in Lanes 1 and 2

Estimating Flow in Lanes 1 and 2 for On-Ramps		
Adjacent Upstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Adjacent Downstream Off-Ramp Equilibrium Distance, LEQ	-	ft
Prop. Freeway Veh. in Lanes 1 and 2, PFM	0.603	
Flow Rate in Lanes 1 and 2, v12	2163	pc/h

Step 3: Estimate Capacity of Ramp-Freeway Junction and Compare Flow Rates

Capacity Checks

	Actual	Maximum	Violation?
vFO	5418	6970	No
vR	1831	2130	No
vR12	3994	4600	No

	Freeway	Ramp	
Unadjusted Capacity, cmd	7200	2200	pc/h
Driver Population	Mostly Familiar	Mostly Familiar	
Driver Population CAF	0.968	0.968	
Weather Type	Non-Severe Weather	Non-Severe Weather	
Weather Type CAF	1.000	1.000	
Incident Type	No Incident	-	
Final Capacity Adj. Factor, CAF	0.968	0.968	
Adjusted Capacity, cmda	6970	2130	pc/h

Step 4: Estimate Density in Ramp Influence Area and Determine LOS

Demand Flow Rate on Ramp, vR	1831	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2163	pc/h
Length of Acceleration Lane, LA	900	ft
Density in On-Ramp Influence Area, DR	30.2	pc/mi/ln
Density in On-Ramp Influence Area, DR	29.6	veh/mi/ln
Level of Service, LOS	D	

Step 5: Estimate Speeds in the Vicinity of Ramp-Freeway Junctions

Freeway Free-Flow Speed, FFS	75.0	mi/h
Ramp Free-Flow Speed, SFR	55.0	mi/h
Length of Acceleration Lane, LA	900	ft
Driver Population	Mostly Familiar	
Driver Population SAF	0.975	
Weather Type	Non-Severe Weather	
Weather Type SAF	1.000	
Final Speed Adjustment Factor, SAF	0.975	
Demand Flow Rate on Freeway, vF	3587	pc/h
Demand Flow Rate in Lanes 1 and 2, v12	2163	pc/h
Total Demand Flow Entering On-Ramp Infl. Area, vR12	3994	pc/h
Number of Outer Lanes on Freeway, NO	1	ln
Speed Index for On-Ramp, MS	0.436	
Average Speed in Ramp Influence Area, SR	59.5	mi/h
Average Flow in Outer Lanes, vOA	1424	pc/h/ln
Average Speed in Outer Lanes of Freeway, SO	69.8	mi/h
Average Speed for On-Ramp Junction, S	61.9	mi/h
Density Across All Lanes, D	29.2	pc/mi/ln

Service Volume Table

Target LOS	A	B	C	D	E
Freeway					
Max Service Flow Rate (MSF), pc/h/ln	392	791	1106	1374	1324
Service Flow Rate (SF), veh/h	1098	2214	3097	3846	3705
Service Volume, veh/h	1043	2103	2942	3653	3519
One Direction DSV, 1000 veh/day	12	23	33	41	39
Bi-Direction DSV, 1000 veh/day	27	54	75	94	90
Ramp					
Max Service Flow Rate (MSF), pc/h/ln	601	1212	1695	2105	2130
Service Flow Rate (SF), veh/h	589	1187	1661	2062	2087
Service Volume, veh/h	560	1128	1578	1959	1983
One Direction DSV, 1000 veh/day	6	13	18	22	22

Design Analysis Table

Number of Lanes, ln	2	2	3	3	4	4	5	5

Number of Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	29.2	28.2	20.6	20.1	16.3	16.0
LOS	F	F	D	C	C	C	C	B

This Freeway Merge Segment text report was created in HCS™ Freeways Version 7.8.5 on 2/25/2021 21:51:39

Merge Analysis 2 with 1500 feet acceleration length — HCS7 Freeway Merge Report

Project Information			
Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2045 (Build)
Jurisdiction	Pasco Co.	Time Period Analyzed	AM Peak
Project Description	Merge for I-75 southbound to I-75 (1500' merge distance)	Unit	United States Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	75.0	55.0
Segment Length (L) / Acceleration Length (LA),ft	4000	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Mostly Familiar	Mostly Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.975	0.975
Final Capacity Adjustment Factor (CAF)	0.968	0.968
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	3632	2409
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	7.20	2.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.933	0.980
Flow Rate (vi),pc/h	4098	2588
Capacity (c), pc/h	6970	2130
Volume-to-Capacity Ratio (v/c)	0.96	1.22

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.819
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1557
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	47.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.620	Outer Lanes Freeway Speed (SO), mi/h	69.3
Flow in Lanes 1 and 2 (v12), pc/h	2541	Ramp Junction Speed (S), mi/h	51.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	5129	Average Density (D), pc/mi/ln	43.4
Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	35.0

Service Volume Table

Target LOS	A	B	C	D	E
Freeway					
Max Service Flow Rate (MSF), pc/h/ln	483	838	1119	1070	-
Service Flow Rate (SF), veh/h	1352	2346	3133	2996	-
Service Volume, veh/h	1284	2228	2976	2846	-
One Direction DSV, 1000 veh/day	14	25	33	32	-
Bi-Directional DSV, 1000 veh/day	25	44	58	56	-
Ramp					
Max Service Flow Rate (MSF), pc/h/ln	915	1588	2120	2130	-
Service Flow Rate (SF), veh/h	897	1556	2078	2087	-
Service Volume, veh/h	852	1478	1974	1983	-
One Direction DSV, 1000 veh/day	9	16	22	22	-

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Merge Analysis 2 with 1500 feet acceleration length

HCS7 Freeway Merge Report

Project Information			
Analyst	GDZ	Date	10/15/2020
Agency	FDOT	Analysis Year	2045 (Build)
Jurisdiction	Pasco Co.	Time Period Analyzed	PM Peak
Project Description	Merge for I-75 southbound CD to I-75	Unit	United States Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	75.0	55.0
Segment Length (L) / Acceleration Length (LA),ft	4000	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Mostly Familiar	Mostly Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.975	0.975
Final Capacity Adjustment Factor (CAF)	0.968	0.968
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	3179	1705
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	7.20	2.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.933	0.980
Flow Rate (vi),pc/h	3587	1831
Capacity (c), pc/h	6970	2130
Volume-to-Capacity Ratio (v/c)	0.78	0.86

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.385
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1363
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	61.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.620	Outer Lanes Freeway Speed (SO), mi/h	70.0
Flow in Lanes 1 and 2 (v12), pc/h	2224	Ramp Junction Speed (S), mi/h	63.1
Flow Entering Ramp-Infl. Area (vR12), pc/h	4055	Average Density (D), pc/mi/ln	28.6
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	26.9

Service Volume Table

Target LOS	A	B	C	D	E
Freeway					
Max Service Flow Rate (MSF), pc/h/ln	533	925	1236	1324	-
Service Flow Rate (SF), veh/h	1491	2588	3458	3705	-
Service Volume, veh/h	1416	2459	3285	3519	-
One Direction DSV, 1000 veh/day	16	27	37	39	-
Bi-Directional DSV, 1000 veh/day	36	63	84	90	-
Ramp					
Max Service Flow Rate (MSF), pc/h/ln	816	1417	1893	2130	-
Service Flow Rate (SF), veh/h	800	1388	1855	2087	-
Service Volume, veh/h	760	1319	1762	1983	-
One Direction DSV, 1000 veh/day	8	15	20	22	-

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Merge for C-D southbound to I-75 Interpolation

Sensitivity Analysis for Merge Analysis

Segment	YEAR	AM Peak Volume		Density	LOS
		Freeway	Merge		
I-75 southbound C-D to I-75 (acceleration length = 900')	2025	2382	1958	28.0	C
	2030	2695	2071	30.5	D
	2035	3007	2184	33.1	D
	2038	3195	2251	34.6	D
	2039	3257	2274	**35.1**	**E**
	2040	3320	2296	**35.6**	**E**
	2045	3632	2409	**38.2**	**E**

HCS7 Freeway Merge Report

Project Information			
Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2030 (Build)
Jurisdiction	Pasco Co.	Time Period Analyzed	AM Peak
Project Description	Merge for I-75 southbound to I-75	Unit	United States Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	75.0	55.0
Segment Length (L) / Acceleration Length (LA),ft	4000	900
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Mostly Familiar	Mostly Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.975	0.975
Final Capacity Adjustment Factor (CAF)	0.968	0.968
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	2695	2071
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	7.20	2.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.933	0.980
Flow Rate (vi),pc/h	3041	2224
Capacity (c), pc/h	6970	2130
Volume-to-Capacity Ratio (v/c)	0.76	1.04

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.450
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1207
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	59.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.603	Outer Lanes Freeway Speed (SO), mi/h	70.6
Flow in Lanes 1 and 2 (v12), pc/h	1834	Ramp Junction Speed (S), mi/h	61.4
Flow Entering Ramp-Infl. Area (vR12), pc/h	4058	Average Density (D), pc/mi/ln	28.6
Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	30.5

Service Volume Table

Target LOS	A	B	C	D	E
Freeway					
Max Service Flow Rate (MSF), pc/h/ln	329	664	925	924	-
Service Flow Rate (SF), veh/h	922	1857	2588	2586	-
Service Volume, veh/h	876	1765	2459	2456	-
One Direction DSV, 1000 veh/day	10	20	27	27	-
Bi-Directional DSV, 1000 veh/day	17	35	48	48	-
Ramp					
Max Service Flow Rate (MSF), pc/h/ln	723	1457	2030	2130	-
Service Flow Rate (SF), veh/h	709	1427	1989	2087	-
Service Volume, veh/h	673	1356	1889	1983	-
One Direction DSV, 1000 veh/day	7	15	21	22	-

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	28.6	27.6	20.2	19.7	16.0	15.7
LOS	F	F	D	C	C	C	C	B

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HCS7 Freeway Merge Report

Project Information			
Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2035 (Build)
Jurisdiction	Pasco Co.	Time Period Analyzed	AM Peak
Project Description	Merge for I-75 southbound to I-75	Unit	United States Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	75.0	55.0
Segment Length (L) / Acceleration Length (LA),ft	4000	900
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Mostly Familiar	Mostly Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.975	0.975
Final Capacity Adjustment Factor (CAF)	0.968	0.968
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	3007	2184
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	7.20	2.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.933	0.980
Flow Rate (vi),pc/h	3393	2346
Capacity (c), pc/h	6970	2130
Volume-to-Capacity Ratio (v/c)	0.82	1.10

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.540
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1347
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	56.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.603	Outer Lanes Freeway Speed (SO), mi/h	70.1
Flow in Lanes 1 and 2 (v12), pc/h	2046	Ramp Junction Speed (S), mi/h	59.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	4392	Average Density (D), pc/mi/ln	32.4
Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	33.1

Service Volume Table

Target LOS	A	B	C	D	E
Freeway					
Max Service Flow Rate (MSF), pc/h/ln	339	684	954	977	-
Service Flow Rate (SF), veh/h	950	1914	2670	2736	-
Service Volume, veh/h	902	1818	2536	2599	-
One Direction DSV, 1000 veh/day	10	20	28	29	-
Bi-Directional DSV, 1000 veh/day	18	36	50	51	-
Ramp					
Max Service Flow Rate (MSF), pc/h/ln	704	1419	1979	2130	-
Service Flow Rate (SF), veh/h	690	1390	1939	2087	-
Service Volume, veh/h	655	1321	1842	1983	-
One Direction DSV, 1000 veh/day	7	15	20	22	-

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	32.4	31.1	22.3	21.8	17.6	17.2
LOS	F	F	D	D	C	C	C	C

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HCS7 Freeway Merge Report

Project Information			
Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2038 (Build)
Jurisdiction	Pasco Co.	Time Period Analyzed	AM Peak
Project Description	Merge for I-75 southbound to I-75	Unit	United States Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	75.0	55.0
Segment Length (L) / Acceleration Length (LA),ft	4000	900
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Mostly Familiar	Mostly Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.975	0.975
Final Capacity Adjustment Factor (CAF)	0.968	0.968
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	3195	2251
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	7.20	2.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.933	0.980
Flow Rate (vi),pc/h	3605	2418
Capacity (c), pc/h	6970	2130
Volume-to-Capacity Ratio (v/c)	0.86	1.14

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.609
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1431
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	54.2
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.603	Outer Lanes Freeway Speed (SO), mi/h	69.7
Flow in Lanes 1 and 2 (v12), pc/h	2174	Ramp Junction Speed (S), mi/h	57.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	4592	Average Density (D), pc/mi/ln	35.1
Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	34.6

Service Volume Table

Target LOS	A	B	C	D	E
Freeway					
Max Service Flow Rate (MSF), pc/h/ln	344	694	970	1008	-
Service Flow Rate (SF), veh/h	964	1943	2714	2820	-
Service Volume, veh/h	916	1846	2579	2679	-
One Direction DSV, 1000 veh/day	10	21	29	30	-
Bi-Directional DSV, 1000 veh/day	18	36	51	53	-
Ramp					
Max Service Flow Rate (MSF), pc/h/ln	693	1397	1951	2130	-
Service Flow Rate (SF), veh/h	679	1369	1912	2087	-
Service Volume, veh/h	645	1301	1817	1983	-
One Direction DSV, 1000 veh/day	7	14	20	22	-

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	35.1	33.5	23.6	23.1	18.6	18.2
LOS	F	F	D	D	D	C	C	C

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HCS7 Freeway Merge Report

Project Information			
Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2039 (Build)
Jurisdiction	Pasco Co.	Time Period Analyzed	AM Peak
Project Description	Merge for I-75 southbound to I-75	Unit	United States Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	75.0	55.0
Segment Length (L) / Acceleration Length (LA),ft	4000	900
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Mostly Familiar	Mostly Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.975	0.975
Final Capacity Adjustment Factor (CAF)	0.968	0.968
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	3257	2274
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	7.20	2.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.933	0.980
Flow Rate (vi),pc/h	3675	2443
Capacity (c), pc/h	6970	2130
Volume-to-Capacity Ratio (v/c)	0.88	1.15

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.636
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1459
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	53.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.603	Outer Lanes Freeway Speed (SO), mi/h	69.6
Flow in Lanes 1 and 2 (v12), pc/h	2216	Ramp Junction Speed (S), mi/h	56.5
Flow Entering Ramp-Infl. Area (vR12), pc/h	4659	Average Density (D), pc/mi/ln	36.1
Level of Service (LOS)	E	Density in Ramp Influence Area (DR), pc/mi/ln	35.1

Service Volume Table

Target LOS	A	B	C	D	E
Freeway					
Max Service Flow Rate (MSF), pc/h/ln	346	698	975	1017	-
Service Flow Rate (SF), veh/h	969	1953	2728	2846	-
Service Volume, veh/h	920	1855	2592	2704	-
One Direction DSV, 1000 veh/day	10	21	29	30	-
Bi-Directional DSV, 1000 veh/day	18	36	51	53	-
Ramp					
Max Service Flow Rate (MSF), pc/h/ln	690	1392	1944	2130	-
Service Flow Rate (SF), veh/h	676	1364	1905	2087	-
Service Volume, veh/h	642	1295	1809	1983	-
One Direction DSV, 1000 veh/day	7	14	20	22	-

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	36.1	34.3	24.1	23.5	18.9	18.5
LOS	F	F	E	D	D	C	C	C

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HCS7 Freeway Merge Report

Project Information			
Analyst	GDZ	Date	02/19/21
Agency	FDOT	Analysis Year	2040 (Build)
Jurisdiction	Pasco Co.	Time Period Analyzed	AM Peak
Project Description	Merge for I-75 southbound to I-75	Unit	United States Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	3	1
Free-Flow Speed (FFS), mi/h	75.0	55.0
Segment Length (L) / Acceleration Length (LA),ft	4000	900
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	Mostly Familiar	Mostly Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	0.975	0.975
Final Capacity Adjustment Factor (CAF)	0.968	0.968
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	3320	2296
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	7.20	2.00
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.933	0.980
Flow Rate (vi),pc/h	3746	2466
Capacity (c), pc/h	6970	2130
Volume-to-Capacity Ratio (v/c)	0.89	1.16

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	1
Distance to Upstream Ramp (LUP), ft	-	Speed Index (MS)	0.664
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/h/ln	1487
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influence Area Speed (SR), mi/h	52.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.603	Outer Lanes Freeway Speed (SO), mi/h	69.5
Flow in Lanes 1 and 2 (v12), pc/h	2259	Ramp Junction Speed (S), mi/h	55.7
Flow Entering Ramp-Infl. Area (vR12), pc/h	4725	Average Density (D), pc/mi/ln	37.2
Level of Service (LOS)	E	Density in Ramp Influence Area (DR), pc/mi/ln	35.6

Service Volume Table

Target LOS	A	B	C	D	E
Freeway					
Max Service Flow Rate (MSF), pc/h/ln	348	701	979	1026	-
Service Flow Rate (SF), veh/h	974	1961	2741	2873	-
Service Volume, veh/h	925	1863	2604	2729	-
One Direction DSV, 1000 veh/day	10	21	29	30	-
Bi-Directional DSV, 1000 veh/day	18	37	51	53	-
Ramp					
Max Service Flow Rate (MSF), pc/h/ln	687	1384	1935	2130	-
Service Flow Rate (SF), veh/h	673	1356	1896	2087	-
Service Volume, veh/h	640	1289	1801	1983	-
One Direction DSV, 1000 veh/day	7	14	20	22	-

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	37.2	35.2	24.5	24.0	19.3	18.8
LOS	F	F	E	D	D	C	C	C

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APPENDIX G

Concept Plans

CONTRACT PLANS COMPONENTS

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION

STATE OF FLORIDA

DEPARTMENT OF TRANSPORTATION

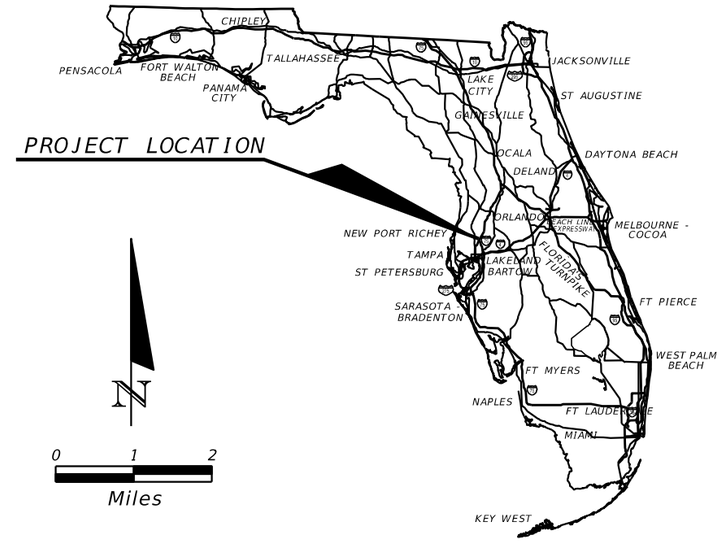
PROJECT DEVELOPMENT AND ENVIRONMENTAL STUDY CONCEPT PLANS

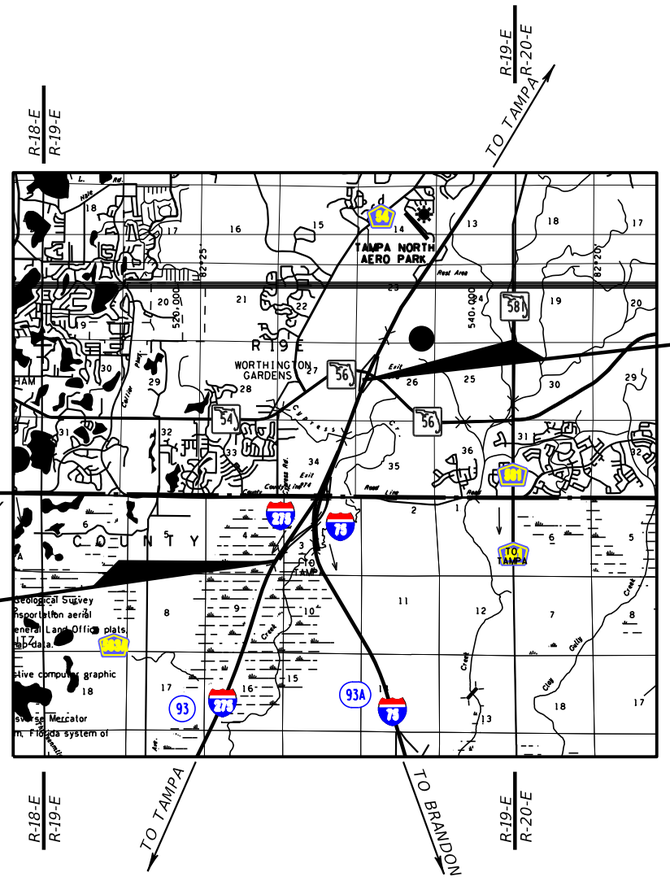
FINANCIAL PROJECT ID 254552-1-22-19

HILLSBROUGH COUNTY

PASCO COUNTY

STATE ROAD NO. SR 93/SR 93A /SR 56





PASCO COUNTY
HILLSBROUGH COUNTY

END PROJECT

END PROJECT

T-26-S
T-27-S

GOVERNING STANDARD PLANS:

Florida Department of Transportation, FY_____ Standard Plans for Road and Bridge Construction and applicable Interim Revisions (IRs).

Standard Plans for Road Construction and associated IRs are available at the following website: http://www.fdot.gov/design/standardplans

APPLICABLE IRs: IR___-___-__

Standard Plans for Bridge Construction are included in the Structures Plans Component

GOVERNING STANDARD SPECIFICATIONS:

Florida Department of Transportation, Standard Specifications for Road and Bridge Construction at the following website: http://www.fdot.gov/programmanagement/Implemented/SpecBooks

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Dated 2/23/2021

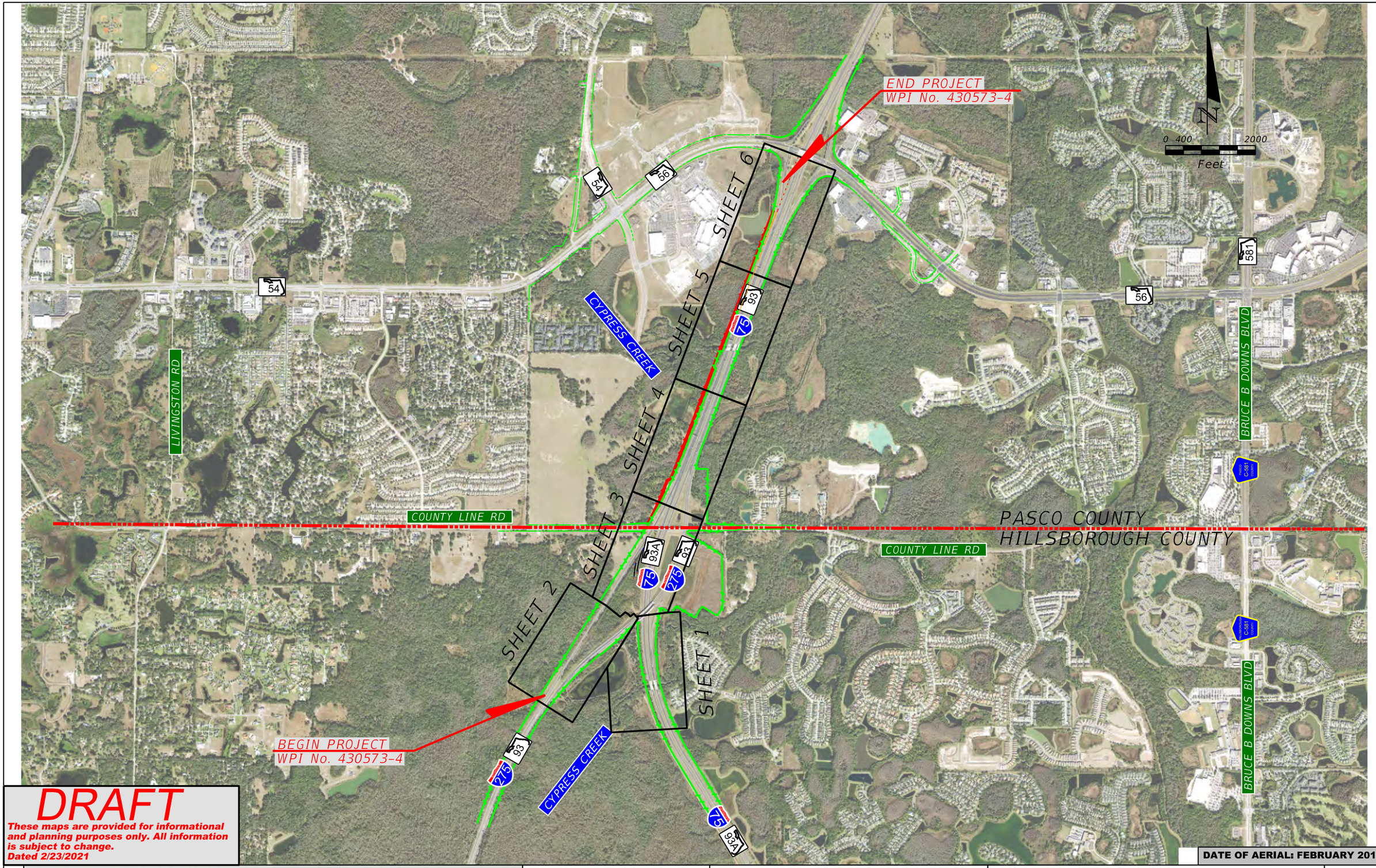
ROADWAY PLANS
ENGINEER OF RECORD:

, P.E.
P.E. NO.:

CONTRACT NO.:
VENDOR NO.:
CERTIFICATE OF AUTHORIZATION NO.:

FDOT PROJECT MANAGER:

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.



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LEGEND

- EXISTING ROW
- EXISTING L/A ROW
- PROPOSED L/A ROW
- COUNTY LINE
- PLAN SHEET BOUNDARY
- STORMWATER MANAGEMENT FACILITY/FLOODPLAIN COMPENSATION SITE SHEET BOUNDARY

American Consulting Professionals, LLC
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Engineering Business No. EB7110
Jeffrey S. Novotny, P.E. No. 51083

DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 93/ SR 93A/ SR 56	HILLSBOROUGH/ PASCO	254552-1-22-19

SB I-75/I-275 from South of County Line Road to SR 56 (SB C-D Road with Flyover Ramp)
Concept Plan Layout Sheet
WPI Segment No. 430573-4

SHEET NO.

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- POTENTIALLY CONTAMINATED SITE (C)
- MILL / RESURFACE
- PROPOSED C-D ROADS/RAMPS
- PROPOSED MAINLINE
- PROPOSED MEDIAN BARRIER WALL / MSE WALL
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WPI Segment No. 430573-4

SHEET NO. 1

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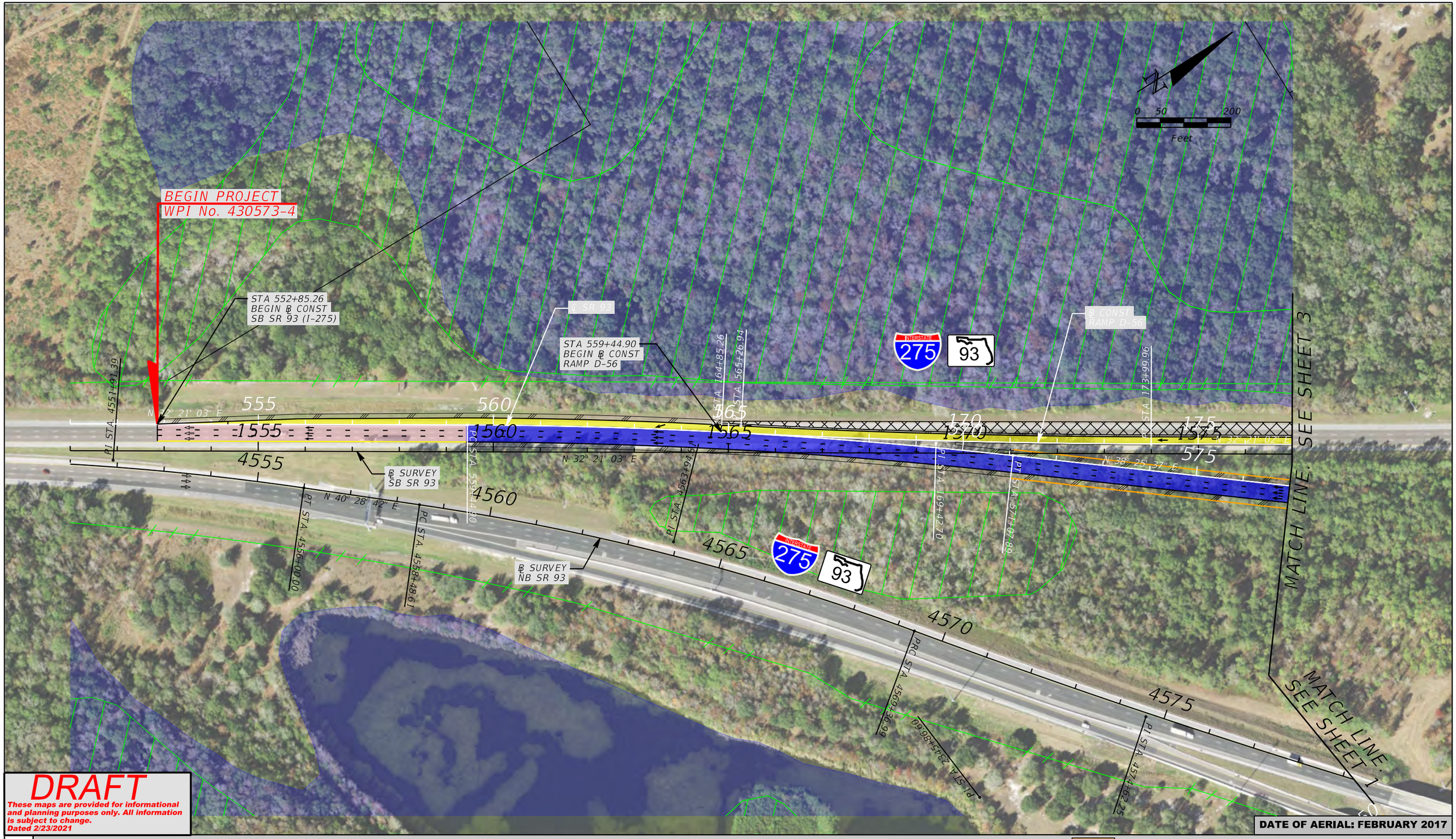

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WPI Segment No. 430573-4

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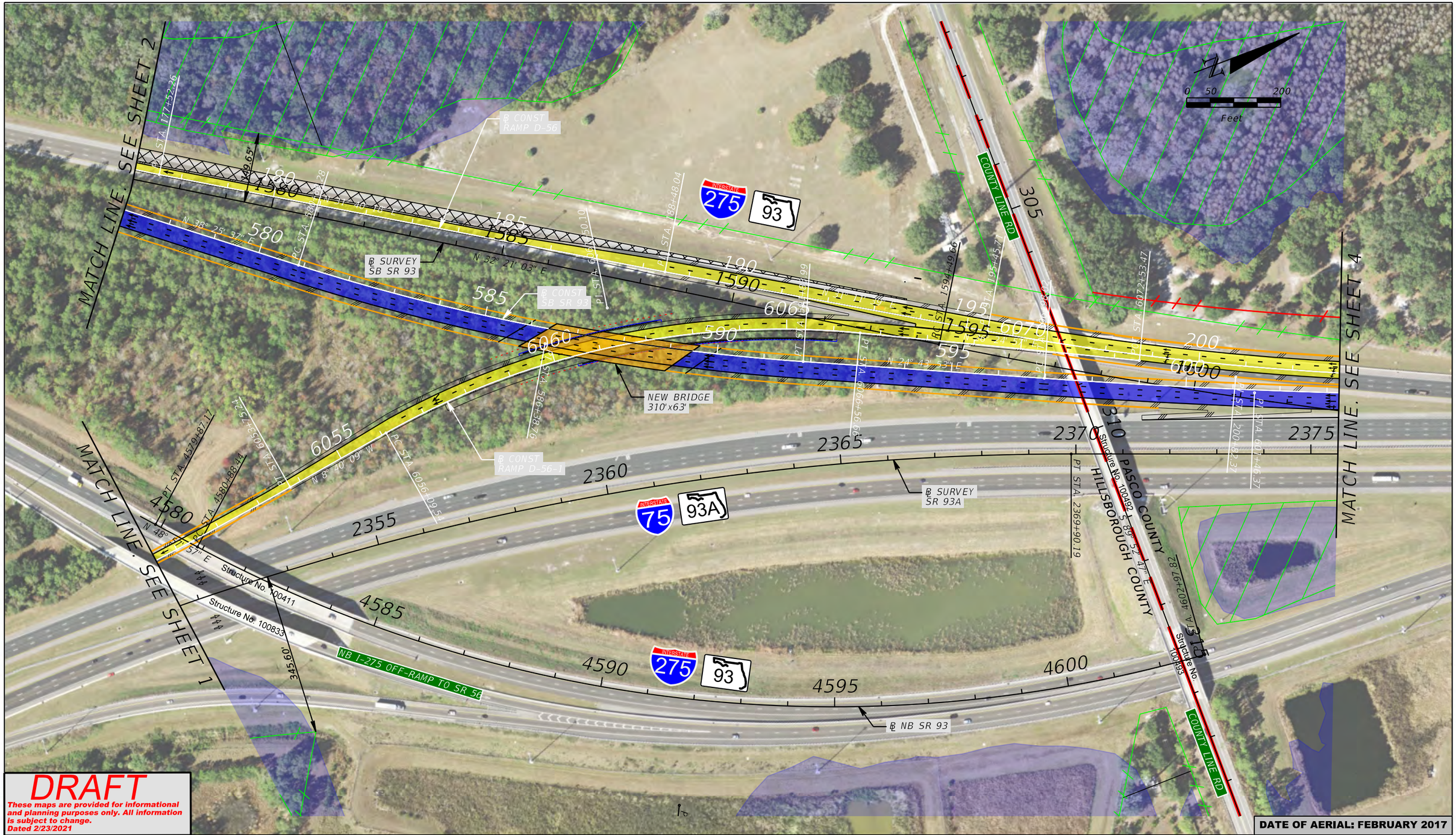

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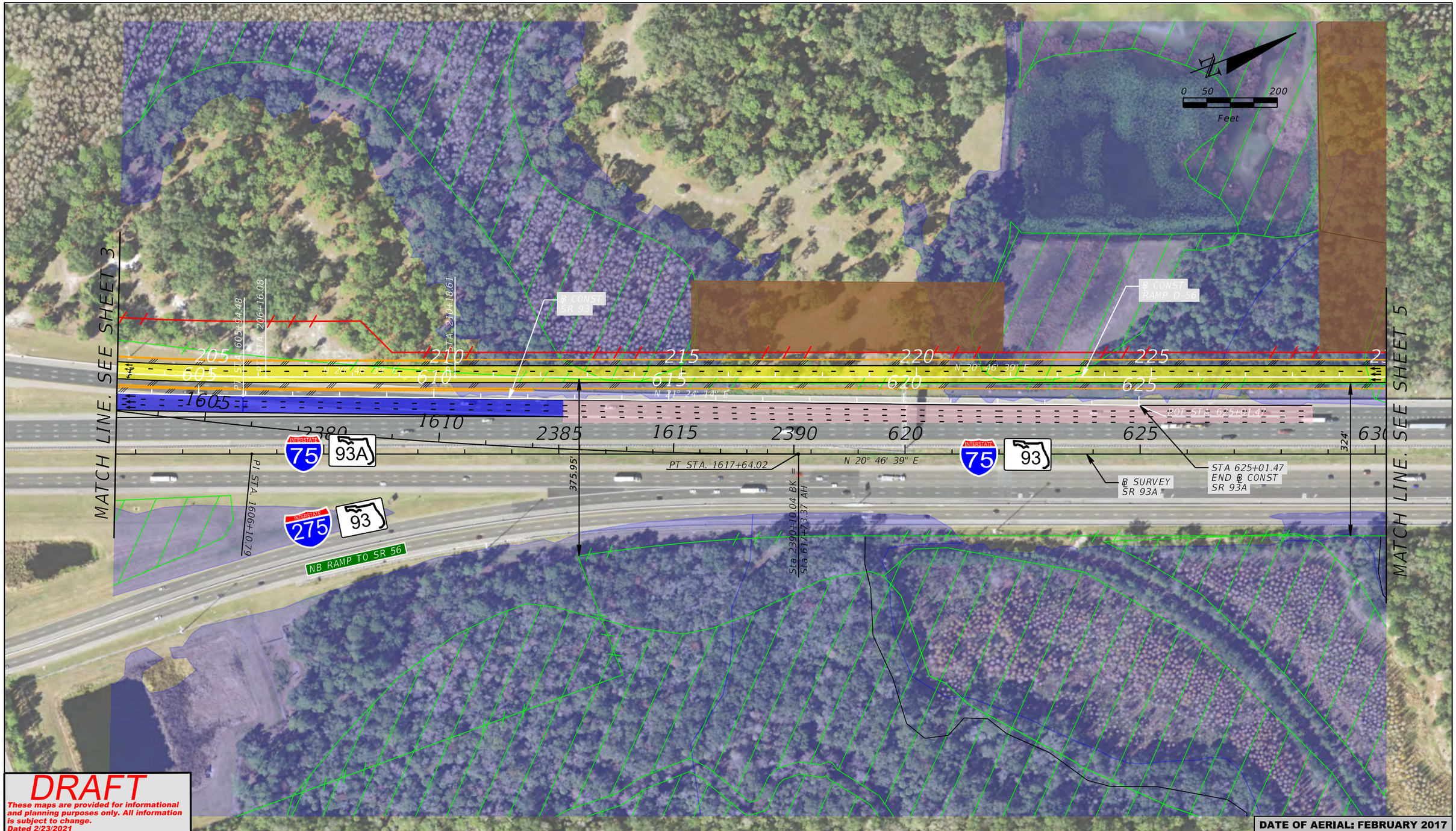

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SB I-75/I-275 from South of County Line Road to SR 56 (SB C-D Road with Flyover Ramp) Concept Plans WPI Segment No. 430573-4

SHEET NO. 5

NOTE:
FPID No. 430573-1 SR 56 @ I-75 DIVERGING DIAMOND INTERCHANGE IMPROVEMENT PROJECT ESTIMATED COMPLETION YEAR 2022.

0 50 200
Feet

END PROJECT
WPI No. 430573-4

MATCH LINE. SEE SHEET 5

℄ CONST RAMP D-56

℄ SURVEY SR 93A

SB RAMP D FROM SR 56

NB RAMP TO SR 56

PC STA. 300+00.00
PC STA. 303+00.33
PC STA. 272+83.49
PI STA. 312+21.36
PI STA. 279+77.15
PI STA. 215+32.84
PC STA. 285+09.65
PC STA. 318+00.10
PC STA. 209+12.85
PI STA. 307+63.09
PI STA. 274+47.1
PC STA. 681+51.84
A 32°54'58"

N 20° 46' 39" E
N 6° 57' 47" E

260 265 270 275 280 285 290 295 300 305 310 315 210 215
660 665 670 675 680 685
354'
395'

INTERSTATE 75
93

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SHEET NO. 6

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